

Appendix G: Public Involvement



Sample letter

July 7, 2020

«Owner»

«Mailing_address»

«City», «State» «Zip»

Re: Notice of Survey of the County Line Road for the City of Indianapolis, Department of Public Works and HNTB

Property Key # «Tax_ID_»

Property Address: «Property_Address», «City1»

Dear Property Owner:

Our firm has been retained by the City of Indianapolis, Department of Public Works (DPW) and HNTB to prepare a survey for the above referenced project. The Departments authority to conduct surveys is given under Indiana Code IC 8-1.5-3 a copy of which is attached herewith. This letter is being sent to you as required under Indiana Code IC 32-24-1-3, also attached herewith.

At this stage we generally do not know what effect, if any, this project may eventually have on your property. If it is determined later that your property may be impacted, the City of Indianapolis, Department of Public Works will contact you with additional information.

Our information indicates that you either own or occupy property near this proposed project. Our employees will be conducting a survey of the project area in the near future. It may be necessary for them to come onto your property to complete this work. This is allowed by law under the aforementioned Indiana Code IC 32-24-1-3. Our employees will identify themselves, if you are available, before coming onto your property to perform their work. If you have sold this property, or it is occupied by someone else, please provide DLZ the name and address of the new owner or current occupant so that they may be contacted about the survey.

The survey work will include mapping the location of features such as the buildings, trees, fences, drives, property evidence, ground elevations, stream sections, and bridge details, etc. The survey is needed for the proper planning and design of a roadway improvement project.



Please be assured of our sincere desire to cause you as little inconvenience as possible during the course of our work. If any problems do occur as a result of our survey work, please contact our field crew or myself at the address listed below.

If you have questions regarding other issues related to this proposed project, please contact the Project Manager in the DLZ Indianapolis office at (317) 633-4120.

In the event that damage to your property should occur as a result of our work you may request compensation for said damages to the Department of Public Works, City of Indianapolis, 1200 Madison Avenue, Indianapolis, IN 46225. Indiana Code IC 32-24-1-3 will provide instructions for the compensation process.

Very truly yours,

DLZ INDIANA, LLC



Alan Cleveland
Consultant Surveyor

Attachments: as noted

Cc: file

Public Information Meeting No. 1

Q: When will the project start?

A: Construction is scheduled to begin in spring 2024.

Q: Will we have any roundabouts?

A: Roundabouts will not be associated with the South County Line Road improvements. The I-69 interchange with South County Line Road will have roundabouts where the ramp connects with the roadway.

Q: Will there be any new traffic lights?

A: The traffic signal at Morgantown Road will be replaced and a new, permanent traffic signal at Railroad Avenue will be installed. As part of a separate INDOT project, improvements to the traffic signals and intersection with SR 135 will also be completed.

Q: Will we get bike lanes?

A: There will be no bike lanes added on the roadway.

Q: Will new sidewalks be built?

A: Yes. A 10-foot, multi-use path is proposed for the north side of the road. A 6-foot sidewalk is also proposed for the south side of the road. Pedestrian crosswalks and signals will be provided at each signalized intersection.

Q: Are you going to buy my house?

A: Property acquisition will be associated with the project. Since the project is still in its early stages of development, there are no specific design details currently available.

Q: If the project advances, when would utilities be removed?

A: Utility relocation may begin as early as the summer of 2023. Roadway construction will not start until spring 2024.

Q: Will the road ever be completely closed?

A: A road closure between South County Line Road from Morris Road to Rocky Ridge Road, including the Morgantown Road Intersection and the Pleasant Run Creek Bridge, will occur. Three phases of construction east of Morgantown Road will include: Temporary widening on south side (Phase 1); Northern half construction (Phase 2); Southern half construction (Phase 3). Traffic access will be maintained to provide access to local residents by providing a temporary traffic signal to assist with mobility.

Q: Will the bridges be closed?

A: The bridge over Pleasant Run Creek (near Morgantown Road) will be temporarily closed as part of a larger project closure. The bridge over Buffalo Creek will be constructed in phases. Two lanes (one in each direction) will remain active over the area at all times.

Q: Will I always be able to get out of my house/addition?

A: Yes. Access to housing in the project area will remain open throughout the project.

Q: Who is paying for this?

A: The City of Indianapolis is the project sponsor with funding from both with City and INDOT. Grant money is also being pursued from the Federal Highway Administration.

Q: How long will construction take?

A: Construction is expected to take up to two years.

Q: Will the hill at the intersection of South County Line Road and Morgantown Road be improved ?

A: Yes, the slope of hill will be reduced, thereby increasing safety.

Q: Is anything going to be done to address frequent flooding?

A: The road east of Morgantown Road will be raised to accommodate the identified water surface elevations that cause flooding in this area. The road will have a curb & gutter system to collect water, as well as raised sidewalks to further prevent roadway flooding. There is also proposed detention to help with drainage and reported flooding.

Q: How will this intersect with I-69?

A: When the project is completed, South County Line Road will connect to I-69 with a double roundabout interchange. There will be a single roundabout on each side of the interstate that provides access to two ramps. I-69 will go over County Line Road.

Q: What will the speed limit be?

A: The speed limit on the new South County Line Road will remain the same as what is currently posted east of the Morgantown Road intersection, 40 mph.

Q: How will this effect school bus routes?

A: School bus routes will not be impacted by this project. Coordination with area school districts was initiated early in the design process to address the concerns of school districts.

Q: How will this effect fire and police access?

A: Fire and police access will not be restricted. Coordination with local officials, emergency response agencies and road and planning organizations was initiated early in the design process to address the concerns of local representatives.

Q: How much is the project?

A: The preliminary total project cost is estimated to be approximately \$40 million.

Q: When will there be a decision on whether you select the no-build, 3-lane, or 5-lane option?

A: A decision will be announced in conjunction with the project's environmental documentation process, which is scheduled for fall of 2021. Additional public input will be sought at that time.

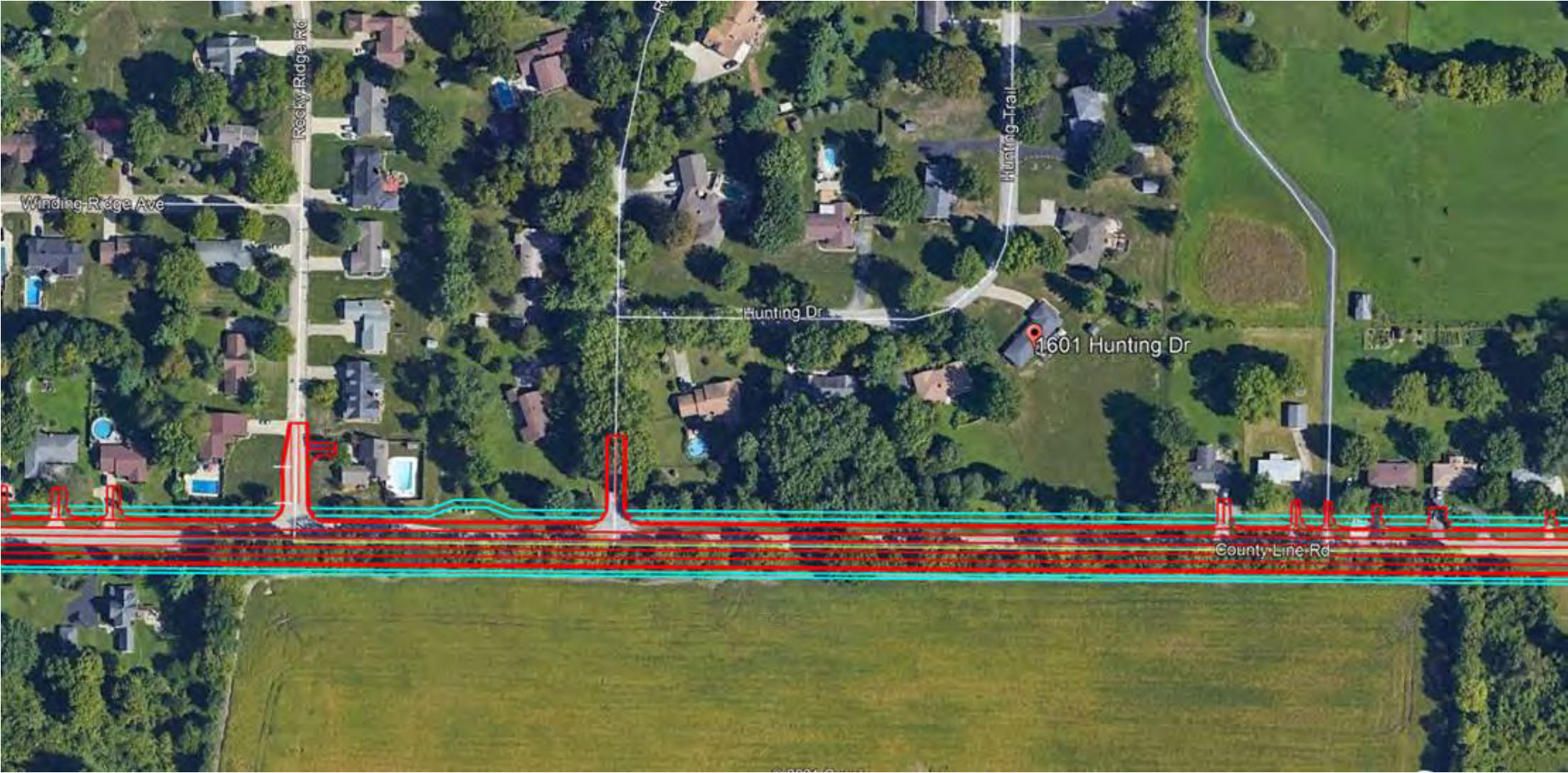
Q: Who do I contact for more information?

A: Please contact Kelly Scott with HNTB for further information.

- Email: kescott@hntb.com
- Mail: 111 Monument Circle, Suite 1200, Indianapolis, IN 46204, c/o Kelly Scott
- Phone: (317) 636-4682



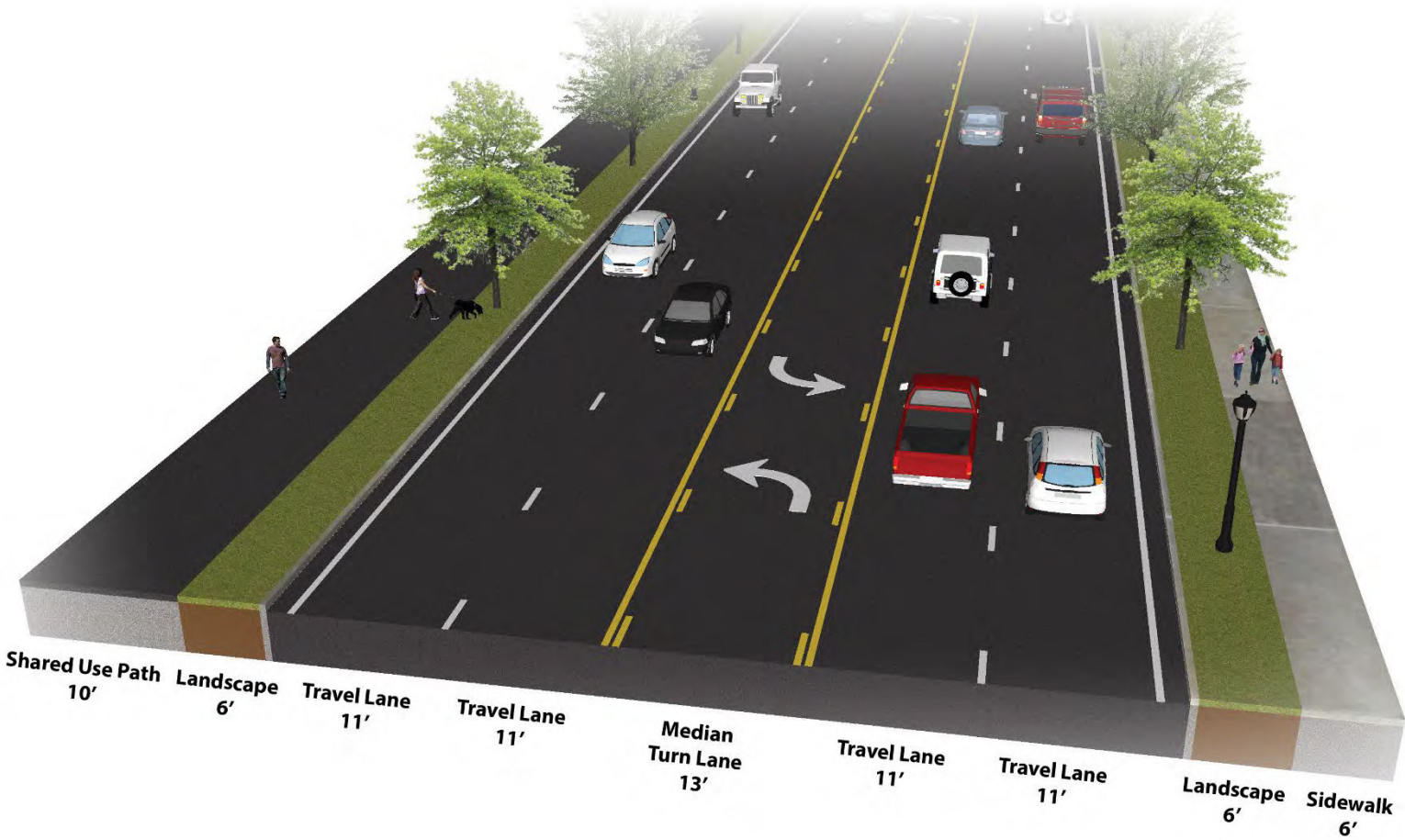
INTERSECTIONS TO COUNTY LINE ROAD



SOUTH
County Line Road


+ Safety + Mobility + Capacity

PROPOSED ROADWAY WIDTH



SOUTH
County Line Road

+ Safety + Mobility + Capacity



The slide features a white background on the left with a large orange and yellow arrow graphic pointing right. The right side of the slide shows a photograph of a paved road lined with trees under a clear blue sky. The text on the slide includes the project name, key goals, meeting title, date, and the City of Indianapolis logo.

**south
County Line Road**
+ Safety + Mobility + Capacity

**Virtual Public
Information Meeting**
April 14, 2021

INDIANAPOLIS
DEPARTMENT OF PUBLIC WORKS
1816

1

Introduction

- Project Team
- Agenda
 - Project Understanding
 - Purpose and Need
 - Alternatives Considered
 - Recommended Design
 - Environmental Considerations
 - Right-of-way
 - Schedule
 - Comments

2

How Can You Participate During Meeting?



If you are watching via live WebEx event:

- Click in the chat feature to submit your comment



If you are watching via livestream on Indianapolis Government Channel 16:

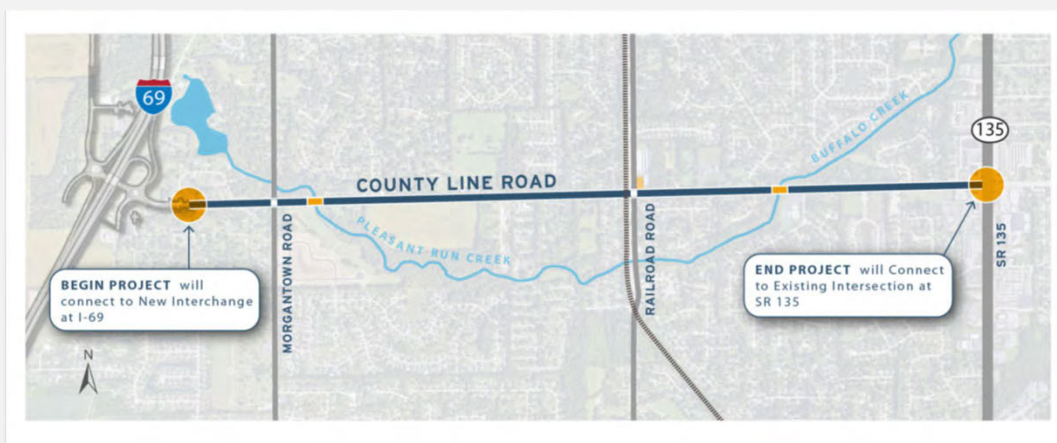
- Email: kescott@hntb.com
 - with the subject "County Line Road Project Comment."

Please feel free to use all methods listed above at any time.

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Project Understanding

- Added Travel Lanes
- I-69 to SR 135
- Marion and Johnson Counties



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Purpose and Need

Capacity



Mobility



Safety



5



Capacity

Existing Capacity Issues

- Highly traveled existing two-lane road
- Major backups in each direction

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Mobility

Existing Mobility Issues

- Localized and regional congestion
- No pedestrian facilities
- No bicycle facilities



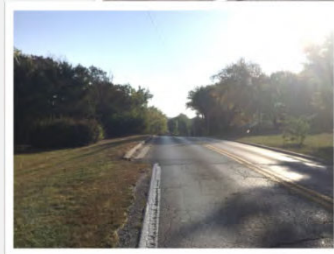
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Safety

Existing Safety Issues

- Existing topography at Morgantown Road
- Rear-end crashes

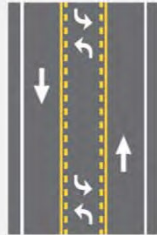


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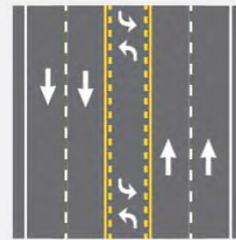
Alternatives Considered



No Build



3 Lane



5 lane

9

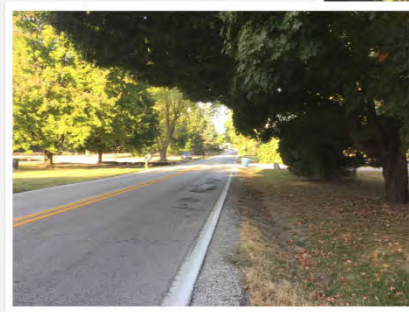
No Build Alternative

Meets the following:

 Capacity

 Mobility

 Safety



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3-Lane Alternative

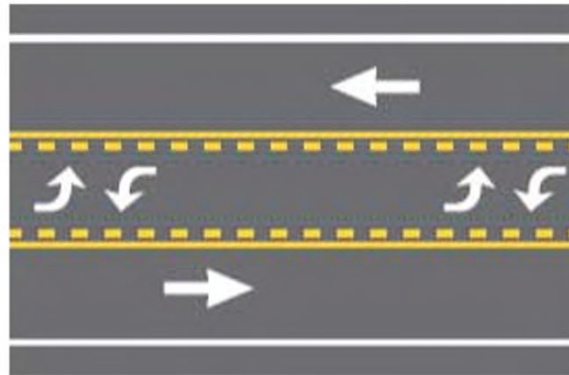
Meets the following:

✗ Capacity

✓ Mobility



✓ Safety



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5-Lane Alternative

Meets the following:

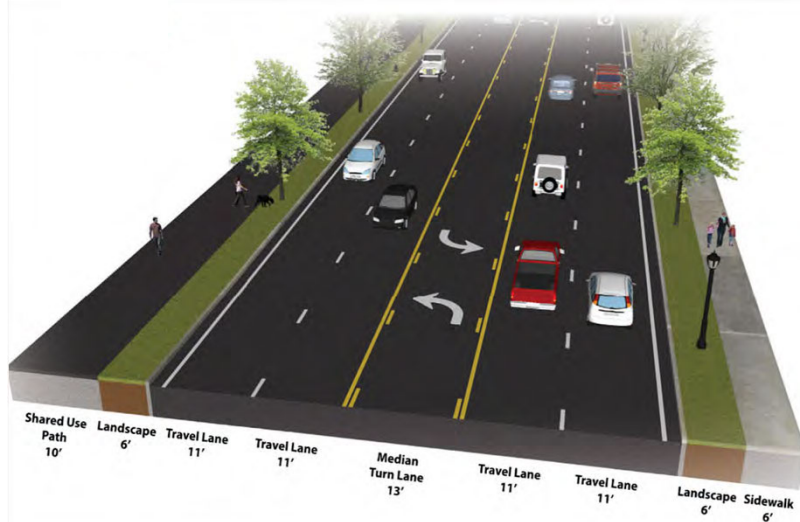
✓ Capacity




✓ Mobility



✓ Safety



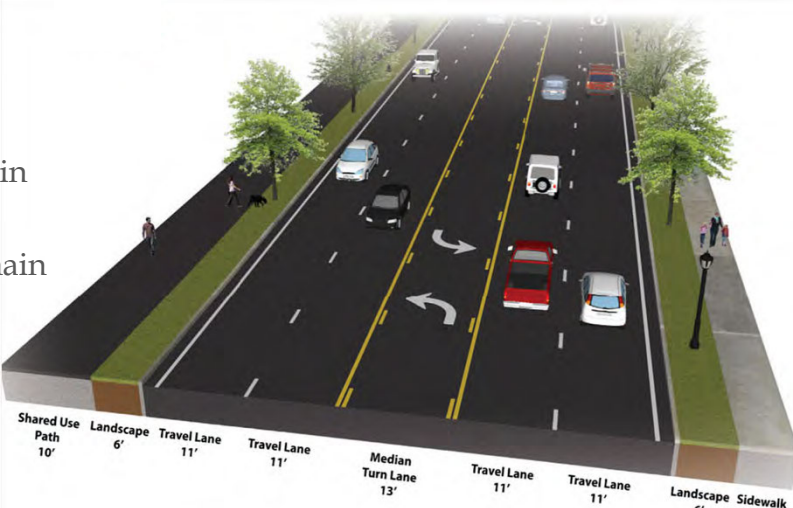
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5-Lane Alternative


Capacity Features

- One additional travel lane in each direction
- All driveway access to remain



Shared Use Path 10' Landscape 6' Travel Lane 11' Travel Lane 11' Median Turn Lane 13' Travel Lane 11' Travel Lane 11' Landscape 6' Sidewalk 6'

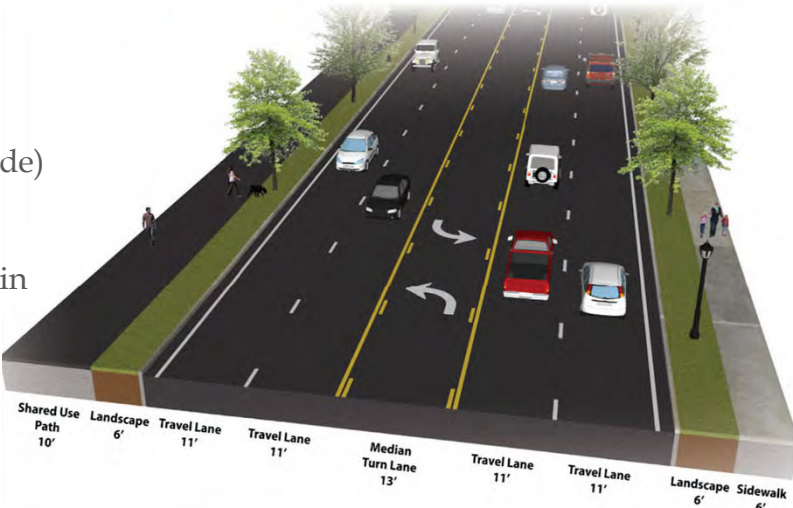
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5-Lane Alternative

Mobility Features

- 10' multi-use trail (north side)
- 6' sidewalk (south side)
- One additional travel lane in each direction



Shared Use Path 10' Landscape 6' Travel Lane 11' Travel Lane 11' Median Turn Lane 13' Travel Lane 11' Travel Lane 11' Landscape 6' Sidewalk 6'

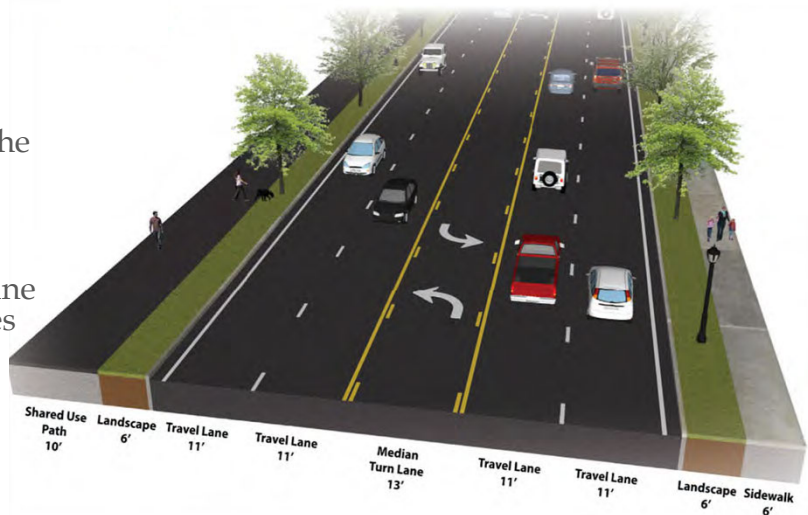
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5-Lane Alternative

Safety Features

- Flattening the hill west of the Morgantown Road intersection will provide better sight distance
- Center two-way left turn lane will reduce rear-end crashes
- Dedicated facilities for bicycles and pedestrians



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Design - Facts

PROJECT SPECIFIC FACTS



2 Intersection Improvements



Two New Bridges



13,200 lft of New Sidewalk and 50 New/Modified ADA Curb Ramps



2.5 Miles of New Multi-use Path Improving Connectivity



2.5 Miles of Roadway Reconstruction



2 New Traffic Signals



36 Acres of Drainage Improvements

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Alternatives – What's not included?

- No Roundabouts
- No Raised Median
- No Change to Posed Speed Limit
- Noise Barriers are Unlikely

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County Line Road over Pleasant Run Creek



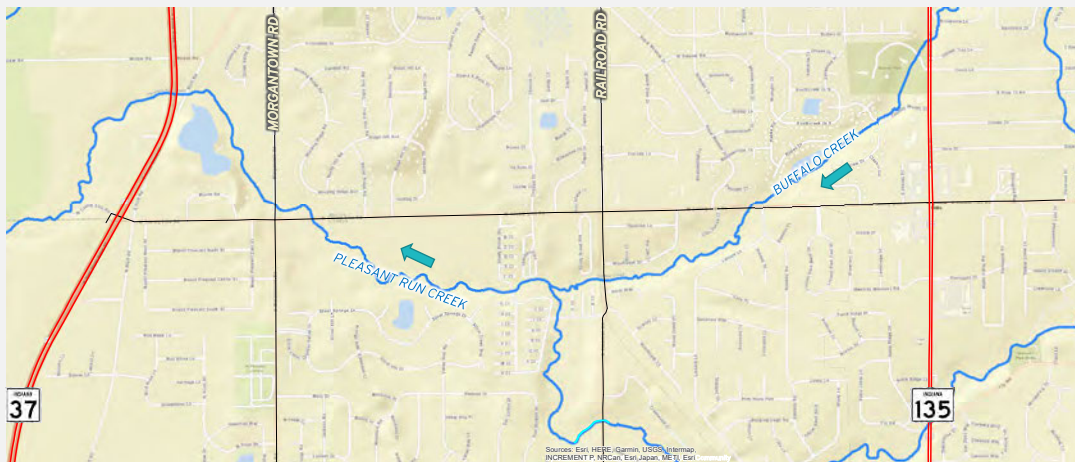
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County Line Road over Buffalo Creek



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Stormwater Management



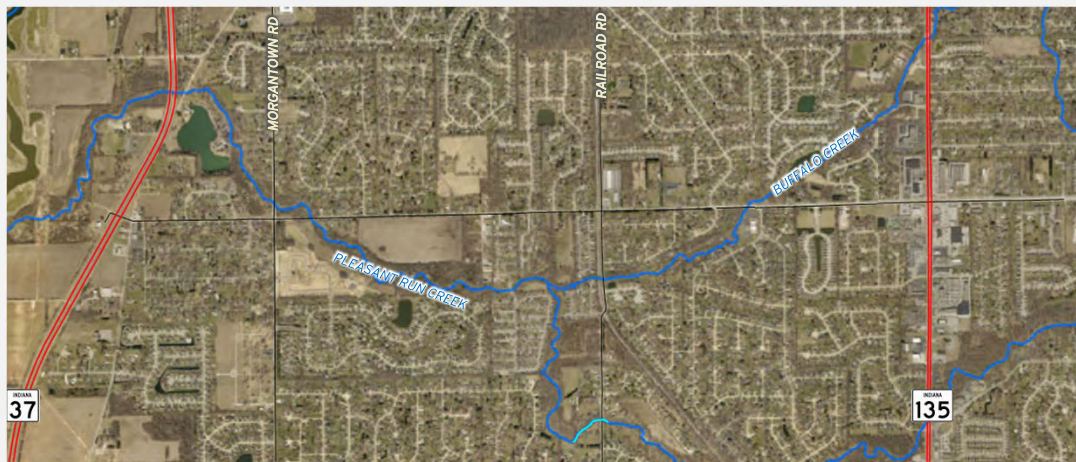
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Stormwater Management



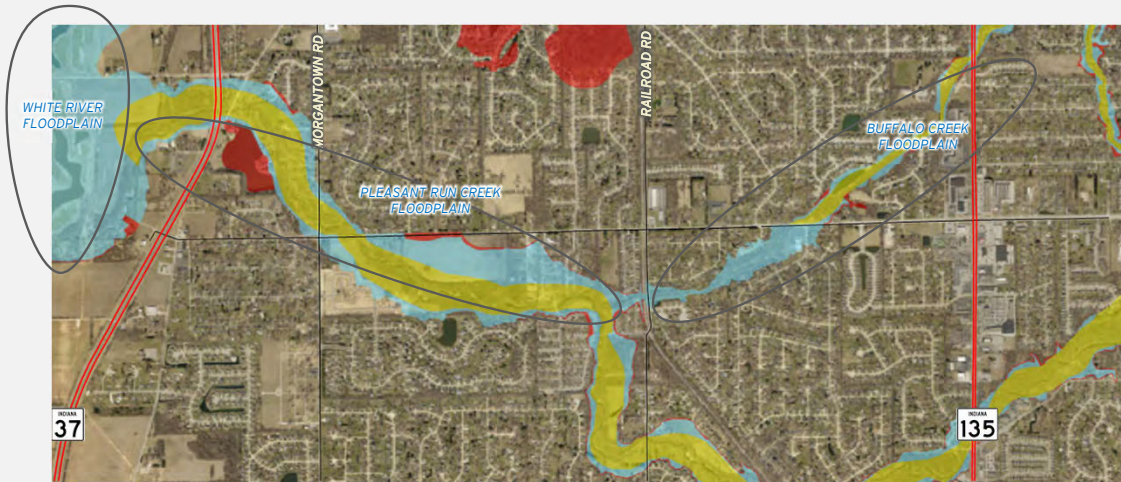
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Stormwater Management



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Stormwater Management



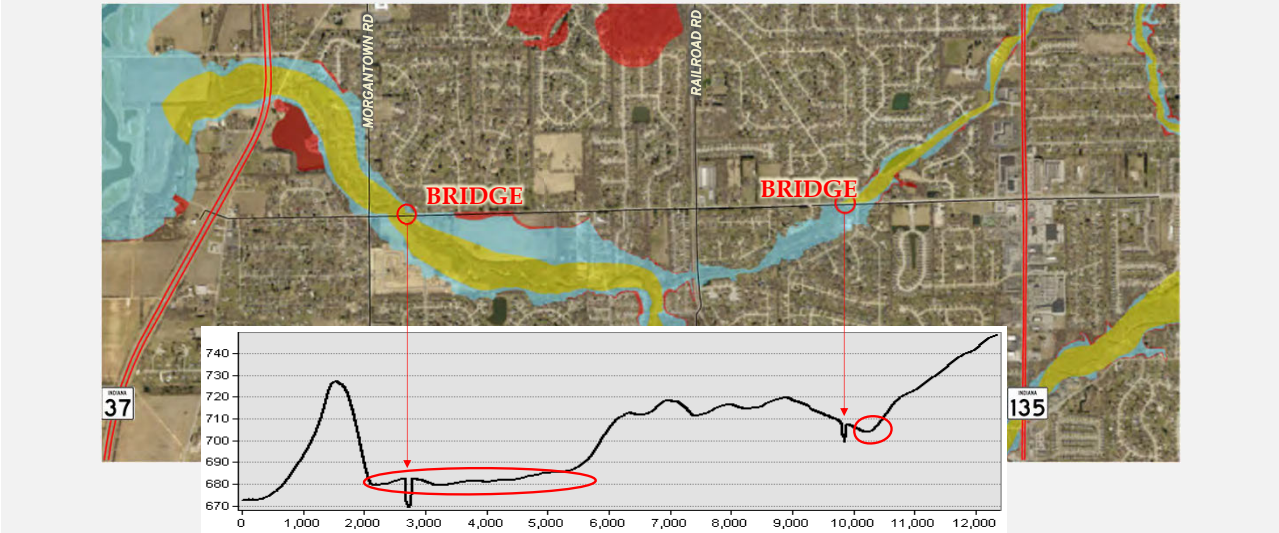
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Stormwater Management



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Stormwater Management



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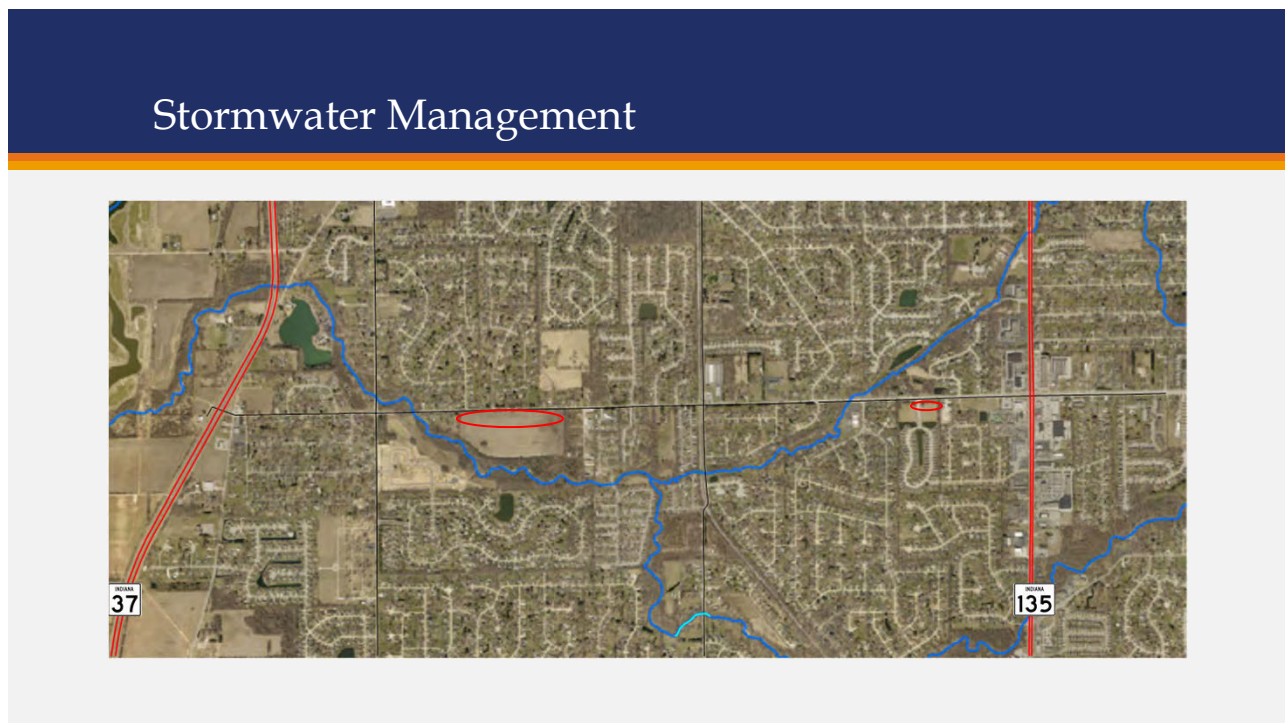
Stormwater Management



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Utilities

- Completed utility locates
- Relocations expected:
 - Electric
 - Telephone
 - Fiber Optics
 - Cable
 - Water
 - Gas



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Maintenance of Traffic

- Road Closure:
 - County Line Road from Morris Road to Rocky Ridge Road
 - Morgantown Road Intersection
 - Pleasant Run Creek Bridge
- Phase construction east of Morgantown Road:
 - Phase 1: Temporary widening on south side
 - Phase 2: Construct north half
 - Phase 3: Construct south half
- Traffic access:
 - Maintain traffic patterns to provide access to local residents
 - Temporary traffic signal to assist with mobility
 - Coordinate with EMS

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Environmental Considerations



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Environmental Considerations



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Right-of-Way

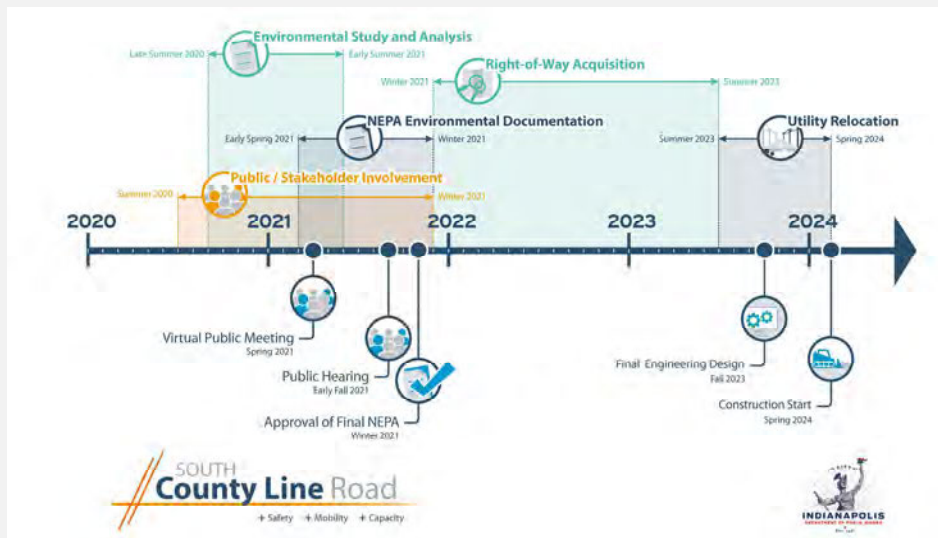
- Federal Process
- Detailed Design to reduce acquisitions



https://www.fhwa.dot.gov/real_estate/uniform_act/acquisition/real_property.cfm

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Schedule



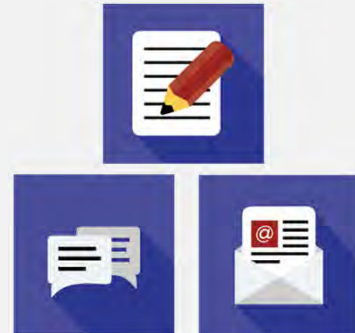
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How Can You Participate?

Submit via email, USPS mail, or fax

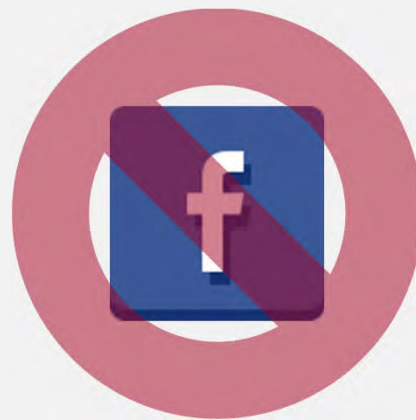
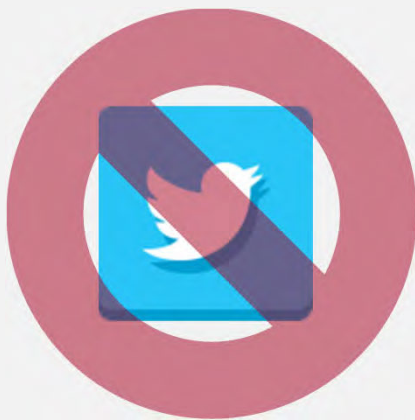
- Email: kescott@hntb.com
 - with the subject "County Line Road Project Comment."
- Mail: 111 Monument Circle, Suite 1200
Indianapolis, IN 46204
c/o Kelly Scott
- Phone: Kelly Scott @ (317) 636-4682
- Meeting comment period ends: **Monday May 3, 2021**

Please feel free to use all methods listed above at any time.



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How Can You Participate?



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How Will Comments be Addressed?

- All comments received will be addressed in the Environmental Document as a result of:
 - All chats and emails received during the meeting
 - All written comments, concerns, and suggestions such as letters, emails, phone calls received during the comment period.

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Mailing List Opt-In

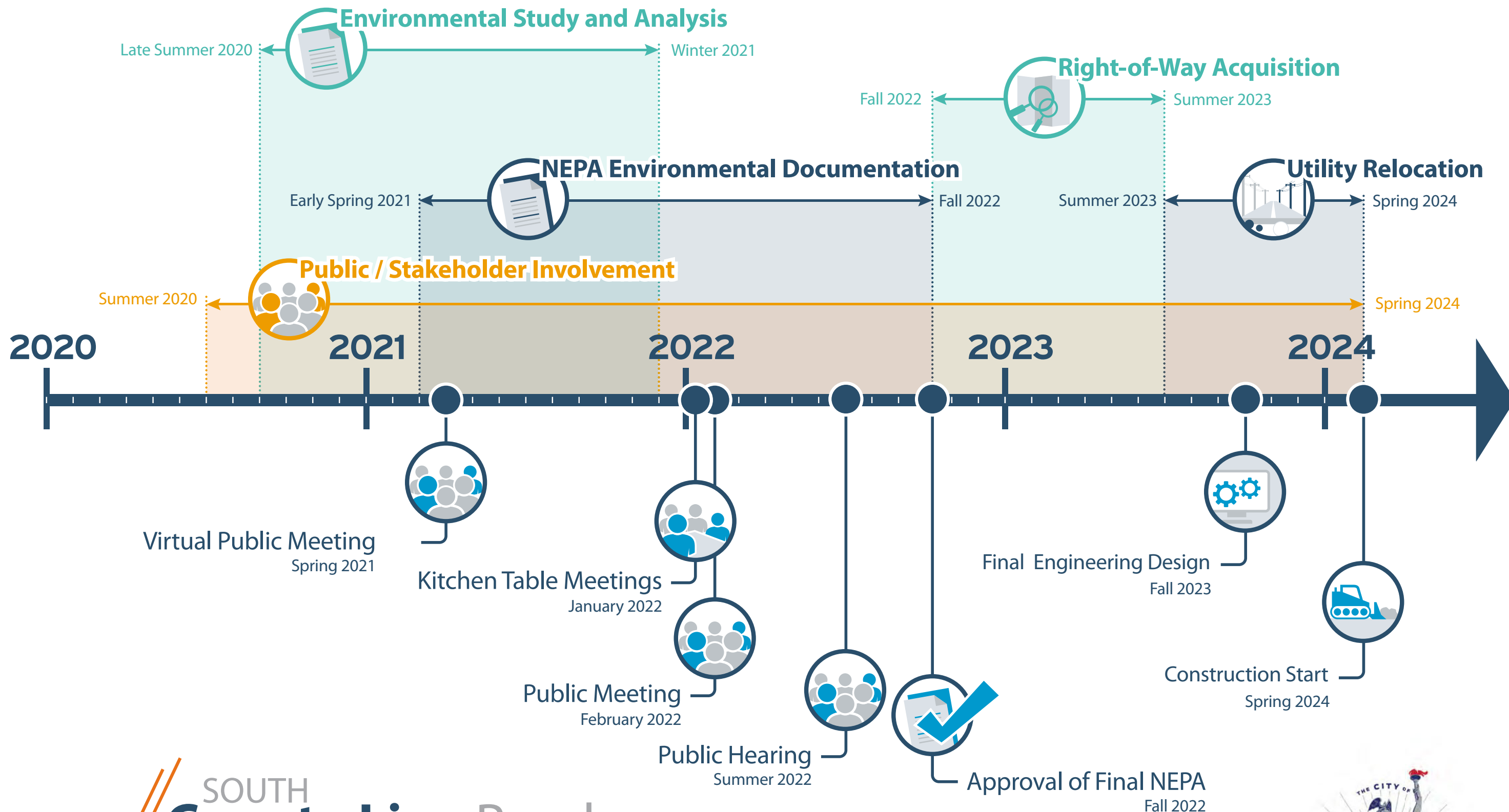
- Receive project news and information by email or physical mail.
- Send your preferences and contact information to kescott@hntb.com.



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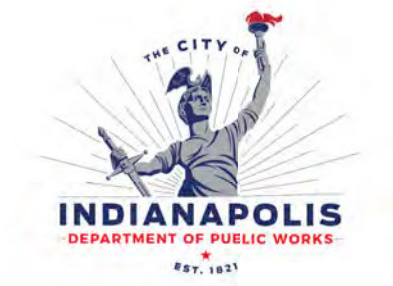


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SOUTH
County Line Road

+ Safety + Mobility + Capacity







JOIN US FOR A Virtual Public Meeting

 Wednesday, April 14, 2021

 6:00 pm (EST)

 Scan the QR code to access a link to the live event, or
Use the meeting registration link: <https://bit.ly/3vDxpV9>
Password: CountyLineRd*21

 Dial in: +1-855-797-9485; Access Code: 131 281 6843

 This meeting will be covered live on Indianapolis Government Channel 16
and the following cable providers and channels: X-Finity Channel 16,
Spectrum Channel 340, AT&T Channel 99.



QR Code

Password:
CountyLineRd*21



Join us for a virtual public meeting on the *South County Line Road Project*. We will provide a brief project overview and construction schedule to help area residents and stakeholders anticipate key project activities in the coming months. The project includes added travel lanes in both directions and a continuous center turn lane from I-69 to SR 135. Pedestrian mobility along the corridor will improve with the addition of a new 10' wide trail on the north side and a new 6' wide sidewalk on the south side of the roadway.

This meeting is an online only event. Information on how to participate can be found on the front of this postcard.

We look forward to sharing more about this important project with you on Wednesday, April 14.

In accordance with the Americans with Disabilities Act (ADA), accessibility assistance will be provided. If a need exists for ADA accommodations, please contact Kelly Scott at kescott@HNTB.com or 317-636-4682 no later than Friday, April 9 at 4 p.m. EST.



***Scan this QR Code to watch via Livestream.**

Stakeholder Questions							
Question	View Point	Question Category	Resident Name	Receipt	Answer Provided	Follow Up Completed?	Contact Information
My first question is why is this meeting the first that we have heard of any changes concerning County Line? I asked at several of the I-69 informational meeting about the prospect of this expansion and was told that they didn't know anything about it. Other questions that I may have may be resolved with your presentation. Thank you	Negative	Communication	Mary Merkel	Public Meeting #1	This meeting is the first hosted by DPW regarding this South County Line Road project. The I-69 project is a separate project and is sponsored by the Indiana Department of Transportation.	Answered during meeting; questioned coordination with I-69 communications	Not provided
What will the 5-lane alternative do to the homes currently on County Line Road? I feel very sorry for these people.	Neutral	Property Acquisition	Kathleen Heath	Public Meeting #1	Since we are still in the early stages of project planning, final land acquisition is unknown at this time.	No contact information	Not provided
Why do you need a separate bike and walking trail?	Neutral	Trails/Paths	Fritz Needing	Public Meeting #1	Yes, the new roadway elevations will be near the same elevation that exists today at the major intersections.	No contact information	Not provided
Where will the new flood lines be after the proposed drainage? What does an above ground water retention structure look like?	Neutral	Drainage/Groundwater/Flooding	Fritz Needing	Public Meeting #1	Once the environmental process has been completed, we'll know more specific information about drainage design.	Provide information on website when available	Not provided
How do people use their vehicles when the road is closed to their property?	Neutral	MOT	Fritz Needing	Public Meeting #1	Access to properties within the corridor will not be blocked during construction.	No contact information	Not provided
Will this project include adding sewers to the areas that do not have sewers?	Neutral	Drainage/Groundwater/Flooding	Gene Gradient	Public Meeting #1	Once the environmental process has been completed, we'll know more specific information about drainage design.	No contact information	Not provided
I know this is slightly off topic, who do I contact about possible upgrades to Wicker Rd?	Neutral	Wicker Road	J Peters	Public Meeting #1	The I-69 project is managed by the Indiana Department of Transportation. For more information about that project, visit i69finishline.com	No contact information	Not provided
Who will be responsible for clearing out Buffalo Creek by the railroad to correct the flooding issue?	Neutral	Buffalo Creek	Jacque Murray	Public Meeting #1	Once the environmental process has been completed, we'll know more specific information about drainage design.	No contact information	Not provided
This project will eliminate many large trees along the corridor. Is there a plan to plant new trees to replace these?	Neutral	Landscape	Diane Smogor	Public Meeting #1	Once the environmental process has been completed, we'll know more specific information about landscape considerations.	No contact information	Not provided
This is sorely needed. Great to see its being planned. Is it Marion County's responsibility to plan and pay for this or is it shared with Johnson County?	Positive	Funding	John Hagenmaier	Public Meeting #1	The Indianapolis Department of Public Works is the project sponsor. Funding is through the City of Indianapolis and INDOT.	Answer provided during meeting	Not provided
What is the total increase in land needed for this project? For example, will they purchase 20 feet on each side? or 30 feet on each side? (in general)	Neutral	Property Acquisition	Kathleen Heath	Public Meeting #1	Since we are still in the early stages of project planning, final land acquisition is unknown at this time.	No contact information	
What is the existing speed limit on this corridor and will this design incorporate traffic calming measures (e.g., narrow lanes, street trees, etc.) to ensure motorists don't speed due to the larger roadway footprint?	Neutral	Roadway Design	Taylor Firestine	Public Meeting #1	The current posted speed limit is 40 MPH. This will remain the same after construction. At this point, we are still in the early stages of the design process, so there are some elements of the project yet to be determined. Once the environmental process is completed, we'll have a better idea of the entire project scope. Keep watching your email for the fall public meeting. Many of your questions will be answered at that time.	Email	Email
Why is the path on the north side going to be made with asphalt instead of concrete?	Neutral	Trails/Paths	Mary Merkel	Public Meeting #1	The trail will likely be made of asphalt, which provides a higher level of safety for bicyclists and pedestrians compared to concrete.	Answered during meeting	Not provided
Will the project design review the impact of increased water flow under the Buffalo Creek bridge on the banks of Buffalo creek south of the road in Johnson County?	Neutral	Buffalo Creek	Robert Overton	Public Meeting #1	Thank you for your comment and interest in the County Line Road project. We appreciate the information provided regarding the historic drainage issues and flooding along the corridor. Your comment has been added to official record of the project. The City of Indianapolis will consider all feedback received during the project development process. More specifically, your comment will be considered as part of the current preliminary engineering and environmental studies. This work includes evaluating the necessary drainage improvements that will be required as part of the project. The City anticipates completing this work later this year. The findings and conclusions of this work will be communicated through the publication of an environmental study, which will be made available for public review and comment. A public hearing will also be held to share the findings and conclusions of the study, as well as to provide further opportunities for public involvement and comment on the project. As requested, we have added you to our project mailing list, which will enable us to keep you updated as the project progresses and new information becomes available.	Email sent	
What sources of funding is being used for this project? Will my taxes increase?	Neutral	Funding	Fritz Needing	Public Meeting #1	The Project Sponsor is Indianapolis Department of Public Works. Funding is through the City of Indianapolis and INDOT.	Answered during meeting	Not provided
Will we be notified of the future meeting via mail?	Neutral	Communication	Mary Merkel	Public Meeting #1	Information about project developments, including upcoming meetings, will be provided via mail, email and on SouthCountyLineRoad.com	No contact information	Not provided
Are Marion County tax payers footing the entire bill or will it be evenly split with Johnson County?	Neutral	Funding	Paul Arkins	Public Meeting #1	The Project Sponsor is Indianapolis Department of Public Works. Funding is through the City of Indianapolis and INDOT.	Answer provided at meeting	Not provided
Will the zoning along the new road be changed from housing to commercial?	Neutral	Zoning	Chris Burton	Public Meeting #1	At this time, zoning within the project area will not change.	Add to project website	Not provided

Question	View Point	Question Category	Resident Name	Receipt	Answer Provided	Follow Up Completed?	Contact Information
Will the County Line Road projects conclude prior to the conclusion of the I69 project?	Neutral	Project Timeline	Kerry Dorsey	Public Meeting #1	The I-69 project is managed by the Indiana Department of Transportation. For more information about that project, visit i69finishline.com	Add to project website	Not provided
When you say land acquisition are you saying full homes or just parts of yards? Specifically just east of Morgantown	Neutral	Property Acquisition	Amy Coffman	Public Meeting #1	Since we're still in the early stages of the project, the extent and location of the property required to complete this project is still uncertain. Once the environmental process is completed, we'll know more. Our findings will be presented at our fall public meeting.		
Do you anticipate that some people will lose their homes?	Neutral	Property Acquisition	Diane Smogor	Public Meeting #1	Land acquisition is part of this project to widen the road to 5 lanes, however impacts to homes are being carefully analyzed and will be minimized where possible.	No contact information	Not provided
We currently have a drainage ditch at the back of our property. Will the ditch be gone with the new improvements?	Neutral	Drainage/Groundwater/Flooding	Mary Merkel	Public Meeting #1	Existing drainage patterns will be maintained. A new drainage ditch will likely be installed to perpetuate the drainage in the area.	No contact information	Not provided
Will County Line Road and Railroad Rd remain a stop condition and will the rail crossing be at grade when the project is completed?	Neutral	Roadway Design	Brad Stahley	Public Meeting #1	County Line Road and Railroad Road will be upgraded to a signalized intersection. The railroad crossing will remain at grade.	No contact information. Add to project website	Not provided
Will both of the construction options include displacement of homes?	Neutral	Property Acquisition	Jonathan Schiewer	Public Meeting #1	Land acquisition is part of this project and impacts to homes and homeowners are being carefully analyzed and will be minimized where possible.	No contact information	Not provided
The Monon is the most popular multi use trail in the City and it does not require a separate sidewalk is there what study are you using to show you need both?	Neutral	Trails/Paths	Fritz Needing	Public Meeting #1	Pedestrians facilities are planned for each side of County Line Road to accommodate users and residences in each county. Pedestrians facilities on both sides of the road increases safety and reduces the need to cross the road.	Add to project website	Not provided
What is planned for the tracks at County line and Rail road	Neutral	Railroad	Janis Wilson	Public Meeting #1	The project calls for the railroad crossing to be widened for the 5 lane roadway section and the addition of new gates and flashers at the crossing.		
Will the final elevation of the road at intersections be the same as it is now?	Neutral	Roadway Design	Robert Overton	Public Meeting #1	Yes, the new roadway elevations will be near the same elevation that exists today at the major intersections.		
At this time, are there other projects related to I69, in particular, Wicker Rd?	Neutral	Wicker Road	J Peters	Public Meeting #1	This project is being led by the Indiana Department of Transportation. For information the I-69 project, visit i69finishline.com	No contact information	
If the flattening of the hill occurs, how much elevation in feet be removed from the hill?	Neutral	Project Design	Jonathan Schiewer	Public Meeting #1	Initial estimates are a maximum of 25 to 30 feet of hill cut to improve vehicle safety and drive sight distance.	No contact information	Not provided
The drainage ditch is a terrible structure to have to manage. So if these improvements are made, will we still have to maintain the ditch?	Neutral	Drainage/Groundwater/Flooding	Mary Merkel	Public Meeting #1	The new roadway will include an enclosed underground storm network to collect the roadway drainage. Small roadside swales may still be needed to collect drainage outside the sidewalk and trail.	No contact information	Not provided
Will the powerlines be relocated underground?	Neutral	Utilities	Larry Tarter	Public Meeting #1	Utility coordination is underway but it is unlikely that powerlines will be relocated under ground due to the added cost.	No contact information	Not provided
Can you talk about the railroad crossing at Railroad Road?	Neutral	Railroad	Robert Overton	Public Meeting #1	The railroad crossing will be widened for the 5 lane roadway section and the crossing will be improved with new gates and flashers as part of the project.		
Will the drainage ditch be on the North or South side of the street?	Neutral	Drainage/Groundwater/Flooding	Larry Tarter	Public Meeting #1	The new roadway will include an enclosed underground storm network to collect the roadway drainage. Small roadside swales may still be needed to collect drainage outside the sidewalk and trail.	No contact information	Not provided
When is INDOT projecting to finish the ramp to County Line Road?	Neutral	I-69	Fritz Needing	Public Meeting #1	For information on INDOT's I-69 project, visit i69finishline.com	No contact information	Not provided
This is a general comment for Indy DPW--the city does not have the funds to maintain its existing roadway network. As this represents another roadway expansion project, what is DPW doing to minimize the burden on maintenance costs across the rest of the roadway network? We need to be right-sizing roadways in other areas of the city that have experienced decreased traffic volumes to start balancing our infrastructure.	Negative	Funding	Taylor Firestine	Public Meeting #1	County Line Road will be significantly over capacity once I-69 is complete and a new interchange is constructed. DPW has identified this project as a top priority to help with congestion and improved safety on Indianapolis' southside.		
What information will be discussed at the Public hearing later this year?	Neutral	Fall Public Hearing	Brandon Distel	Public Meeting #1	Our fall public meeting will provide more detailed information about the scope of work for this project. We are currently working through the environmental process, and many of the decisions for this project will be determined upon completion of that work.		
Thank you for the bike/ped components! How will bike/ped users be accommodated at intersections so those users are safe crossing the now wide road?	Positive	Trails/Paths	Cole Jackson	Public Meeting #1	Pedestrian crosswalks will be constructed to provide safer access to County Line Road at the signalized intersections with Morgantown Road and Railroad Road.	No contact information	Not provided
Is this in parallel to widening of Morgan Town Road or I-69 project?	Neutral	I-69	David	Public Meeting #1	For information on INDOT's I-69 project, visit i69finishline.com	No contact information	Not provided
Is this road going to be constructed with concrete? The asphalt road will not last long with all of the heavy truck traffic	Neutral	Roadway Design	Mary Merkel	Public Meeting #1	Pavement design is under consideration and either asphalt or concrete will be installed to a depth that would support truck traffic.	Add to project website	
What water quality measures are you proposing and who is responsible for long term maintenance	Neutral	Environmental	Jones	Public Meeting #1	Water quality measures will be included with the project and will be designed to meet local standards. Water quality measures considered include vegetative grass swales along with above ground and under ground detention ponds.	No contact information	
Why shouldn't the Johnson County residents be spared from paying a portion of this project, for which they will experience a benefit as well as Marion County?	Neutral	Funding	John Hagenmaier	Public Meeting #1	Funding of this project is a combined effort by government agencies, and DPW is seeking assistance from several sources.	No contact information	
In areas where there's open fields to the south of county line will the roadway bend to the south or will it stay straight from 169 to 35?	Neutral	Roadway Design	Phillip McDonald	Public Meeting #1	The roadway will remain generally straight from I-69 to SR 135 and will match the existing centerline with small curves to minimize land impacts on either side.	No contact information	

Question	View Point	Question Category	Resident Name	Receipt	Answer Provided	Follow Up Completed?	Contact Information
Why is the north path larger than the south path?	Neutral	Trails/Paths	Dr. Bill Long	Public Meeting #1	The inclusion of pedestrian facilities on both sides of the roadway is standard practice in areas where pedestrians may be present. At a minimum, pedestrian facilities consist of a 6-foot concrete sidewalk. Construction of a multi-use path on one side of the roadway instead of a concrete sidewalk will provide increased accessibility and better accommodate bicyclists.	No contact information	
What type of street lamps?	Neutral	Landscape/Aesthetics	Gerald SMAGACZ	Public Meeting #1	Thank you for joining us at our public meeting. Since we are still in the early stages of the project, specifics about landscaping are not available at this time. We are currently working through the environmental process and hope to provide more information at our fall public hearing.		
Will the middle of the road remain the same. People are thinking it's 30' from the middle but will the middle be the same as now?	Neutral	Roadway Design	Patricia McDaniel	Public Meeting #1	The roadway will remain generally straight from I-69 to SR 135 and will match the existing centerline with small curves to minimize land impacts on either side.		
What is the normal impact to property values in other projects?	Negative	Property Impacts	Amy Coffman	Public Meeting #1	Impacts to property values are unknown at this time, however the improved roadway and added pedestrian facilities will improve overall safety and mobility in the area.		
Can you address the intersection of Railroad/Berry Road and County Line Road	Neutral	Roadway Design	Roger Meyer	Public Meeting #1	County Line Road and Railroad Road will be upgraded to a signalized intersection. The railroad crossing will remain at grade.	No contact information	Not provided
Is there a difference in the value of property with 40 year old trees?	Neutral	Property Acquisition	Mary Merkel	Public Meeting #1	The value of impacts to mature trees on a property will be determined during the property acquisition process. This value will be determined as a cost to cure item and reimbursed to the property owner if impacts are determined during the appraisal of damages.	No contact information	
Will the middle of the road remain the same running due East and West or will it waiver to lessen impact based on current land use?	Neutral	Roadway Design	Fritz Needing	Public Meeting #1	The roadway will remain generally straight from I-69 to SR 135 and will match the existing centerline with small curves to minimize land impacts on either side.	No contact information	
Will the road be elevated ? Our property is lower than the road and we often have rainwater issues.	Neutral	Roadway Design	Mary Merkel	Public Meeting #1	The new roadway elevations will be nearly the same as those that exist today with the exception of the hill cut west of Morgantown Road. The new roadway will include an enclosed underground storm network to collect the roadway drainage. Small roadside swales may still be needed to collect drainage outside the sidewalk and trail.	No contact information	
What is the proposed length of time this project will take, once the construction begins	Neutral	Project Timeline	Allison	Public Meeting #1	It is anticipated that this project will take 2 construction seasons to complete.	No contact information	
Will there be any restrictions of semi traffic upon completion? Specifically to the use of jake breaks?	Neutral	MOT	Jonathan Schiewer	Public Meeting #1	There will be no restrictions to semi traffic upon completion. Jake brakes and noise ordinance regulations are monitored by the City.	No contact information	
Will the project extend any south on Morgantown to correct sightlines and safety with that hill	Neutral	Roadway Design	Brad Stahley	Public Meeting #1	Due to funding limitations, improvements are only being made to County Line Road at this time. This does not include improvements to the hill south on Morgantown Rd / CR 500 W.	No contact information	
Thank you for the bike/ped components! How will bike/ped users be accommodated at intersections so those users are safe crossing the now wide road?	Positive	Bike/Ped Safety	Cole Jackson	Public Meeting #1	Pedestrian cross walks will be included to safely cross County Line Road at the signalized intersections with Morgantown Road and Railroad Road.	No contact information	
Will lighting be included?	Neutral	Aesthetics	Taylor Firestine	Public Meeting #1	Lighting is being considered as part of this project, if funding is available.		
If we have the ten foot path behind our property, will we be responsible for snow removal?	Neutral	Bike/Ped Safety	Mary Merkel	Public Meeting #1	Residents share the snow removal responsibility with the City. Residents are responsible for clearing the area around their mailboxes and the sidewalks in front of their residence, business, or property. See https://www.indy.gov/activity/snow-removal-tips-and-guidelines for additional information.		Not provided
Since there will be people trails, will they consider a park or an actual place to walk to?	Neutral	Trails/Paths	Phillip McDonald	Public Meeting #1	Planning of public spaces is beyond the scope of this project; however, there are commercial and public facilities located at the east end of the project along SR 135.		Not provided
What is the total width of 5 lanes?	Neutral	Roadway Design	Jay Davis	Public Meeting #1	4 lanes at 11 feet and 1 center turn lane at 13 feet, for a combined total roadway width of 57 feet.	Add to project website	Not provided
So the city will be responsible for grass cutting around the ten foot path?	Neutral	Trails/Paths	Mary Merkel	Public Meeting #1	Residents share the grass cutting responsibility with the City around the sidewalk and path.	No contact information	Not provided
Many of us will be left with a very little front yard or driveway with the multiple lanes. the sidewalk will be basically at our front doors. How is this considered safe for the homeowners	Negative	Safety	Tracy Wilson	Public Meeting #1	The added path and sidewalk are being provided to accommodate pedestrians and are not anticipated to reduce safety to the nearby homeowners. The locations of the path and sidewalk will be near the road to minimize land impacts.	No contact information	Not provided
How long should we consider our yards and driveways torn up - 2.5 years? that is very inconvenient for those of us that live here.	Negative	Project Timeline	Tracy Wilson	Public Meeting #1	It is anticipated that this project will take 2 construction seasons to complete. The project will be constructed in phases, so each side of the road will not be under construction at the same time.	No contact information	Not provided
Do you have any information regarding possible changes to Southport that may be in planning?	Neutral	General	JC	Public Meeting #1	In reference to other projects, see the Indianapolis Metropolitan Development Indianapolis Regional Transportation Improvement Program (IRTIP) and Long Range Transportation Plan (LRTP).	No contact information	Not provided
How much do you expect the home values to drop	Negative	Project Impacts	Tracy Wilson	Public Meeting #1	Impacts to property values are unknown at this time, however the improved roadway and added pedestrian facilities will improve overall safety and mobility in the area.	No contact information	
Are we to expect large construction equipment to be parked in front of our houses and driveways	Negative	Project Impacts	Tracy Wilson	Public Meeting #1	Staging areas for construction equipment will be located away from houses and driveways.	No contact information	

Question	View Point	Question Category	Resident Name	Receipt	Answer Provided	Follow Up Completed?	Contact Information
How does the city justify taking nearly all of our front yards and driveways?	Negative	Project Impacts	Tracy Wilson	Public Meeting #1	To widen the road to 5 lanes, land acquisition will be necessary, however impacts to front yards are being carefully analyzed and will be minimized where possible.	No contact information	
Will we be compensated for the decreased value of our homes? No one will want to buy these properties when 5 feet from a sidewalk	Negative	Project Impacts	Tracy Wilson	Public Meeting #1	Property impacts will be evaluated during the Appraising process, and will be reimbursed to the impacted property owners as necessary.	No contact information	
We have emailed several questions to kescott and she has not responded to any of them. how do we know she will respond going forward	Negative	General	Tracy Wilson	Public Meeting #1	Comments will be responded to as part of the on-going public outreach process.	No contact information	
Will homes between R.R. road and 135 be purchased	Negative	Property Acquisition	Tracy Wilson	Public Meeting #1	Since we are still in the early stages of the project, we are not able to specify which properties will need to be acquired. After completion of the environmental process, we will be able to make this assessment. Please join us at our fall public meeting to learn more.	No contact information	
How will mail be delivered during this mess.	Negative	Project Impacts	Tracy Wilson	Public Meeting #1	Mail delivery and trash pick up will not be impacted by this project.	No contact information	
Do any of you understand how pissed off homeowners are right now? again, how would you feel if you lived here?	Negative	General	Tracy Wilson	Public Meeting #1	While we are sensitive to the emotional nature of this project, DPW is looking to ensure the safety and mobility of Indianapolis residents by creating and maintaining a 21st century infrastructure system. Because of existing and anticipated traffic congestion in the area, this project was deemed necessary to the viability of Indianapolis' southside.	No contact information	
I live on Chessie Drive and although my neighborhood has 2 exits (Chessie and Depot) both go out to County Line and are very close together. Just a bit concerned how we will enter and exit once constructions gets started. I'm sure they will have a plan for us, but I would like to stay informed and know when meetings will be held. PS I am, for one, very happy the city is doing something about the capacity issue, especially with I69 having the exit there with the straight shot to Greenwood Mall and I65.	Positive	Chessie Drive and Depot	Janis Wilson	Public Meeting Email	Since we're in the early stages of the project, we are still working on the full project scope. As we complete the environmental process, we'll be better able to address questions concerning specific properties. We will know more at our fall public meeting and plan to share those details at that time. Watch your email for more information in the coming months.	██████████	
My name is Brandon Distel and I live at 1265 N Morgantown Rd, Greenwood IN 46142. My property is at the intersection of Countyline Rd and N Morgantown Rd. I have several things that I would like to discuss with someone about the project and how it will affect my property. I would like to be put on the mailing list. Here are some questions that I currently have. 1. With our property (1265 N Morgantown Rd) being at the intersection of Countyline and N Morgantown Rd, we are on a septic system and our leach bed is located near the South East section of the Intersection. How will this affect our septic system? 2. Will this project affect our property on the Morgantown Rd side, South of County Line? and if so how far South on Morgantown Rd will changes be taking place? 3. How and Will we be contacted any time there is going to be changes made to our property during this project? 4. We will be notified when the appraiser is planning to come to the property? 5. Will we have access to our driveway which is located off of county line road? 6. When and if there will be trees taken down on the property will we be able to keep the wood? I am sure that I will have more questions, these are just a few that come to mind right now. I appreciate your help with this and I am open to email, phone calls and letters for a means of communication.	Neutral	Property Specific	Brandon Distel	Public Meeting Email	Since we're in the early stages of the project, we are still working on the full scope of the project. As we complete the environmental process, we'll be better able to address questions concerning specific properties. We will know more at our fall public meeting and plan to share those details at that time. Watch your email for more information in the coming months.	██████████	
Hello! We are at 2410 W County Line Rd. We are right at 37/County Line Rd, next to the new liquor store that was just put in. We are wondering when you guys will start working at this location and in front of our house. 5 lanes starts at our property. Also, they took all our trees last fall but did not clean up. When will this be done? It looks awful and we can't even mow our yard.	Negative	Property Specific	Robbie & Tina Crowley	Public Meeting Email	Thank you for your questions, Robbie. Since we're in the early stages of the project, we are still working on specific logistics. As we complete the environmental process, we'll be better able to address questions concerning specific properties. We will know more at our fall public meeting and plan to share those details at that time. Watch your email for more information in the coming months.	██████████	

Question	View Point	Question Category	Resident Name	Receipt	Answer Provided	Follow Up Completed?	Contact Information
<p>If you could please provide any documents regarding this project it would be greatly appreciated. I am especially interested in Ridge Hill Trails and how it will be impacted. We own a home that backs up to County Line Road. Across from us is the large open field with nothing on it. We were hoping that open area would be able to be utilized for this project.</p>	Neutral	Project Information	Amy Coffman	DPW email	<p>All documents associated with the project are available at indy.gov/activity/major-transportation-projects, including the April 14 open house video presentation.</p> <p>If the field you're referring to is the one across County Line Road to the south, that property lies in Johnson County and will not be included in these improvements. The project proposes to install a 6-foot landscaped barrier and 6-foot sidewalk on the south side of County Line Road. Any property south of the installed sidewalk would be the responsibility of Johnson County to maintain or develop. Please let me know if you have any other questions or need more information.</p>	YES	
<p>What documents are currently available? I would like access to them.</p>	Neutral	Project Information	Thad Swiezy	DPW email	<p>Information about the County Line Road project, including the project presentation and FAQs are available at indy.gov/activity/major-transportation-projects under Street Improvement Projects. Let me know if you have any questions.</p>	YES	
<p>I would like to know the different stages of the project and the timeline for the different stages.</p> <p>What is going to be done at the RR track at Peterman/Railroad Rds.</p>	Neutral	Project Information	Marianne	Public Meeting Email	<p>This project is anticipated to take 2 construction seasons during 2024 and 2025. Construction will be phased, meaning each side of the road will not be under construction at the same time. Part of the project calls for the railroad crossing to be widened for the 5 lane roadway section and the addition of new gates and flashers at the crossing.</p>	NO	
<p>Why are bike lanes being included and not just sidewalks, if sewers and city water were going to be installed, if the utility lines will be buried. How soon he would be contacted about land acquisition.</p>	Neutral	Project information	Harry Kay	Call-DPW	<p>Thanks for talking with me about the County Line Road project. You can find information about the project at https://southcountylineroad.com/, including frequently asked questions. You can also sign up for project updates. Indy DPW has the same information available at indy.gov/activity/major-transportation-projects under Street Improvement Projects. For information regarding Citizens Energy's Septic Tank Elimination Program (STEP), visit citizensenergygroup.com/STEP. A short summary of what we talked about today is below.</p> <p>Bike lanes: A 10-foot, multi-use path is proposed for the north side of the road. A 6-foot sidewalk is also proposed for the south side of the road. Pedestrian crosswalks and signals will be provided at each signalized intersection. Connectivity for all modes of transportation is something Indy DPW tries to include whenever possible, especially in roadway expansion projects.</p> <p>Land Acquisition: There will be a need to acquire land from adjacent property owners to complete this project. Because the project is still in its early stages and no specific design details are available, we have yet to move forward with contacting specific property owners about acquiring land.</p> <p>Sewers and City Water: The project will install a curb and gutter system to collect water and includes raised sidewalks to prevent roadway flooding. There is also</p>	YES	
<p>I was wondering if there have been any recent updates to this project. I attended the virtual meeting and checked the website and so far it's all the same information from April.</p> <p>I live at the top of the hill on county line between 37 and a Morgantown at 5121 W County Line Rd. Being directly off of the street and at the top of the hill my concern is that acquisition will take place of my home or partial. We are expecting a baby this winter and need to expand if we are to stay or prepare to be looking to move.</p> <p>Is there a date set for the fall meeting? Is there any</p>	Neutral	Project updates/ information	Chelsea Schiewer	Email - direct	<p>Thank you for your interest in the South County Line Road project, Chelsea.</p> <p>We are working to finalize our environmental work on the project and plan to contact impacted property owners directly beginning this fall. The project team will share more about right-of-way acquisition and future construction activities with the community at our next public meeting which is anticipated to be held by December 2021. An event announcement will be made in the coming weeks.</p> <p>In regards to the hill cut west of Morgantown Road, initial estimates call for a reduction of approximately 25-30 feet to</p>	Yes	

Public Information Meeting No.2

Q: When will the project start?
A: Construction is anticipated to begin in spring 2024.

Q: Will we have any roundabouts?
A: Roundabouts would not be associated with the South County Line Road improvements. The I-69 interchange with South County Line Road will have roundabouts where the ramp connects with the roadway.

Q: Will there be any new traffic lights?
A: The traffic signal at Morgantown Road would be replaced and a new, permanent traffic signal at Railroad Road will be installed. As part of a separate INDOT project, improvements to the traffic signals and intersection with SR 135 will also be made.

Q: Will we get bike lanes?
A: There would be no bike lanes added to the roadway.

Q: Will new sidewalks be built?
A; Yes. A 10-foot, multi-use path is proposed for the north side of the road. On the south side of the road, a 6-foot sidewalk would be added. Pedestrian crosswalks and signals would be provided at each signalized intersection.

Q: Are you going to buy my house?
A: Property acquisition would be associated with the project. Since the environmental (NEPA) process is still ongoing, plans are still preliminary. Those property owners who may be impacted by the project's preliminary design have been notified.

Q: If the project advances, when would utilities be removed?
A: Utility relocation could begin as early as the summer of 2023.

Q: Will the road ever be completely closed?
A: There would be a road closure between South County Line Road from Morris Road to Rocky Ridge Road, including the Morgantown Road Intersection and the Pleasant Run Creek Bridge, during Phase 1 of construction.

Q: Will the bridges be closed?
A: The bridge over Pleasant Run Creek (near Morgantown Road) would be temporarily closed during Phase 1 of construction. The bridge over Buffalo Creek would be constructed in phases. Two lanes, one in each direction, will remain active over the creek at all times.

Q: Will I always be able to get out of my house/addition?
A: Yes. Access to homes in the project area will remain open throughout the project.

Q: How long will construction take?
A: Construction is expected to take up to two years, or two construction cycles, to complete.



Q: Will the hill at the intersection of South County Line Road and Morgantown Road be addressed?

A: Yes, the slope of hill would be reduced to increase safety.

Q: Is anything going to be done to address frequent flooding?

A: The road east of Morgantown Road would be raised to address flooding in this area. A curb and gutter system and both an open and enclosed storm sewer system will be used for the proposed project. Basins will be used in conjunction with the storm sewer system to detain storm water. Additionally, the proposed bridges at Pleasant Run Creek and Buffalo Creek have been designed to withstand a 100-year flood event and will not raise flood elevations upstream.

Q: How will the redesigned County Line Road intersect with I-69?

A: Once completed, South County Line Road would connect to I-69 with a double roundabout interchange. A single roundabout on each side of the interstate would provide access to two ramps. I-69 will pass over County Line Road.

Q: What will the speed limit be?

A: The speed limit on the new South County Line Road would remain 40 mph, as is currently posted east of the Morgantown Road intersection.

Q: How will this affect school bus routes?

A: School bus routes would not be impacted by this project. Coordination with area school districts was initiated early in the design process to address the concerns of school districts and will continue through construction.

Q: How will this affect fire and police access?

A: Fire and police access would not be restricted. Coordination with local officials, emergency response agencies and road and planning organizations was initiated early in the design process to address the concerns of local representatives.

Q: How much will this project cost?

A: The preliminary total cost of the project is estimated to be approximately \$40 million.

Q: Who is paying for this project?

A: This project is being sponsored by the City of Indianapolis with funding from both the City and the Indiana Department of Transportation (INDOT).

Q: Will the homes that currently use wells or septic systems be connected to City water or sewers?

A: The County Line Road project would not connect properties to public water and/or sewer systems. If groundwater drinking water, supply wells or septic systems are impacted by the project, Citizens Energy Group, through its Septic Tank Elimination Program (STEP), would be responsible for installing sewers and guiding residents through the connection process.

Q: Will property owners be responsible for snow removal along the walking path and sidewalk?

A: By order of City ordinance, property owners are required to mow the adjacent grass between the sidewalk and their property and clear any sidewalk/path in front of their home.

Q: Who do I contact for more information?

A: Visit southcountylineroad.com to connect with the Project Team or contact Kelly Scott directly at kescott@hntb.com or 317.636.4682.

Question & Answer Session



Write your question(s) on the index card provided



Return the card to a Project Team member



Hear your question and the answer read aloud

WELCOME

Our presentation will begin shortly



HNTB

PUBLIC MEETING

**SOUTH
County Line Road**
+ Safety + Mobility + Capacity



3

Agenda

- Project Team introductions
- Project presentation
- Public statements
- Question & Answer session





**ROBERT
VANE**

Project
Communications



**CHRIS
SCHULTZ**

HNTB Project
Manager



**CHRISTINE
MEADOR**

HNTB Environmental Task
Manager





HNTB

PRELIMINARY PROJECT DESIGN

SOUTH County Line Road
+ Safety + Mobility + Capacity



PROJECT LOCATION

INCLUDES BOTH MARION & JOHNSON COUNTIES

SOUTH County Line Road
+ Safety + Mobility + Capacity



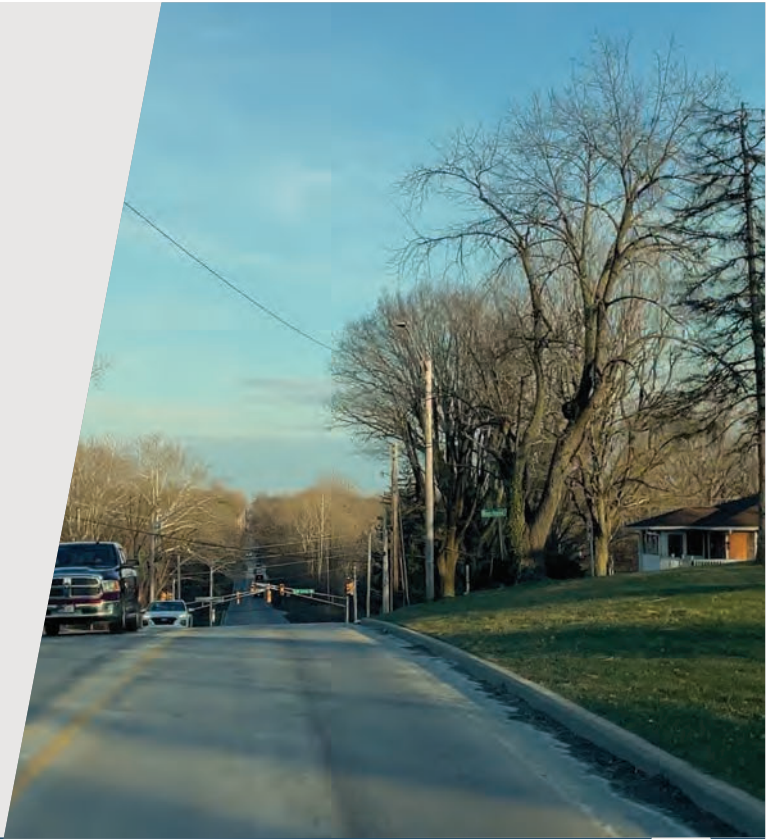


Why this project?

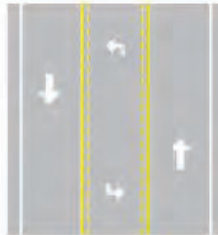
- Increasing traffic congestion
- The hill at Morgantown Road
- Improved amenities

Why now?

- I-69 interchange construction
- Continued area growth and development
- Financial support from the Indiana Department of Transportation (INDOT)



Alternatives Considered

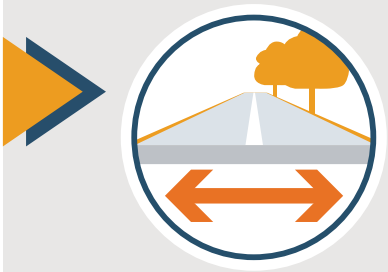


NO BUILD			3-LANE			5-LANE		
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	MOBILITY	<input type="checkbox"/>		MOBILITY	<input checked="" type="checkbox"/>		MOBILITY	<input checked="" type="checkbox"/>
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Preliminary Preferred Alternative

5-Lane Alternative

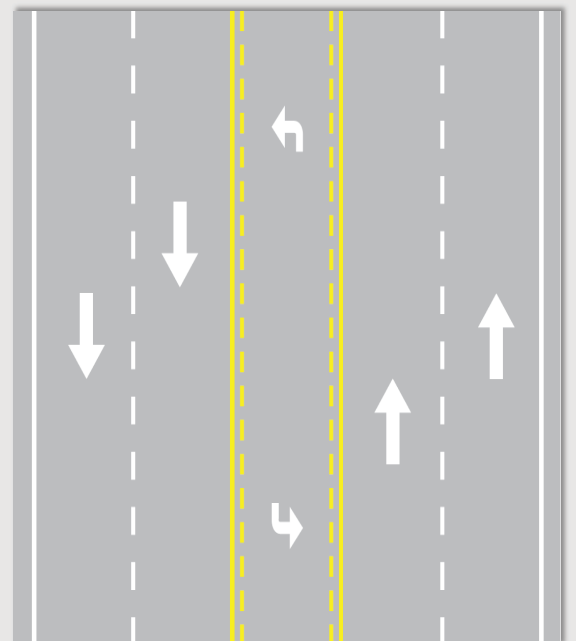
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5-Lane Alternative

CAPACITY FEATURES

- One additional travel lane in each direction
- Addition of turn lanes
 - Center turn lanes
 - Right and left turn lanes at major intersections

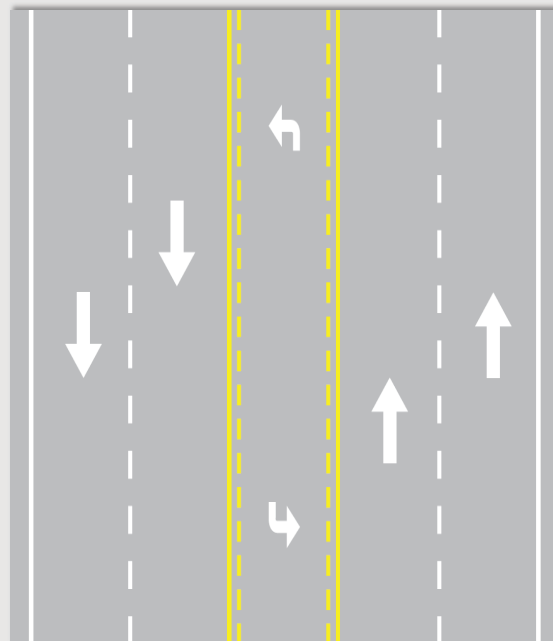




5-Lane Alternative

MOBILITY FEATURES

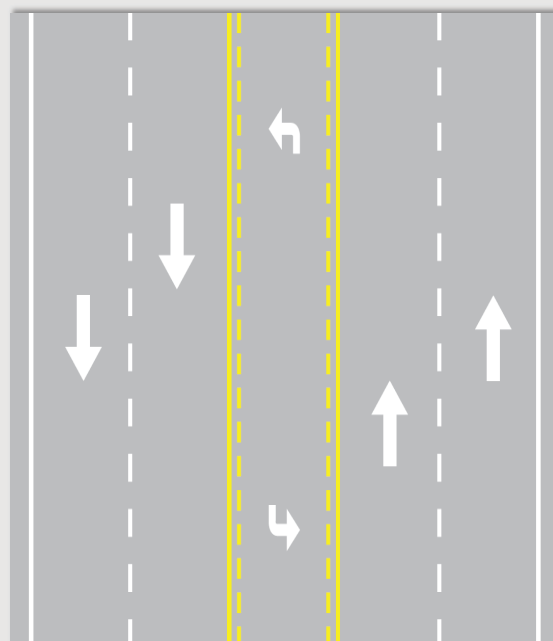
- One additional travel lane in each direction
- 10-foot multi-use trail (north side)
- 6-foot sidewalk (south side)



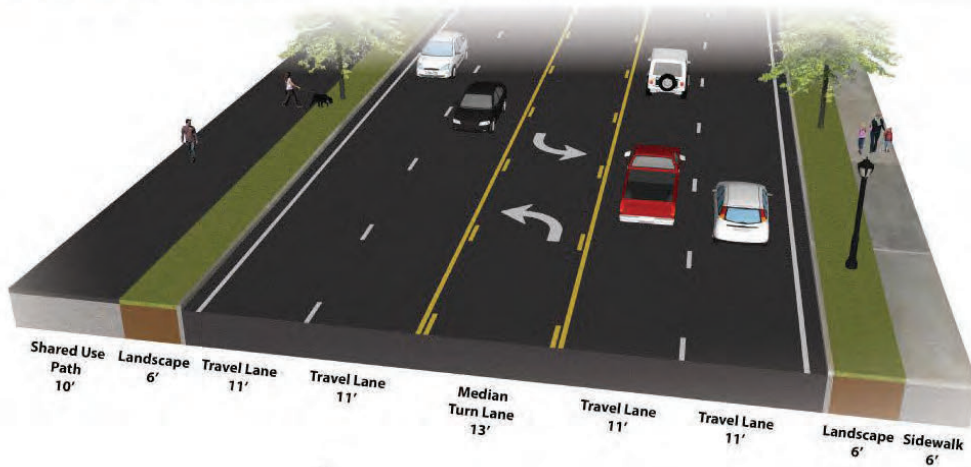
5-Lane Alternative

SAFETY FEATURES

- Improve sight distance by flattening the hill west of Morgantown Road
- Reduced rear-end crashes by adding a center, two-way, left turn lane
- Dedicated bicycle and pedestrian facilities



Typical Corridor Section



CAPACITY

- One additional travel lane in each direction
- Access to all driveways remain open during construction



MOBILITY

- One additional travel lane in each direction
- 10-foot asphalt multi-use trail (north side)
- 6-foot concrete sidewalk (south side)



SAFETY

- Improve sight distance by flattening the hill west of Morgantown Road
- Reduced rear-end crashes by adding a center, two-way, left turn lane
- Dedicated bicycle and pedestrian facilities

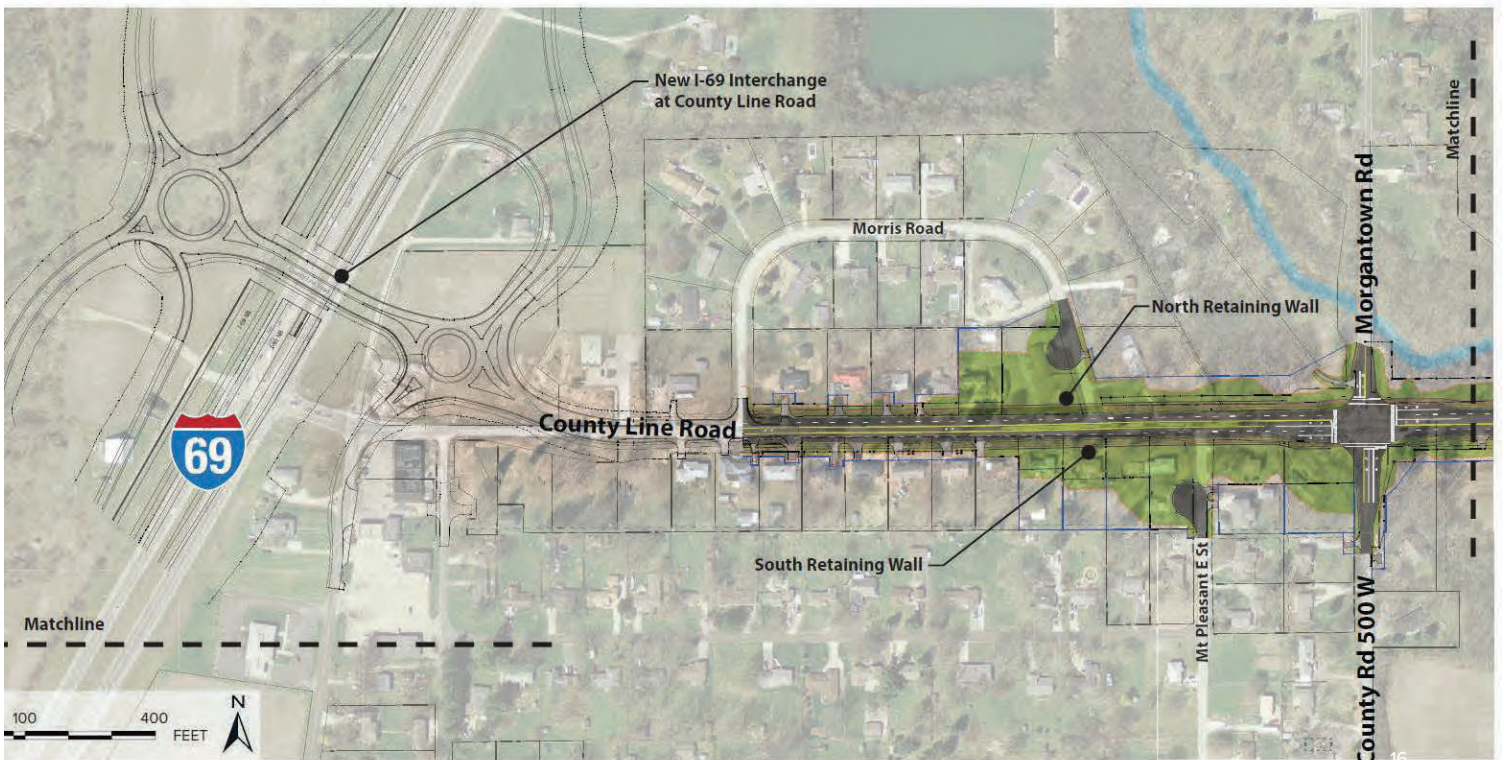
MAP KEY

- Construction Limits
- Temporary Right-of-Way
- Proposed Right-of-Way
- Parcel Boundary

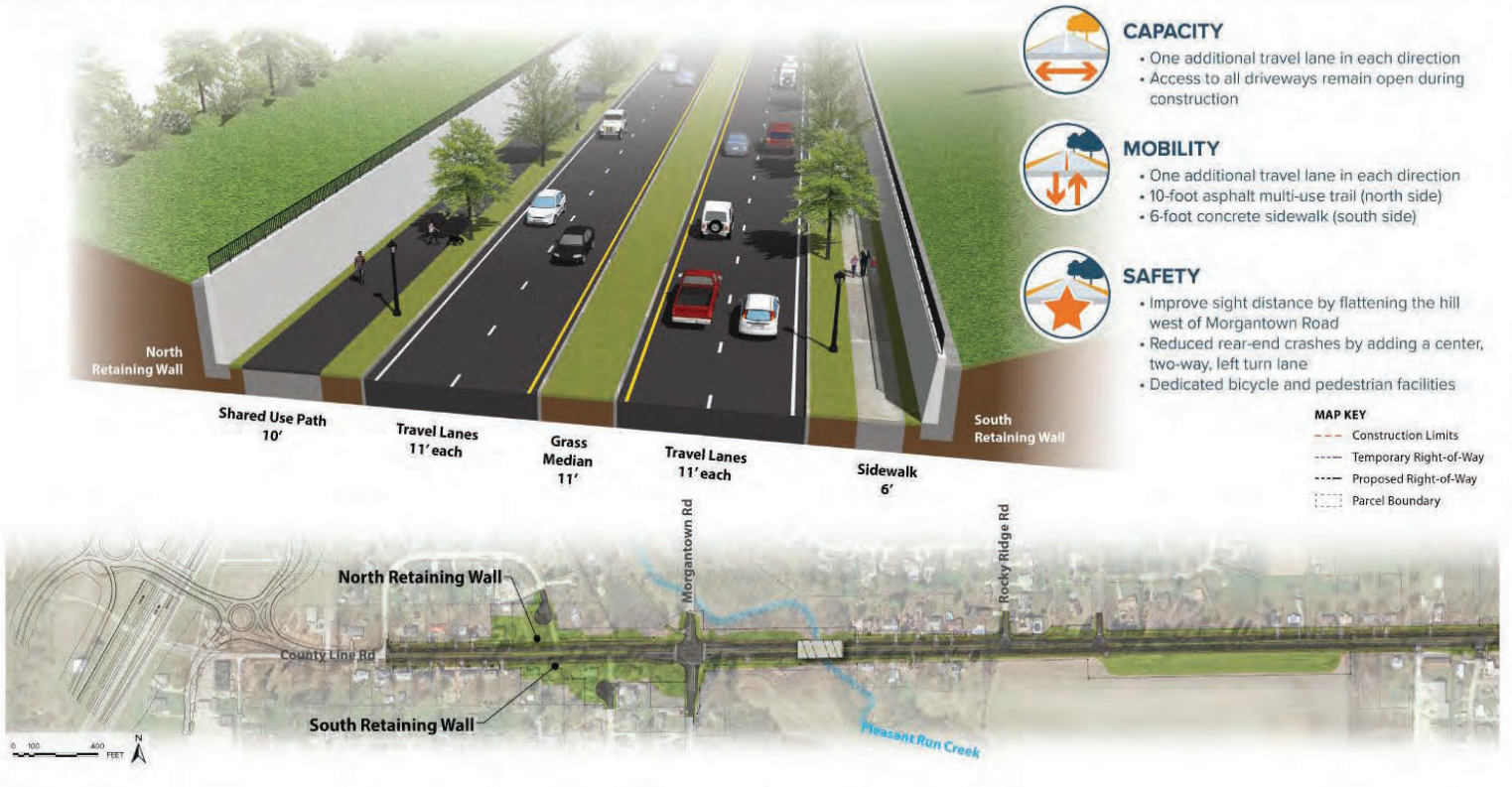


PROPOSED ROAD CORRIDOR

1 OF 5



Typical Road Section at Hillcut



PROPOSED ROAD CORRIDOR

2 OF 5

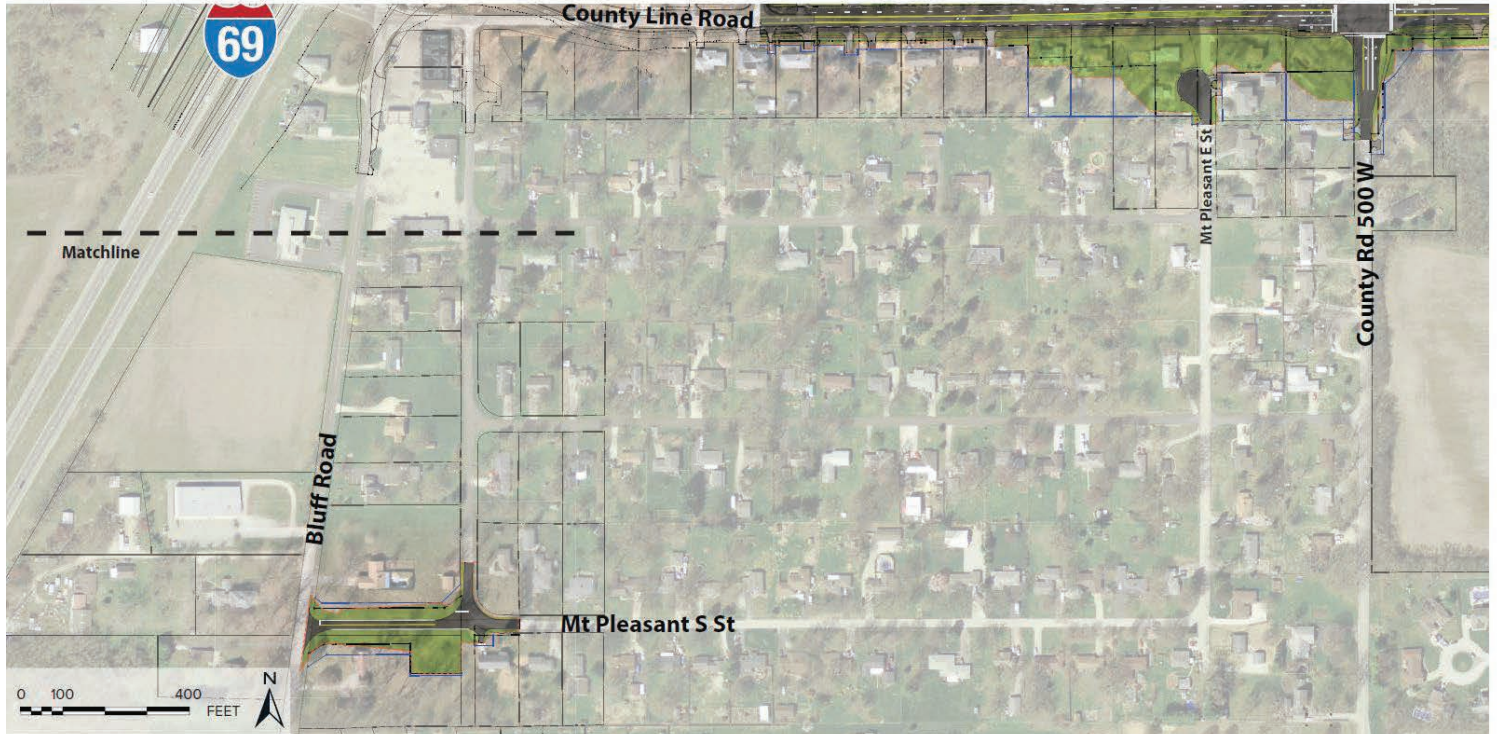


PROPOSED ROAD CORRIDOR

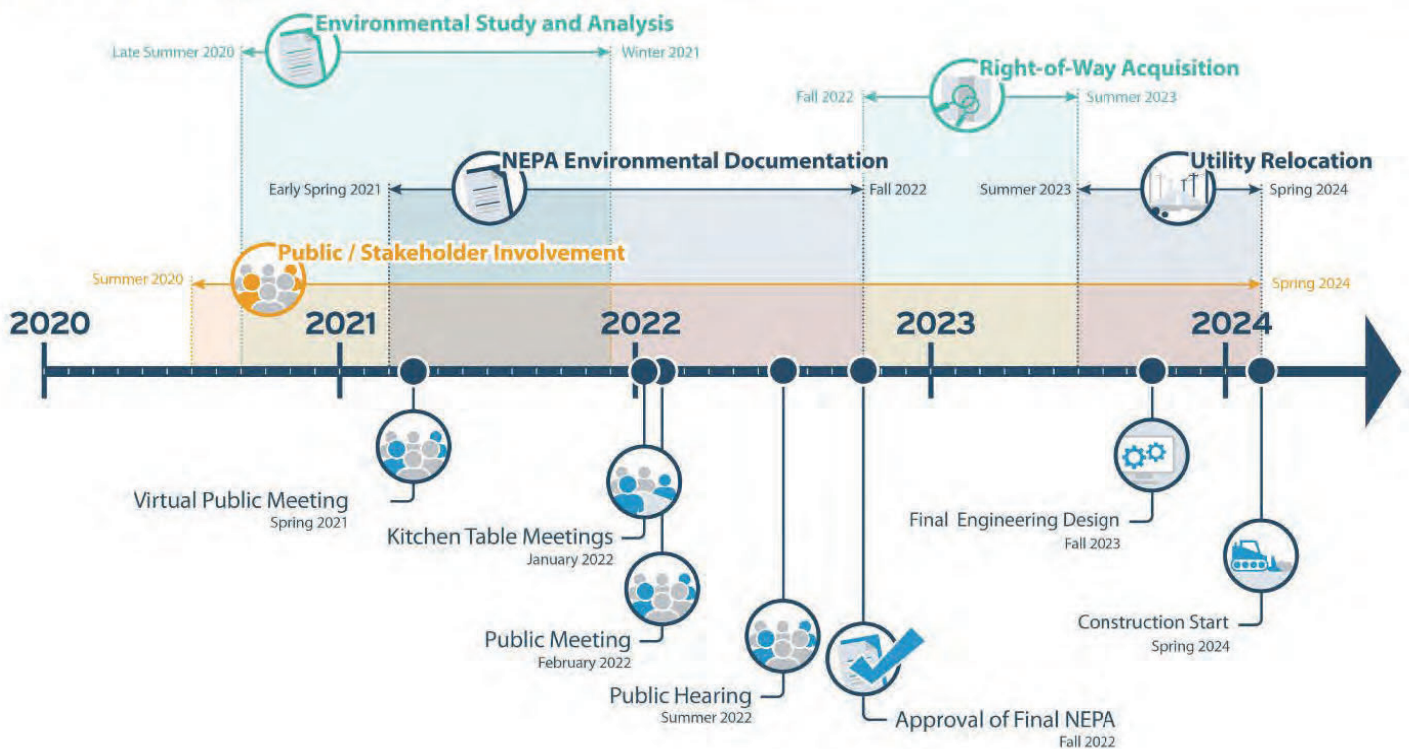


PROPOSED ROAD CORRIDOR

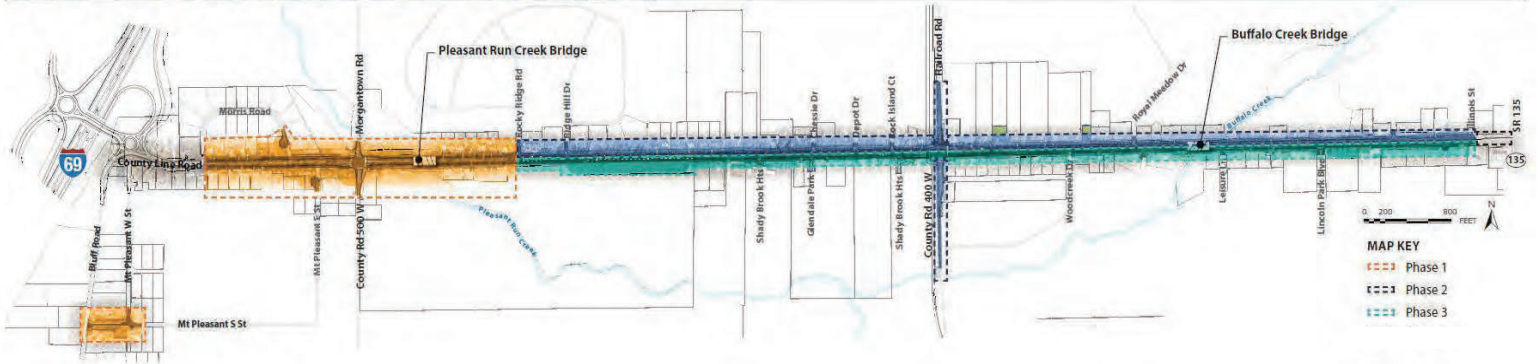




Preliminary Project Schedule



Maintenance of Traffic (MOT)



Phase 1

- Full closure of County Line Road between Morris Road to Rocky Ridge Road

Phase 2

- Construction of the proposed westbound lanes (north side) of County Line Road
- Construction of the north half of the Buffalo Creek Bridge

Phase 3

- Construction of the proposed eastbound lanes (south side) of County Line Road
- Construction of the south half of the Buffalo Creek Bridge



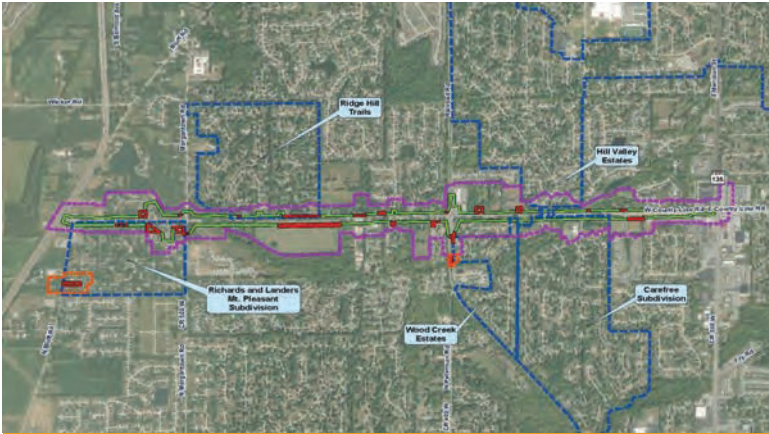
ENVIRONMENTAL CONSIDERATIONS

Environmental Documentation



Natural Resources

- Early Coordination:
January 8, 2021 & November 22, 2021
- Waters and Wetland Delineation
 - Pleasant Run Creek
 - Buffalo Creek
 - One wetland & four tributaries
- Natural and Wooded Areas
 - 20-acres of forested floodway or woods



Cultural Resources

- Invitation to Consulting Parties: February 25, 2021
- Phase 1a Archaeology Report & Addendum
 - Site identified but not eligible for inclusion on the National Register of Historic Places
 - Approved January 10, 2022

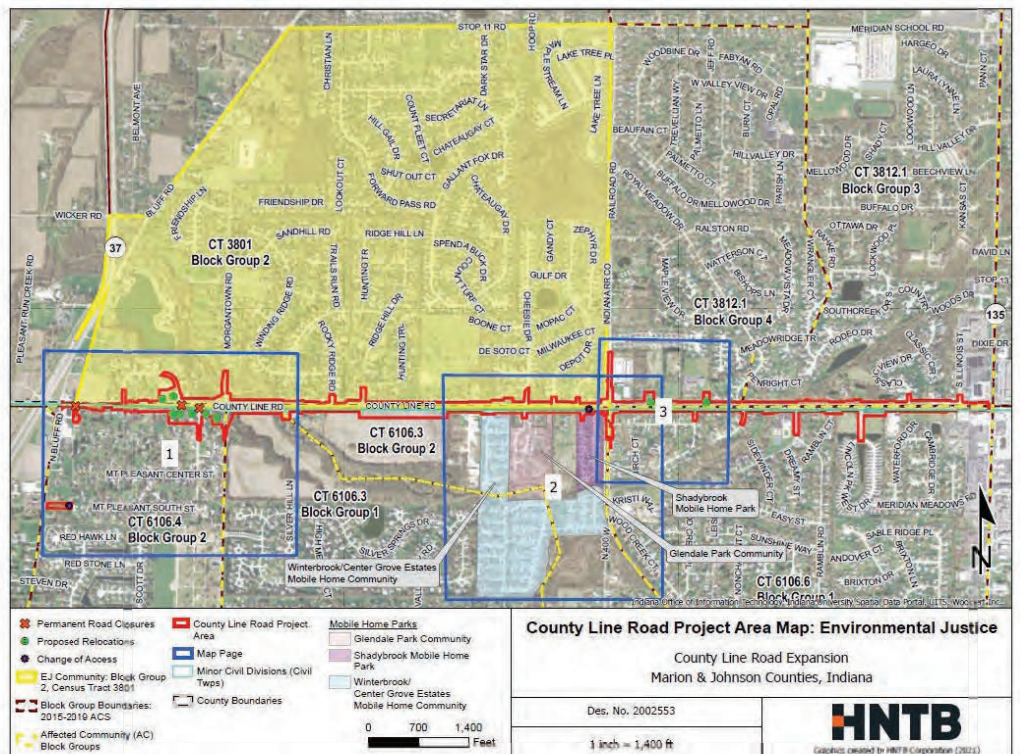
Historic Property Report & Addendum

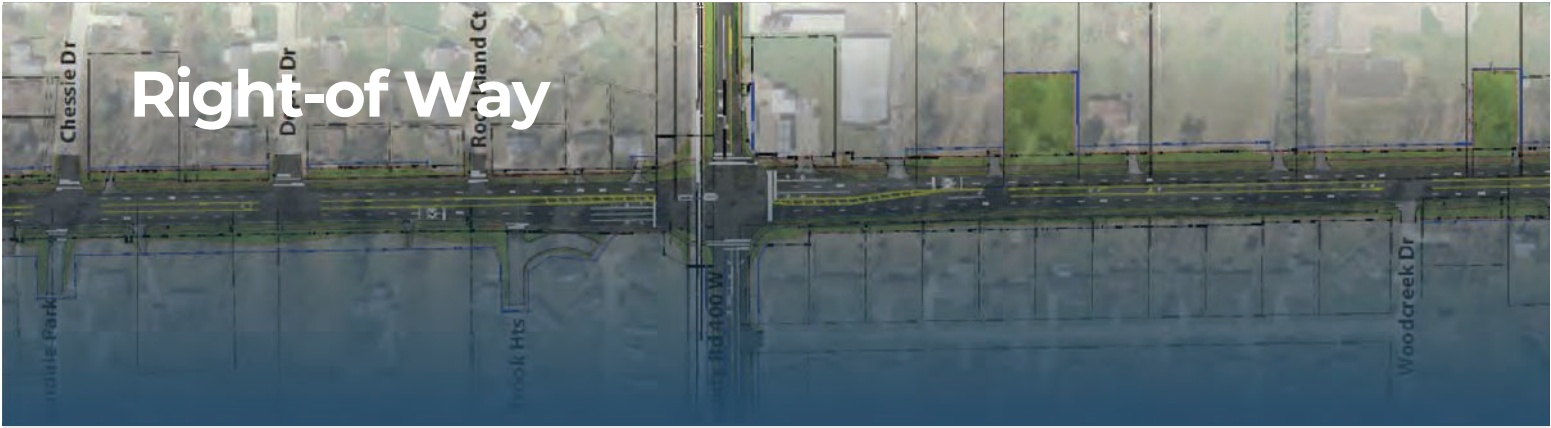
- John Sutton house eligible for inclusion on the National Register of Historic Places
- Project historians: No additional historic properties or districts
- State Historic Preservation Officer: Five additional districts recommended as eligible for inclusion on the National Register of Historic Places



Community Resources

- Environmental Justice
- Noise Analysis
- Red Flag Investigation





DESIGNED TO
MINIMIZE IMPACT



UNIFORM ACT OF 1970



NEPA PROCESS STILL
ONGOING



**PUBLIC
PARTICIPATION**



How Comments will be Addressed

All comments received during the public comment period will be addressed in the Environmental Document

- All written and verbal comments received tonight
- Letters
- Emails
- Phone calls

Share Your Feedback



Email

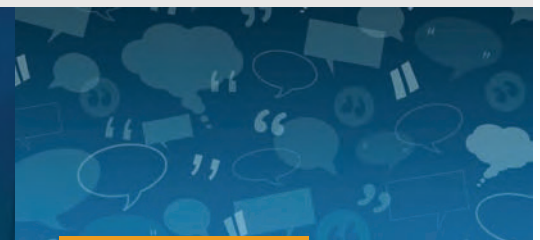
Kescott@HNTB.com

Subject Line: South County Line Road Comment



USPS Mail

Kelly Scott
South County Line Road Project
111 Monument Circle, Suite 1200
Indianapolis, IN 46204



In-Person Comment

Make a verbal or written comment at the comment table, located in the display area

Comments accepted through March 8, 2022

Project Resources and Mailing List



PROJECT NEWS & INFORMATION BY EMAIL

Get project news and information delivered to your inbox



ONLINE SIGN UP OR VIEW DOCUMENTS

SouthCountyLineRoad.com



IN-PERSON SIGN UP

Opt-in by adding your information to the sign in sheet



www.southcountylineroad.com

33



THANK YOU FOR JOINING US



PUBLIC MEETING



34

Question & Answer Session



Write your question(s) on the index card provided



Return the card to a Project Team member



Hear your question and the answer read aloud

Share Your Feedback



Email

Kescott@HNTB.com

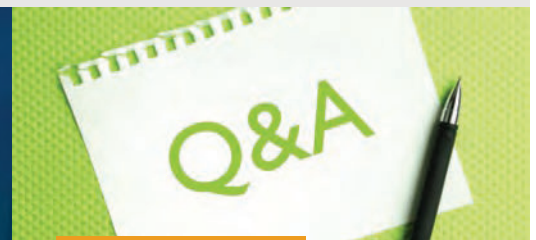
Subject Line: South County Line Road Comment



USPS Mail

Kelly Scott

South County Line Road Project
111 Monument Circle, Suite 1200
Indianapolis, IN 46204



In-Person Comment

Make a verbal or written comment

Visit the comment table, located in the display area

Comments accepted through March 8, 2022

Note - Prior to Release of Document to public all public contact information will be redacted.

Location: _____

MB

	First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Add me to the project email list
1.	SUE	WORTHEN				
2.	Tracy	Wilson				
3.	Tom	DIETRICH				
4.	EUGENE	GADIENT				
5.	Shelley	HERZIG				
6.	Lisa	WYCKOFF				
7.	BOB	LANE				
8.	John	WALL				
9.	Kathryn	HANSEN				

Location: _____

	First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Add me to the project email list
10.	DICK	CHEW				
11.	Jessica	CASTLE				
12.	Inun Puiors	Puiors				
13.	Bill	BASCOT				
14.	Amber	Cleveland				
15.	Steve	Schuck				
16.	Charles Patten White	White				
17.	(Candy) Narland	Narland				
18.	Jim	Sullivan				

a

Location: _____

	First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Add me to the project email list
55.	Brandon	Distel				
56.	RANDI	HAUSZ				
57.	JOE	COY				
58.	CURT	WORTHEN				
59.	Laura	Linder				
60.	DAVE & PAT	MCDANIEL				
62.	RICH	GALLIEN				
63.	John Za Theng					
64.	Thad	Swiezy				

Location: _____

	First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Add me to the project email list
10.	Ryan / Candy	Brookhouse				
11.	BEN	EASLEY				
12.	Mike / COMM	MINER				
13.	SHERRY GREGG	GREGG				
14.	Jeff	Murphy				
15.	Steven	Parker Jr				
16.	Jennifer	Ritchie				
17.	Richard	Hartman				
18.	Jeff	Meyers				

Location: _____

	First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Add me to the project email list
46.	MARY	RICKETS				
47.	Darlene	Lemie				
48.	Richard & Julie	Lime				
49.	CHRIS	BURTON				
50.	JANICE	Hewitt				
51.	PAT	WARREN				
52.	Roger & Jeanie	Nickelson				
53.	Tom + Debbie	Bellington				
54.	James & Pamela	Murphy				

12

Location: _____

	First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Add me to the project email list
1.	Curtis	Ward				
2.	Barbara	Stard				
3.	Josiah	Berry				
4.	Kathy	Whiteside				
5.	Gloria	Quintana				
6.	Amy	Coffman				
7.	Jody	Coffman				
8.	CLARA	WALZ				
9.	Aaron Sampson					

①

Location: _____

	First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Add me to the project email list
37.	W. Miller	Miller	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
38.	Nela	Wagner				
39.	Tommy	Todd				
40.	Mary	Merkel				
41.	MARK	TURNER				
42.	GAROLYN	MANFOLD				
43.	MICHAEL	MANFOLD				
44.	Travis	Massey				
45.	Bruce	Bultman				

Location: _____

	First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Add me to the project email list
55.	Carol Randy	Peat Collins				
56.	Ann + Kevin	McHugh				
57.	BRAD CHURCH					
58.	Lois	Fink				
59.	Josiah + Christy	Wise				
60.	Jim & Joyce	Glynn				
62.	JEFF	HARTSHORN				
63.	SEAN + LAUREL	LITCHFORD				
64.	Dave & JEAN Webb	Webb				

Location: _____

	First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Add me to the project email list
28.	Diane	Smogor				
29.	Jan	Pennings				
30.	Joe	Coffman				
31.	Jim	Mennel				
32.	Jeffrey	Renke				
33.	Eileen	Meyu				
34.	MARLA	ISAACS				
35.	GORDON	SMITH				
36.	Lee	O'Mara				

Location: _____

	First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Add me to the project email list
46.	BARBARA	MCDONALD				
47.	Dave + Barbara at State	Goble				
48.	JAMES WYRICK	WYRICK				
49.	KIM + NANCY	CISSELL				
50.	Jay + Christine Safed	Davis				
51.	John + Barb	Lombardo				
52.	James	Petersen				
53.	Rebecca	Franklin				
54.	Libby	Pettingill				

Location: _____

	First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Add me to the project email list
19.	EDWARD	BLUM				
20.	LARRY	WALKMAN				
21.	Steve	ROBINSON				
22.	Ralph	Rookling				
23.	Tony & Bonnie Christenberry	Christenberry				
24.	Roger & Carolyn	PETERMAN				
25.	Josiah	Wilson				
26.	Bi	Mitchell				
27.	Roger Meyer	Meyer				

Location: _____

	First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Add me to the project email list
10.	CARL	PAVELKO				
11.	WAYNE	Eldon dye				
12.	FRANK	DAVIS				
13.	JEAN	Horton				
14.	Arute	Billy				
15.	Rex	IRELAN				
16.	DAN	PARKER				
17.	Pat	Bedelschuis				
18.	Steve	Bedelschuis				

Location: _____

	First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Add me to the project email list
37.	Dobby	Lee				
38.	Mrs	Geroulis				
39.	D.	Geroulis				
40.	Susan	Alexander				
41.	Mary	Bergdoll Ferguson				
42.	Ken	ROCKERSFELDT				
43.	Noel	ATKINSON				
44.	Joyce	Haboush				
45.	Ron	Haboush				

Location: _____

	First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Add me to the project email list
1.	Mark	Dejean				
2.	JOHN	MILLER				
3.	JOHN	SHIRLEY				
4.	DAVID + JACKIE	BURTON				
5.	Dennis + MARY Beth	Crawford				
6.	DOUG O'DONNELL					
7.	Rodney Kay	Kay				
8.	Ken Vavosdol	Vavosdol				
9.	Ben Sumbur	Sumbur				

SOUTH County Line Road

+ Safety + Mobility + Capacity

JOIN US FOR A Public Meeting



Tuesday, February 8, 2022



6 pm (EST)*



Glenns Valley Elementary School

8239 Morgantown Rd, Indianapolis, IN 46217



This meeting will be covered live on Indianapolis Government Channel 16 and the following cable providers and channels: Xfinity Channel 16, Spectrum Channel 340, AT&T Channel 99. *The meeting will also be live-streamed through Channel 16. Scan the QR code on the back of this postcard to connect online.

Doors will open to the public at 5 p.m. for project exhibit review.





*Scan the QR Code to watch via Livestream



Join us for an in-person public meeting on the *South County Line Road Project*. A progress update and revised construction schedule will be provided.

Attendees can review project maps and meet with the project team prior to the presentation starting at 5 p.m.

We look forward to sharing more about the project with you on February 8.

For the most up-to-date project information, visit SouthCountyLineRoad.com

ADA & LANGUAGE ACCOMMODATIONS

In accordance with the Americans with Disabilities Act (ADA), accessibility assistance will be provided. If a need exists for ADA accommodations or language interpretation services, please contact Kelly Scott at kescott@HNTB.com or 317-636-4682 no later than Thursday, February 3 at 4 p.m. EDT.

Stakeholder Questions/Comments - County Line Road PIM #2									
Receipt Date	Contact/Materials Requested	Question/Comment	Type	Category	Resident Name	Receipt Type	Answer/ Response Provided	Follow Up Completed?	Contact Information
2/8/2022		Last year when Morgantown was closed during bridge replacement we had a lot of traffic cut through our neighborhood. I foresee this will be a problem again! I would like to see County Line closed to Ridge Hill Drive. I think this will stop a lot of people from cutting through. If this doesn't occur, how to you project traffic restrictions in our area? Ridge Hill Trails neighborhood does not have sidewalks and there a lot of neighbors that walk the neighborhood. This was a big problem in the past.	Comment	MOT	Lisa Viles	SouthCountyLineRoad.com	Thank you for your interest in the Department of Public Works' South County Line Road project. Your participation in the public involvement process is greatly appreciated. Your comment has been shared with the project team and will be included in the project record. Now that the comment period has ended, updated project documents, including Frequently Asked Questions, will be available online at SouthCountyLineRoad.com within the next week. If you have any additional questions or comments, please let us know.	YES 3/11	
2/8/2022	Contact requested	I own 2 properties on Bluff Road, 1013 and 1041. At the public meeting on February 8, 2022 a question was asked about the extension or relocation of sewer and water lines. It was indicated the project does not include extension or relocation of sewer and water lines. With the construction of I-69 and South County Line Road, now is the time to bring water and sewer to the area where Bluff Road and County Line Road intersect. The lack of water and sanitary sewer availability has hampered growth in the area. In 2005, Indiana American Water installed a 12-inch water main along Bluff Road that ran north and was terminated at my property. I was required to install a fire hydrant and connect to city water before I could occupy my property to operate my business. Indiana American Water indicated the oversized 12-inch line was installed to accommodate future development. Since the water line has not been extended. Many of the residences and other businesses in the area remain on well water. The groundwater quality in the area is poor. It has very high iron and sulfur. Further, according to IDEM records, the Shell Station located at 1229 North Bluff Road, often has coliform detected. This is not surprising since many of the residences in the area are on septic systems. As I indicated above, now is the opportune time to bring water and sewer to the area where Bluff Road and County Line Road intersect. There is a sanitary sewer main that	Question/Comment	Water/ Sewer/Drainage	Bruce Bultman	Email	Thank you for your interest in the Department of Public Works' South County Line Road project. Your participation in the public involvement process is greatly appreciated. Your comment has been shared with the project team and will be included in the project record. Now that the comment period has ended, updated project documents, including Frequently Asked Questions, will be available online at SouthCountyLineRoad.com within the next week. Water and sewer extensions are not anticipated to be included in the project at this time, however, the proposed project design would accommodate a location for the expansion of these services along County Line Road in the future. If you have any additional questions or comments, please let us know.	YES 3/11	
2/8/2022	Map: Proposed detention basins	I wasn't able to attend tonight's meeting at the Glenns Valley Elementary School but did watch it online. When they talked about the proposed 2 detention areas it was so fast that I could not understand where they were going to be located. I think I heard Carefree and Lincoln Park mentioned. Do you have a map that shows the proposed locations of those or at least tell me where the approximate location will be?	Question	Water/Sewer/Drainage	Dru Williams	Email	Thank you for your interest in the Department of Public Works' South County Line Road project. Your participation in the public involvement process is greatly appreciated. Your question has been shared with the project team and will be included in the project record. Now that the comment period has ended, updated project documents, including Frequently Asked Questions, will be available online at SouthCountyLineRoad.com within the next week. Detailed renderings that show the locations of proposed detention basins can be found in the "Proposed Corridor" graphics on SouthCountyLineRoad.com. These are located under the "Documents" tab. If you have any additional questions or comments, please let us know.	YES 3/11	
2/8/2022	Meeting: Proposed detention basin	We have had brief discussions in the past related to the County line Project. My wife and I along with my wife's sister and husband own the 45 acre farm south of the county line road just east of Morgantown. Because I live in South Carolina, I was not able to attend the February 8 info meeting, but I did view it on line. I thought the whole team did a good job conveying the update while keeping the meeting moving and inviting attendees to stay behind and ask questions if needed. Unfortunately, I wasn't able to do this. However, one of the major items that I wish to have had more discussion on is the location and layout of the retention area shown on the northern end of our property (south of the road). While we have for years farmed this property, our near future goals has been to sell the property for the right kind of development for the community. The area where the detention area is currently shown is in the part of the property that is most valuable for the future. It is higher ground, and close proximity to the road. The detention area as currently shown has the potential of major negative impact to the use and value of this part of the property. My request would be to engage a discussion with the design lead of this and understand the options that were looked at and to explore ways to modify the impact to our property. While I am retired, I have a Masters Degree in Civil Engineering from Purdue, and managed numerous	Comment	ROW	Robert Johnson	Email	KTM MEETING	KTM Meeting	

Receipt Date	Contact/Materials Requested	Question/Comment	Type	Category	Resident Name	Receipt Type	Answer/ Response Provided	Follow Up Completed?	Contact Information
2/8/2022	Meeting: ROW Acquisition Specialist	I hope you are doing well. Thank you for providing us the opportunity to attend tonight's meeting regarding the South County Line Rd project virtually as I had a conflict and could not attend in person. My property is 1292 Woodcreek Dr, Greenwood IN 46142. My backyard backs up to County Line Rd on the south side across from Grace Baptist Church. Since I was not there in person, I was unable to speak with a Right of Way Acquisition specialist. We are interested in knowing more about how our property will be impacted by the widening of County Line. Would it be possible to get the contact info for or have one of the specialists reach out to me to discuss further?	Question	ROW	Desiree Tarter	Email	Thank you for your interest in the Department of Public Works' South County Line Road project. Your participation in the public involvement process is greatly appreciated. Your question has been shared with the project team and will be included in the project record. Answers to the questions received during the public meeting will be available after the end of the comment period, March 8. Potentially impacted property owners will be contacted directly by our Right-of-Way Acquisition Specialists in the next few months to discuss information as it relates to specific parcels. If you have any additional questions, please let us know.	YES 2/24	
2/8/2022		I wasn't able to attend in person tonight to the county line meeting. However I did watch it online thanks to information sent from Kelly. I thought everyone did a nice job with the presentations. I look forward to communicating with people there in some fashion. My brother-in-law was in attendance I am waiting to hear how he was able to interact with many other people there. Thank you for including us in South Carolina.	Comment	General	Robert Johnson	Text	Thank you for your interest in the Department of Public Works' South County Line Road project. Your participation in the public involvement process is greatly appreciated. Your comment has been shared with the project team and will be included in the project record. After the comment period concludes, you can view updated project documents, including Frequently Asked Questions, online at SouthCountyLineRoad.com. We will address as many comments and questions as possible. If you have any additional questions or comments, please let us know.	KTM Meeting	
2/9/2022		Question regarding South County Line Road project. Is Marion county shouldering the cost of this project? Is there no consideration or coordination with Johnson County?	Question	Funding	None Provided	Text	Thank you for your interest in the Department of Public Works' South County Line Road project. Your participation in the public involvement process is greatly appreciated. Your questions have been shared with the project team and will be included in the project record. Now that the comment period has ended, updated project documents, including Frequently Asked Questions, will be available online at SouthCountyLineRoad.com within the next week. As part of the design process, the project team has engaged in early coordination with officials from both Johnson County and the City of Greenwood to discuss the proposed project and mitigate as many potential impacts to residents as possible. Further coordination between the groups would continue throughout project completion. If you have any additional questions or comments, please let us know.	YES 3/11	
2/8/2022		Please consider updating the road signs to be uniform and more aesthetically pleasing. It would also be nice if each addition had a sign indicating the name of the neighborhood.	Comment	General	Diane Smoger	In-Person Written	Thank you for your interest in the Department of Public Works' South County Line Road project. Your participation in the public involvement process is greatly appreciated. Your comment has been shared with the project team and will be included in the project record. Now that the comment period has ended, updated project documents, including Frequently Asked Questions, will be available online at SouthCountyLineRoad.com within the next week. If you have any additional questions or comments, please let us know.	YES 3/11	
2/8/2022		1) Detention area - what options were considered? How much area is involved? How much of our land to be taken? 2) What right of way specialist can I talk to about new right of way on South side of County Line Road? 3) New curb cuts - How does it affect access for farming and other development? (i.e. so. side CL Rd?) 4) Is there a more detailed layout of stormwater drainage? 5) Environmental? - Will floodplain boundaries be impacted?	Question	Various	Robert Johnson	In-Person Written	KTM MEETING	KTM Meeting	
2/8/2022		Concern over being so close to RR/CL intersection. I've been told my property value will plummet and noise level will be quite high!	Comment	Noise/ Property Value	Bev Trimbur	In-Person Written	Thank you for your interest in the Department of Public Works' South County Line Road project. Your participation in the public involvement process is greatly appreciated. Your comment has been shared with the project team and will be included in the project record. After the comment period concludes, updated project documents, including Frequently Asked Questions, can be viewed online at SouthCountyLineRoad.com. If you have any additional questions or comments, please let us know.	No contact information	

Receipt Date	Contact/Materials Requested	Question/Comment	Type	Category	Resident Name	Receipt Type	Answer/ Response Provided	Follow Up Completed?	Contact Information
2/8/2022		Will there be an improvement/ correction to the Ridge Hill Trails addition, the entrance to the farthest east sits lower than County Line Rd. Also, the drainage at that road is in need of improvement. The drain is higher than water so pulling onto County Line Road is dangerous.	Comment/Question	Water/Sewer/Drainage	Amy Coffman	In-Person Written	<p>Thank you for your interest in the Department of Public Works' South County Line Road project. Your participation in the public involvement process is greatly appreciated.</p> <p>Your question and comment have been shared with the project team and will be included in the project record. Now that the comment period has ended, updated project documents, including Frequently Asked Questions, will be available online at SouthCountyLineRoad.com within the next week.</p> <p>The entrance to Ridge Hill trails would remain the same under the proposed design. The new, proposed drainage systems, including curb and gutter and detention basins, would help reduce area flooding.</p> <p>If you have any additional questions or comments, please let us know.</p>	YES 3/11	
2/8/2022		Very unhappy with proposal. We have major drainage issues. We have septic systems that will leach in floods. Ruining the environment, property values and increased noise. Sad face.	Comment	Water/Sewer/Drainage	Shelley Kuzmic	In-Person Written	<p>Thank you for your interest in the Department of Public Works' South County Line Road project. Your participation in the public involvement process is greatly appreciated.</p> <p>Your comment has been shared with the project team and will be included in the project record. After the comment period concludes, updated project documents, including Frequently Asked Questions, can be viewed online at SouthCountyLineRoad.com.</p> <p>If you have any additional questions or comments, please let us know.</p>		
2/8/2022	Contact	I am very interested in the history of the Sutton House on Bluff Road. Is there someone I can contact?	Question	Cultural Resources	Dick Chew	In-Person Written	<p>Mr. Chew, Chris Meador of HNTB forwarded your request for information about the Sutton House to ASC Group, as we were the subconsultants which prepared the report for the County Line Road project.</p> <p>Attached is an excerpt from a report that was written in 2008 for the I-69 project. This report was the first to identify the Sutton House as National Register-eligible, and we relied upon it in our summary, agreeing with the initial recommendation that the building retains its eligibility. This report has some footnotes that refer to primary documents that were used in the initial evaluation in 2008.</p> <p>I hope this information is helpful to you. Please feel free to contact me with any questions.</p> <p>Thank you for your interest – this is quite a handsome structure, and is an important remnant of Johnson County's agricultural heritage.</p> <p>Lash J. Konicki Principal Investigator - Architectural Historian Cultural Resources Manager</p>	Yes	
2/8/2022		Will sewer be added along County Line Road?	Question	Water/Sewer/Drainage		In-Person Q&A	IDENTIFIED AS "HOT TOPIC" - No contact information		
2/8/2022		My property backs up to a creek--what is the watershed plan?	Question	Water/Sewer/Drainage		In-Person Q&A	We have evaluated the watershed in the project area. Both proposed bridges are larger to accommodate the flows and designed to accommodate the 100-year flood flows.		
2/8/2022		In addition to the current right-of-way, how much land will be taken on the south side of County Line road?	Question	ROW		In-Person Q&A	The road will be widened equally on the north and south sides of County Line Road. The amount of right-of-way varies by each individual parcel, and will be evaluated further during appraisals.		
2/8/2022		Is the entrance to Classic View Estates (Classic View Drive) a part of the 2023 or 2024 phase? (i.e. County Line/135 intersection of before) Will there be a pass thru or how can we access when our side of road is closed? We only have one entrance. Will our entry signage be impacted?	Question	MOT		In-Person Q&A	<p>Overall Road construction will start in 2024. The entrance to Classic View Estates will likely be in the 2025 construction season.</p> <p>Access will be maintained at all times. Signs that are impacted will be cost-to-cure items and the property owner will be paid to replace those signs.</p>		
2/8/2022		Has there been an impact study on noise, traffic, drainage and exiting out of Ridge Hill trails subdivision?	Question	MOT Water/Sewer/Drainage		In-Person Q&A	Noise analysis has been completed and the report is on the website. There will be an increase in noise, but not to the level that would require noise abatement. Noise barriers are not required as part of this project. We do have a traffic analysis, which was part of the decision making process to determine the number of lanes needed. A drainage study has been completed. For traffic turning left into Ridge Hill Trails, access will be by using the center left turn lane. Right turn lanes are proposed at Railroad and Morgantown Roads; all other right turn movements will be made from the right through lane.		
2/8/2022		Which side will the sewer be on? Will they add sound barriers between the house and road? How close can they come to our house? If it devalues the property, will everyone be compensated?	Question	Water/Sewer/Drainage ROW		In-Person Q&A	IDENTIFIED AS "HOT TOPIC" - No contact information		
2/8/2022		Will water and sewage be extended to those not currently connected?	Question	Water/Sewer/Drainage		In-Person Q&A	There are no plans for the extension of sewer and water facilities at this time.		
2/8/2022		Are we going to get City sewers in Ridge Hill Trails? Are the roads being repaired in Ridge Hill Trails? How long will County Line Road be closed?	Question	Water/Sewer/Drainage Schedule General		In-Person Q&A	This will be part of the Phase 1 construction. The exact dates are unknown at this time, and will possibly occur during the first construction season of 2024.		

Receipt Date	Contact/Materials Requested	Question/Comment	Type	Category	Resident Name	Receipt Type	Answer/ Response Provided	Follow Up Completed?	Contact Information
2/8/2022		Where will all the storm water be directed to? "Water from Depot Drive"	Question	Water/Sewer/Drainage		In-Person Q&A	Runoff will be collected with curb and gutter and water flows towards the road and collected with inlets and directed into the enclosed storm system. There will also be detention areas to temporarily store water and control the release rate to the outfalls. The main outfalls for this project are to Pleasant Run Creek and Buffalo Creek.		
2/8/2022		Why is it necessary for a sidewalk and walking path to be done?	Question	Amenities		In-Person Q&A	This is to minimize multiple pedestrian crossings on County Line Road. By keeping the pedestrian facilities separate it provides for a safe crossing at the major intersections at Morgantown Road and at Railroad Road. Bicyclists and rollerblades should use the multi-use path which provides multi-modal access.		
2/8/2022		Where will the bike path connect? Currently, I believe, the closest is at Meridian School Rd/Stop 11 and 135.	Question	Amenities		In-Person Q&A	We're proving connectivity along the County Line corridor. There's going to be a path constructed with the I-69 interchange that will tie into, and then it will tie in on the east end at SR 135 to the existing sidewalks.		
2/8/2022		Is the grade of County Line Road going to be raised? If so, what about the entrance grade of Ridge Hill Trails? How many feet from the center line of County Line Road is the road and bike path using?	Question	Grading Amenities		In-Person Q&A	The grade of County Line Road will remain the same as it is today, with the exception of the hill cut near Morgantown Road. The grade will remain the same at Ridge Hill Trails, and there should be very minimal changes at this location. See the dimensions of the typical section displays for the location of the path and sidewalk. The inside edge of the sidewalk and path is approximately 35 feet from the center line of the road.		
2/8/2022		What would it take to get a sound barrier? I'm on the east side of Peterman and the noise is terrible now.	Question	Noise		In-Person Q&A	IDENTIFIED AS "HOT TOPIC" - No contact information		
2/8/2022		County Line Road & Railroad - How much land are we going to lose to Countyline Rd	Question	ROW		In-Person Q&A	The project is still under preliminary design and subject to change during land acquisition. Currently there is a strip of land that's required along the length of the project on both the north and south sides of the road. The dark black lines on the project roll plots show the proposed Right-of-Way for this project.		
2/8/2022		Why can't bike path and sidewalk be combined to produce less impact?	Question	Amenities		In-Person Q&A	This is to provide pedestrian access on both sides of the road, and to avoid multiple crossings of County Line Road at unsafe locations.		
2/8/2022		Will Rock Island, Depot, Chessie have access during construction? Vibration Caused from traffic to my house is great already. Will that be addressed? Water collection on areas will draw mosquitoes. Will the bike path be cleared by the city?	Question Comment	MOT Water/Sewer/Drainage Noise		In-Person Q&A	IDENTIFIED AS "HOT TOPIC" - No contact information		
2/8/2022		The bike path is behind my house 10' x300' and need to be cleared of snow?	Question	Amenities - Maintenance		In-Person Q&A	IDENTIFIED AS "HOT TOPIC" - No contact information		
2/8/2022		Please make Southport Road Mann Road to Meridian St.	Comment	General		In-Person Q&A			
2/8/2022		Will there be a stoplight at Co Line & Railroad Rd?	Question	Project Features		In-Person Q&A	Yes, there will be a new traffic signal installed at County Line Road and Railroad Road. A temporary traffic signal was going to be installed, however the power lines need to be moved first for the traffic signal installation.		
2/8/2022		How can you close County Line and Morgantown Roads? Only Southport Road and Smith Valley Roads will be open with 5 times the traffic.	Question	MOT		In-Person Q&A	The construction of County Line Road will be phased. Smith Valley and Southport Roads are not part of this project.		
2/8/2022		Do you foresee this block going more commercial? Where does the north retention wall end? What will happen with the Greenspace that is unutilized? When can we expect acquisition of selected homes?	Question	General Greenspace ROW Design		In-Person Q&A	IDENTIFIED AS "HOT TOPIC" - No contact information		
2/8/2022		How will the Speedway be effected? Will I/we be able to get out of the driveway and the community during construction? Will there be lighting in the corridor? What about landscaping? How big will the cut in the hillside be?	Question	Design Lighting/Landscaping MOT ROW		In-Person Q&A	The gas station will remain where it is currently. We will be improving that intersection and widening to the east and north; driveways will need to be reconfigured, but access in and out will remain open. The Contractor will be obligated to maintain access to every driveway at all times. There may be temporary stone while paving the road and putting in new concrete driveways, but there will always be access. Preliminary plans are to add lighting in grass strip between the curb and sidewalk on the south side and between the curb and path on the north side.		
2/8/2022		Why is the resistance on sound barrier wall to reduce noise so emphatic among powers to be. Please don't think this is political. It is with great concern with families living close to now state Road 37 which will become I-69. This I know, doesn't pertain to County Line Road: Being a general contractor in two other states and a residential in another state this doesn't make logical sense.	Comment	Design		In-Person Q&A			

Receipt Date	Contact/Materials Requested	Question/Comment	Type	Category	Resident Name	Receipt Type	Answer/ Response Provided	Follow Up Completed?	Contact Information
2/8/2022		<p>Who is the authority governing the project?</p> <p>If we want/need to contact someone what is the resource?</p> <p>What is the timeline for the project?</p> <p>Will there be any maintenance done on County Line before and during construction? E.g. the enormous potholes we have now?</p> <p>Is this part of the US 37 (I-69) project?</p> <p>Why has work completely stopped on I-69?</p> <p>Is this going to require that all the trees be cut down?</p>	Question	General Schedule Roadway Repair I-69 Environmental		In-Person Q&A	<p>The City of Indianapolis is governing the project. Contact can be made via the project website, and by connecting with one of the public information meeting speakers, or by contacting Kelly Scott; her information can be found on the bottom of the comment form.</p> <p>Project timeline Spring 2024 - 2025; lasting two construction seasons</p> <p>That would be a question for the City—but we can get that information for you.</p> <p>Not part of I-69 project</p> <p>Can't answer questions related to I-69; Visit I69FinishLine.com or the project Facebook page.</p> <p>There will be quite a few trees cut down—pretty much everything in the proposed ROW will be cleared (10 acres); doing as much as we can to minimize that—within the floodway for Pleasant Run Creek and Buffalo Creek we will have to provide mitigation. Probably not enough space along the project corridor to provide mitigation; may have to pay into a DNR in-lieu-fee program that pays for restorations around the state; still working out details about how much we have to mitigate. Street trees along County Line Road are proposed; no planting in forested natural areas. Will know more after we go through the permitting process. More to share at next meet.</p>		
2/8/2022		Is there potential for a partial acquisition or easement an option to retain land?					Contact Right of Way acquisition specialists to answer land acquisition questions.		
2/11/2022		<p>First of all my name is Ron Haboush. I live at 1924 Winding Ridge Ave in Ridge Hill sub division.</p> <p>I welcome the South County line improvement however, after your meeting on February 8th I had two major concerns. That came to mind that might severely impact myself and others the live close to the pleasant run creek. Unfortunately my questions were not clearly answered by the directed individual. I knew then we were in for potentially major problems with this project. Below are the two concern that could potentially impact Ridge Hill Trails Ave/Rd.</p> <p>1. Pleasant run creek flooding has always been a great concern especially for the residents on winding ridge Ave & Rd in Ridge Hill trails. We've had several flooding issues over the years with the creek backing up due to added drainage from new subdivision and just poor drainage in general. Now I'm not feeling real comfortable with the proposed storm drainage system to handle the area run off from the new road. We're already in a flood plain, and any additional stress on the creek could have catastrophic consequences. I have pictures to back up what I'm talking about.</p> <p>2. The additional noise levels studies that were conducted with several environmental agencies, according to the environment specialist at the meeting has me concerned. This was supposedly a collective effort with home owners in the area along with the environment specialist. The report</p>	Comment	Water/Sewer/Drainage Noise	Ron Haboush	Email	<p>Thank you for your interest in the Department of Public Works' South County Line Road project. Your participation in the public involvement process is greatly appreciated.</p> <p>Your comment has been shared with the project team and will be included in the project record. Now that the comment period has ended, updated project documents, including Frequently Asked Questions, will be available online at SouthCountyLineRoad.com within the next week.</p> <p>If you have any additional questions or comments, please let us know.</p>	YES 3/11	
1/23/2022		<p>We live immediately E of Glendale Trailer CL on the Slside of W. Co. Line. It makes a horseshoe around us. Our paved driveway is to the west almost to the W property line. Due to our age & health, we would like to have a horseshoe driveway coming to the S in front of the house & exiting between our (3) two trees to the E in front of the house back to the N. Currently this would put us on top of the culvert under the road. I know all this could be figured out later but I would like to get a street cut permit or whatever it is called prior to sidewalks & curbs being built. We formerly lived in Castleton when 69 was coming thru that area. We knocked down a stone wall & made a parking area. Castleton didn't care but when Indpls. came thru they put a curb in front of our drive since we didn't have a permit. I believe this would save us a lot of money not having to dig up the sidewalk or curb. We are in no hurry but would like to know what & how to proceed at some point. We will be coming to the meeting.</p>	Comment	ROW	Dave & Pat McDaniel	Email	<p>Good morning, Pat.</p> <p>Thank you for contacting us with your question about the expansion of South County Line Road and how it would relate to your property at 4315 W. County Line Road.</p> <p>The existing culvert would be removed as part of the drainage improvements to add curbs and gutters, so it would make sense to add a driveway entrance closer to the middle of the parcel. This detail could be worked out during land acquisition.</p> <p>One driveway could be installed at a location of your choice, but a second driveway would be considered a betterment, so installation would be left up to the property owner. If the driveway locations were altered, any work on your property beyond the right of way line to align the driveway to the garage would likely also be the property owner's responsibility. Because your property lies in Johnson County, you would need to apply for any permits through the City of Greenwood's Building Commissioner. * Graphic provided</p>	Yes	
1/22/2022		Are sanitary sewers and/or city water in the plan yet for homes with septic tank systems/drinking water wells along the South County Line corridor? We live on Morris Road.	Question	Water/Sewer/Drainage	Karen Stanley	Email	<p>Hi, Karen</p> <p>Thanks for contacting us with your question about expansion of South County Line Road and how it relates to your property at 2315 Morris Road.</p> <p>The project calls for 36 acres of drainage improvements, including raising the road east of Morgantown Road to mitigate flooding; installing a curb and gutter system to collect water and raised sidewalks and trail to prevent further roadway flooding. We're also looking at proposals to add detention areas to help with drainage and flooding. Citizens Energy Group would be responsible for installing sewers as well as assisting residents currently on septic tanks to connect as part of its Septic Tank Elimination Program (STEP). More information on STEP can be found at https://www.citizensenergygroup.com/STEP. A link for residents to submit a Utility Availability Request for future STEP locations is also located here.</p>	Yes	

The Southsider Voice

P.O. Box 17187
 Indianapolis, IN 46217
 317-781-0023

Invoice

Date	Invoice #
2/23/2022	51475

Bill To
HNTB Corporation Kelly Scott Attn: South County Line Rd. Project 111 Monument Circle, Suite 1200 Indianapolis, IN 46204

P.O. No.	Terms
	Due on receipt

Quantity	Description	Rate	Amount
2	2x8.5 Public Notice: South County Line Road Project - Run 1/26 and 2/2/2022 Publisher's affidavit and copies are enclosed - thank you!	272.00	544.00
Total			\$544.00

The Southsider Voice

The Voice of the South Side

P.O. Box 17187, Indianapolis, IN 46217
317.781.0023 • www.southsidervoice.com

PUBLISHER'S AFFIDAVIT

STATE OF INDIANA, County of Marion
Before me, the undersigned: A Notary Public,
This day personally came:

Kelly Sawyers, who being duly sworn, according to law says that she is owner/publisher of The Southsider Voice, official newspaper published in Marion County, Indianapolis, Indiana, 46227 and that the publication, of which the annexed is a true copy, was published in said paper on the following date(s) to witness:

Jan 1/26 + 2/2/2022 (Dates)

Kelly Sawyers
Kelly Sawyers - Owner and Publisher of The Southsider Voice

Subscribed and sworn to before me this

3 day of February, 2022

Kelly Jo Thrasher
Notary Public

My commission expires 6, 1, 1, 26



(SEAL)

The Indianapolis Star

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

Federal Id: 06-1032273

HNTB CORP

Account #:INI-21233
Order #:0005095467
of Affidavits: 2
Total Amount of Claim:\$124.88
This is not an invoice

HNTB CORP
ATTN Kelly Scott
111 MONUMENT CIR STE 1200
INDIANAPOLIS, IN 46204

PUBLISHER'S AFFIDAVIT

STATE OF WISCONSIN,
County Of Brown } **SS:**

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

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

Insertion being edition dated 01/21/2022
Insertion being edition dated 01/31/2022

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

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

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

Rang Pappathopoulos

Date: Jan 31, 2022 Title: Clerk

Subscribed and sworn to before me this 31 day of January, 2022

Shelly Hora

Notary Public

Notary Expires: 8-25-23



To: INDIANAPOLIS

STAR

(Governmental Unit)

County, Indiana

Indianapolis, IN

75 lines, 2 columns wide equals 150 equivalent lines at \$0.42 per line @ 2 days, \$124.88

Website Publication \$0

Acct #:INI-21233
Ad #: 0005095467

Charge for proof(s) of publication \$0.00

DATA FOR COMPUTING COST

Width of single column 9.5 cms
Number of insertions 2
Size of type 7 point

TOTAL AMOUNT OF CLAIM \$124.88

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

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

That it is in proper form.

This it is duly authenticated as required by law.

That it is based upon statutory authority.

That it is apparently (correct)
(incorrect)

\$ _____
On Account of Appropriation For

FED. ID
#06-1032273

Allowed _____, 20____

In the sum of \$ _____

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

NOTICE OF PUBLIC INFORMATION MEETING
CITY OF INDIANAPOLIS DEPARTMENT OF PUBLIC WORKS NOTICE
FOR SOUTH COUNTY LINE ROAD PROJECT
ROAD PROJECT (Des. No. 2002553)

An in-person public meeting regarding the South County Line Road Project has been scheduled by the City of Indianapolis' Department of Public Works (DPW). The meeting will be held on Tuesday, February 8, 2022, at 6 p.m. at Glens Valley Elementary School, 8239 Morgantown Road, Indianapolis, IN 46217. Doors will open at 5 p.m. to allow time for the public to review project exhibits. Please enter at Door 11.

This meeting will include appropriate social distancing measures. Hand sanitation stations and face masks will be provided. The Marion County Public Health Department encourages all residents to wear masks in indoor public spaces, regardless of vaccination status.

The purpose of this meeting is to offer area residents, stakeholders, and other interested persons an update on DPW's plans to redesign South County Line Road. The project is intended to improve safety, mobility, and operational efficiency along the County Line Road corridor from the east end of the I-69 Interchange to SR 135 in Marion and Johnson counties, Indiana.

The project will include the widening of County Line Road to two travel lanes in each direction with a center turn lane, the construction of a sidewalk and multi-use path along County Line Road, the replacement of two bridges (Structure No. 49-4503F over Pleasant Run Creek and Structure No. 49-4510F over Buffalo Creek) and the addition of an access road to the Mount Pleasant subdivision from Bluff Road.

The eastern intersection of Morris Road with County Line Road and the intersection of Mount Pleasant East Street with County Line Road will be converted to cul-de-sacs, with no access to County Line Road. These changes are necessary due to the correction of the steep incline of County Line Road near Morgantown Road. Due to the permanent closure of the County Line Road/Mount Pleasant East Street intersection, a new local road will be constructed to provide access to the Mount Pleasant community. This roadway will be approximately 400 feet in length and 20-24 feet wide and will connect the Mount Pleasant neighborhood to Bluff Road.

Based on the preliminary design, it is anticipated that approximately 20-acres of permanent right-of-way, 8-acres of temporary right-of-way, and 9 relocations will be required for this project to be completed. Total project costs are estimated to be approximately \$40 million.

Maintenance of traffic will include the closure of County Line Road from Morris Street to the Mount Pleasant Bridge, including the closure of the Morgantown Road intersection during Phase I. Phase II will be constructed under traffic with lane closures.

For those unable to attend, the meeting will be broadcast live by Indianapolis Government Channel 16 on the following cable providers and channels: Xfinity Channel 16, Spectrum Channel 340, and AT&T Channel 99. The event can also be viewed via Livestream at: https://indianapolis.granicus.com/player/camera/5?publish_id=4&redirect=true.

The presentation and related project information will be made available online at SouthCountyLineRoad.com after the meeting. Persons with limited internet access can request that project information be mailed to them. For more information, please contact Kelly Scott at 317-636 4682, kescott@HNTB.com or 111 Monument Circle, Suite 1200, Indianapolis, IN 46204.

Recorded public statements will be taken as part of the public meeting procedure. All verbal statements recorded during the meeting as well as all written comments submitted before, during, and for four (4) weeks following the meeting date, will be evaluated, considered, and addressed in subsequent environmental documentation. Written comments may be submitted before the public meeting and within the comment period to Chris Meador at 111 Monument Circle, Suite 1200, Indianapolis, IN 46204 or cmeador@HNTB.com. The project team respectfully requests comments be submitted by March 8, 2022.

In accordance with the Americans with Disabilities Act (ADA), accessibility assistance will be provided. If a need for ADA accommodations or interpretation exists, contact Kelly Scott at kescott@HNTB.com or 317-636 4682 no later than February 3, 2022, at 4 p.m.

(INI - 1/21, 1/31/22 0005095467)

hspaxlp

Public Hearing

LEGAL NOTICE OF PUBLIC HEARING

**Proposed Added Travel Lanes to South County Line Road in Marion and Johnson Counties
(DES. #s 2002553, 2100121, 2100122)**

The City of Indianapolis Department of Public Works (DPW) will host a public hearing on Thursday, November 30, 2023, at Glens Valley Elementary School, 8239 Morgantown Road, Indianapolis, IN 46217. Doors will open at 5:30 p.m., and the presentation will begin at 6 p.m. followed by a public comment period. The purpose of the public hearing is to offer all interested persons an opportunity to comment on current plans for added travel lanes on South County Line Road in Marion and Johnson Counties.

For those unable to attend, the public hearing will be broadcast live by Indianapolis Government Channel 16 on the following cable providers and channels: Xfinity Channel 16, Spectrum Channel 340, and AT&T Channel 99.

The purpose of the South County Line Road project is to address capacity deficiencies, improve east-west mobility, address geometric deficiencies, and improve safety within the corridor.

The project is approximately 2.3 miles long and includes reconstruction of South County Line Road from 0.21 mile east of the newly constructed South County Line Road interchange on I-69 to SR 135. The preferred alternative will construct one additional travel lane in each direction and a center left turn lane; construct a 10-foot multi-use trail on the north side of South County Line Road and a 6-foot sidewalk on the south side; replace the bridges over Pleasant Run Creek and Buffalo Creek; upgrade intersections at Morgantown Road and Railroad Road; construct culs-de-sac at Morris Road and Mount Pleasant East Street; flatten the hill at Morgantown Road; and improve drainage throughout the project corridor. Also, a 0.1-mile extension of new roadway from Mount Pleasant South Street to North Bluff Road will be constructed to provide additional access to the Mount Pleasant community. The project will improve safety, mobility, and operational efficiency along the corridor.

The project will be constructed in two parts. Part 1, from the I-69 interchange to east of Rock Island Court, includes upgrades at the intersection of Morgantown Road and bridge construction over Pleasant Run Creek. Part 2, from east of Rock Island Court to SR 135, includes upgrades at the Railroad Road intersection and bridge construction over Buffalo Creek. Maintenance of traffic will occur in six phases, with some phases requiring a full road closure with detours and/or lane closures. Access to all commercial and residential properties will be maintained during construction. DPW will coordinate with emergency services, local school corporation officials, and project stakeholders to ensure potential disruptions and impacts are minimized as much as possible. The project will require nine relocations, 23 acres of permanent new right-of-way, and 31 acres of temporary right-of-way for construction. In addition, approximately 581 linear feet of permanent impacts to streams and 0.05 acre of impacts to wetlands are anticipated, as well as approximately 13.5 acres of tree clearing.

Federal, state, and local funds are proposed to be used for construction of this project. INDOT and the Federal Highway Administration have agreed that this project poses minimal impact to the natural environment. A Categorical Exclusion Level 4 (CE-4) environmental document has been

prepared for the project. The environmental documentation and current design information is available online at www.SouthCountyLineRoad.com and at the following locations.

- City of Indianapolis Public Library West Perry Branch, 6650 S. Harding St., Indianapolis, IN, 46217
- City of Greenwood Public Library, 310 S. Meridian St., Greenwood, IN 46143

Properties listed in or eligible for the National Register of Historic Places (NHRP) located within the Area of Potential Effects (APE) include Carefree Subdivision, Ridge Hill Trails Plat 1, and the John Sutton House (988 North Bluff Road). The proposed action impacts properties listed in or eligible for the NRHP. INDOT, on behalf of FHWA, has issued a “No Adverse Effect” finding for the project because the project will not diminish the integrity of the characteristics that qualify the historic properties within the APE for inclusion in the NRHP. 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 800.4(d)(2), the document specified in 36 CFR 800.11(e) is available for inspection through the project’s public information website at <https://southcountylineroad.com/documents/>. This documentation serves as the basis for the “No Adverse Effect” finding.

Persons with limited internet access can request that project information be mailed. For more information, please contact Cassidy Hunter at 317-636-4682, cahunter@HNTB.com or 111 Monument Circle, Suite 1200, Indianapolis, IN 46204.

Public statements for the record will be taken as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during and for a period of at least two weeks following the hearing date, will be evaluated, considered and addressed in subsequent environmental documentation. Written comments may be submitted prior to the public hearing and within the comment period to: Chris Meador at 111 Monument Circle, Suite 1200, Indianapolis, IN 46204 or cmeador@HNTB.com. **The project team respectfully requests comments be submitted by December 15, 2023.**

In accordance with the Americans with Disabilities Act (ADA), accessibility assistance will be provided. If a need for ADA accommodations or interpretation exists, contact Cassidy Hunter at cahunter@HNTB.com or 317-636-4682 no later than November 24, 2023, at 5 p.m.

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 July 7, 2021.

The Indianapolis Star

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

HNTB CORPORATION

Federal Id: 06-1032273

Account #:INI-843616
Order #:0005855880

of Affidavits: 1
Total Order Amount of Claim:\$162.82
This is not an invoice

HNTB CORPORATION
ATTN Cassidy Hunter
111 MONUMENT CIR STE 1200
INDIANAPOLIS, IN 46204

PUBLISHER'S AFFIDAVIT

STATE OF WISCONSIN,
County Of Brown } SS:

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

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

Insertion being edition dated 11/15/2023
Insertion being edition dated 11/22/2023

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

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

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

Shelly Hore

Date: 11-22, 2023 Title: Clerk

Subscribed and sworn to before me this 22 day of November, 2023

Vicky Felty
Notary Public

Notary Expires:

9.19.25

VICKY FELTY
Notary Public
State of Wisconsin

STAR

(Governmental Unit)

County, Indiana

To: INDIANAPOLIS

Indianapolis, IN

108 lines, 2 columns wide equals 216 equivalent lines at \$0.38 per line @ 2 days, \$162.82

Website Publication \$0

Charge for proof(s) of publication \$0.00

TOTAL AMOUNT OF CLAIM \$162.82

Acct #:INI-843616
Ad #: 0005855880

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

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

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

That it is in proper form.

This it is duly authenticated as required by law.

That it is based upon statutory authority.

That it is apparently (correct)
(incorrect)

\$ _____
On Account of Appropriation For

FED. ID
#06-1032273

Allowed _____, 20____

In the sum of \$ _____

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

DES. #s 2002553, 2100121, 2100122

LEGAL NOTICE OF PUBLIC HEARING

Proposed Added Travel Lanes to South County Line Road in Marion and Johnson Counties (DES. #s 2002553, 2100121, 2100122) The City of Indianapolis Department of Public Works (DPW) will host a public hearing on Thursday, November 30, 2023, at Glenns Valley Elementary School, 8239 Morgantown Road, Indianapolis, IN 46217. Doors will open at 5:30 p.m., and the presentation will begin at 6 p.m., followed by a public comment period. The purpose of the public hearing is to offer all interested persons an opportunity to comment on current plans for added travel lanes on South County Line Road in Marion and Johnson Counties.

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Federal, state, and local funds are proposed to be used for construction of this project. INDOT and the Federal Highway Administration have agreed that this project poses minimal impact to the natural environment. A Categorical Exclusion Level 4 (CE-4) environmental document has been prepared for the project. The environmental documentation and current design information is available online at www.SouthCountyLineRoad.com and at the following locations.

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Daily Journal

Prescribed by State Board of Accounts

General Form No. 99P (Rev. 2009A)

Attn: Accounts Payable
Name: HNTB
Proposed Added Travel Lane
60129141

Daily Journal
333 Second St
Columbus, IN 47201
FED I.D. #32-0472774

County: Johnson

PUBLISHER'S CLAIM

Mail Payment to:
2980 N National Rd Ste A
Columbus, IN 47201

LINE COUNT

Display Master (Must not exceed two actual lines, neither of which shall total more than four solid lines of the type in which the body of the advertisement is set) -- number of equivalent lines
Head -- number of lines
Body -- number of lines
Tail -- number of lines
Total number of lines in notice **279**

COMPUTATION OF CHARGES

Lines x **1** column(s) * insertion rate **0.5595**
cents per line \$ **156.10**
Additional charges for notices containing rule or tabular work (50 per cent of above amount) \$
Charge for extra proofs of publication (\$5.00 for each proof in excess of two) \$
TOTAL AMOUNT OF CLAIM \$ **156.10**

DATA FOR COMPUTING COST

Width of single column in picas.....7p3..... Size of type...7....point.
Number of insertions..... 1

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 ...1... time(s). The dates of publication being as follows:

..... **11/15/23**
..... **11/22/23**

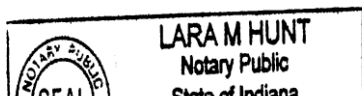
Additionally, the statement checked below is true and correct:

- 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 technical problem or error, public notice was posted on
- Newspaper has a Web site but refuses to post the public notice.

11/22/23

Sally Clark

Sally Clark
Title....Legal Advertising Representative...



Page	:	1 of 5	11/07/2023 16:06:58	Ad Number	:	50167564
Order Number	:	60129141		Ad Key	:	
PO Number	:			Salesperson	:	83 - DJ Unassigned
Customer	:	F11213949 HNTB		Publication	:	Daily Journal
Contact	:	Tim Miller		Section	:	60 Notices
Address1	:	111 Monument Circle, Suite 1200		Sub Section	:	60 Notices
Address2	:			Category	:	6015 Legals
City St Zip	:	Indianapolis IN 46204		Dates Run	:	11/15/2023-11/22/2023
Phone	:	(317) 917-5357		Days	:	2
Fax	:			Size	:	1 x 27.06, 279 lines
Credit Card	:			Words	:	1000
Printed By	:	Cindy Warren		Ad Rate	:	L-Government
Entered By	:	Cindy Warren		Ad Price	:	156.10
				Amount Paid	:	0.00
				Amount Due	:	156.10
Keywords	:	Legal Advertisement	LEGAL NOTICE OF PUBLIC HEARING			
Notes	:					
Zones	:					

**Legal Advertisement
LEGAL NOTICE OF
PUBLIC HEARING**

Proposed Added Travel Lanes to South County Line Road in Marion and Johnson Counties (DES. #s 2002553, 2100121, 2100122)

The City of Indianapolis Department of Public Works (DPW) will host a public hearing on Thursday, November 30, 2023, at Glens Valley Elementary School, 8239 Morgantown Road, Indianapolis, IN 46217. Doors will open at 5:30 p.m., and the presentation will begin at 6 p.m. followed by a public comment period. The purpose of the public hearing is to offer all interested persons an opportunity to comment on current plans for added travel lanes on South County Line Road in Marion and Johnson Counties.

For those unable to attend, the public hearing will be broadcast live by Indianapolis Government Channel 16 on the following cable providers and channels: Xfinity Channel 16, Spectrum Channel 340, and AT&T Channel 99.

The purpose of the South County Line Road project is to address capacity deficiencies, improve east-west mobility, address geometric deficiencies, and improve safety within the corridor.

The project is approximately 2.3 miles long and includes reconstruction of South County Line Road from 0.21 mile east of the newly constructed South County Line Road interchange on I-69 to SR 135. The preferred alternative will construct one additional travel lane in each direction and a center left turn lane; construct a 10-foot multi-use trail on the north side of South County Line Road and a 6-foot sidewalk on the south side; replace the bridges over Pleasant Run

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The project will be constructed in two parts. Part 1, from the I-69 interchange to east of Rock Island Court, includes upgrades at the intersection of Morgantown Road and bridge construction over Pleasant Run Creek. Part 2, from east of Rock Island Court to SR 135, includes upgrades at the Railroad Road intersection and bridge construction over Buffalo Creek. Maintenance of traffic will occur in six phases, with some phases requiring a full road closure with detours and/or lane closures.

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Federal, state, and local

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60129141 hspaxlp
11-15-22-2023

Legal Notice of Hearing Email sent to Early Coordination Mailing List and residents whom had signed up for inclusion on the project email list at previous public meetings or through the website.

From: [Christine Meador](#)
To: [Christine Meador](#)
Cc: [Cassidy Hunter](#); [Jason Schade](#); [Susan Harrington](#)
Subject: LEGAL NOTICE OF PUBLIC HEARING- Proposed Added Travel Lanes to South County Line Road in Marion and Johnson Counties (DES. #s 2002553, 2100121, 2100122)
Date: Thursday, November 16, 2023 12:03:43 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

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Christine Meador

Senior Project Manager
Environmental Planning

Tel (317) 636-4682 Direct (317) 917-5338 Email cmeador@hntb.com

HNTB CORPORATION

111 Monument Circle, Suite 1200, Indianapolis, IN 46204 | www.hntb.com

 **100+ YEARS OF INFRASTRUCTURE SOLUTIONS**



 Please consider the environment before printing this email



SOUTH
County Line Road

+ Safety + Mobility + Capacity

JOIN US FOR A PUBLIC HEARING



Thursday, November 30, 2023



Doors Open @ 5:30 p.m.

Presentation @ 6:00 p.m.

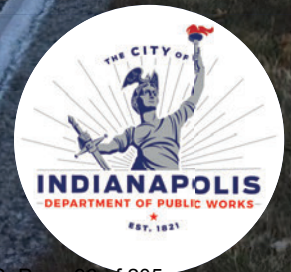
Public comment period to follow.



Location:

Glenns Valley Elementary School
8239 Morgantown Road
Indianapolis, IN 46217

Postcard mailed to adjacent property owners in Marion and Johnson Counties.





Join us for an in-person public hearing on the South County Line Road Project. The purpose of the public hearing is to offer all interested persons an opportunity to comment on current plans for added travel lanes on South County Line Road in Marion and Johnson Counties.

Attendees can review project maps and meet with the project team prior to the presentation at 5:30 p.m.

We look forward to sharing more about the project with you on **Thursday, November 30, 2023.**

For the most up-to-date project information and Draft Environmental Document, visit SouthCountyLineRoad.com.

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***Scan this QR Code to watch via live stream.**



This hearing will be streamed live on Indianapolis Government Channel 16 and the following cable providers and channels: X-Finity Channel 16, Spectrum Channel 340, and AT&T Channel 99.

FULLOWNER	OWNERADDRESS	OWNERADD_1	OWNERCITY	OWNERSTATE	OWNERZIP	PROPERTY C
ALBERTSON, DEBRA D	8815 WINDING RIDGE RD		INDIANAPOLIS	IN	46217-4686	RESIDENTIAL
BARNETT, CHARLES E II & STACEY J	1408 FOX COUNTRY LINE RD		INDIANAPOLIS	IN	46217-5012	RESIDENTIAL
WILLIAMS, JERRY JR & HILDA	8844 S ILLINOIS ST		INDIANAPOLIS	IN	46217-5012	RESIDENTIAL
GROW, STEVEN A & LINDA A	8835 ROYAL MEADOW DR		INDIANAPOLIS	IN	462174872	RESIDENTIAL
SPANGLER, KAREN F	849 COUNTRY LN		INDIANAPOLIS	IN	46217-6828	RESIDENTIAL
DENNIS, RUSS & RHONDA	8966 CLASSIC VIEW DR		INDIANAPOLIS	IN	462176039	RESIDENTIAL
BRISLEN, CHARLES KEVIN	574 PENNIGHT CT		INDIANAPOLIS	IN	462175076	RESIDENTIAL
HILSON, WILLIAM L JR & TRACY	652 FOX COUNTRY LINE RD		INDIANAPOLIS	IN	462176040	RESIDENTIAL
WADE, THOMAS R & MARKITA R	439 RODEO DR		INDIANAPOLIS	IN	462176029	RESIDENTIAL
ROBINSON, STEVE J & VIRGINIA A ROBINSON	8830 ROYAL MEADOW DR		INDIANAPOLIS	IN	462174873	RESIDENTIAL
ROLL, MICHAEL G	8821 ROCKY HILL RD		INDIANAPOLIS	IN	46217	RESIDENTIAL
PROPERTIES ONE OF INDIANA INC	3819 CLUBHOUSE CT		GREENWOOD	IN	46142-8303	RESIDENTIAL
PITTMAN, CHRISTINA	8909 COUNTRY LINE RD		INDIANAPOLIS	IN	462176030	RESIDENTIAL
CHURCH, GRACE BAPTIST	740 W COUNTY LINE RD		INDIANAPOLIS	IN	462176050	EXEMPT
SOUTHCREEK HOMEOWNER'S ASSOCIATION, INC	PO BOX 17634		INDIANAPOLIS	IN	462170634	RESIDENTIAL
HARYCKI, CARL E	8808 MEADOWRIDGE LN		INDIANAPOLIS	IN	46217-5073	RESIDENTIAL
BARQUEIRO, ESTEBAN QUESADA	8908 ROCK ISLAND CT		INDIANAPOLIS	IN	462175212	RESIDENTIAL
WRIGHT, NICOLE R	8928 ROCK ISLAND CT		INDIANAPOLIS	IN	46217	RESIDENTIAL
KAY, ARNON M & HARRY A KAY JR & VEE ANN KAY	7174 W COUNTY LINE RD		INDIANAPOLIS	IN	46217-6050	RESIDENTIAL
JORDAN, ROBERT C & WILLETTA	1327 CUSTER CT		INDIANAPOLIS	IN	462175243	RESIDENTIAL
HRE, THAN & BLAK HLEI TIAL	8976 CLASSIC VIEW DR		INDIANAPOLIS	IN	46217-6019	RESIDENTIAL
DAVANEY, PATRICIA L & CHARLES T DAVANEY & GARY W DAVANEY, CO TRUSTEES OF THE PATRICIA L DAVANEY TRUST D7/D	8896 CLASSIC VIEW DR		INDIANAPOLIS	IN	462176037	RESIDENTIAL
STEWART, JOSEPH R & MARY ANN	8827 ROCKY RIDGE RD		INDIANAPOLIS	IN	462174649	RESIDENTIAL
CARPENTER PROPERTIES, INC	8901 S MERIDIAN ST		INDIANAPOLIS	IN	462175028	COMMERCIAL
MICELI, PHILIP P & MARIANNE R MICELI TRUSTEES, PHILIP R MICELI REVOCABLE TRST DTD 2/10/03 & M R MICELI REV TRST DTD 2/10/2003 1/2 INT EACH	13122 CUSTER CT		INDIANAPOLIS	IN	462175243	RESIDENTIAL
EPH 2 ASSETS LLC	5001 PLAZA ON THE LK STE 200		AUSTIN	TX	78746-1053	RESIDENTIAL
WINCEL, EVDOKIA E, AS TRUSTEE OF THE EVDOKIA, EVELI E WINCEL REVOCABLE LIVING TRUST	1328 CUSTER CT		INDIANAPOLIS	IN	462175243	RESIDENTIAL
CROUCH, GUY ANTHONY II	8828 ROCKY RIDGE RD		INDIANAPOLIS	IN	462174650	RESIDENTIAL
REEDER REAL ESTATE HOLDINGS LLC	10819 DITCH RD		CARMEL	IN	46038734	COMMERCIAL
FLYNN, KELLY & ANDREA SCHOENEGGE	8930 ROCKY RIDGE RD		INDIANAPOLIS	IN	46217-4652	RESIDENTIAL
CAMPBELL, THOMAS	939 WOOD CREEK PL		GREENWOOD	IN	46142-7280	RESIDENTIAL
GASKILL, MARK & TAMARA LYNN	8930 HUNTING TRL		INDIANAPOLIS	IN	46217-4619	RESIDENTIAL
GOOLYE, DEWAYNE	2316 W COUNTY LINE RD		INDIANAPOLIS	IN	46217-4662	RESIDENTIAL
KUZMIC, SHELLEY MARIE	1927 WINDING RIDGE AVE		INDIANAPOLIS	IN	46217-4677	RESIDENTIAL
WOODS, GARY G & MARILYN JANE WOODS	8909 CLASSIC VIEW DR		INDIANAPOLIS	IN	46217-6020	RESIDENTIAL
FISSELL, KIM & NANCY	1930 W COUNTY LINE RD		INDIANAPOLIS	IN	462175700	RESIDENTIAL
RUBLY, MARY FRANCES TRUSTEE, MARY FRANCES RUBLY TRUST DATED 1/23/01, % IND CONS GROUP	PO BOX 810490		DALLAS	TX	75381	RESIDENTIAL
OLSON, CARROLL M & BARBARA J	8902 DEPOT DR		INDIANAPOLIS	IN	462175208	RESIDENTIAL
WHITE, CHARLES K & PATRICIA E	2304 MORRIS RD		INDIANAPOLIS	IN	46217-4631	RESIDENTIAL
BECKNER, MARGARET M & BRADY J BECKNER & ETHAN ROBERT BECKNER	917 COUNTRY LN		INDIANAPOLIS	IN	46217-6830	RESIDENTIAL
REINMEYER, JUDY G	1320 W COUNTY LINE RD		INDIANAPOLIS	IN	462175242	RESIDENTIAL
EFFEL, VICTORIA	1309 DE SOTO CT		INDIANAPOLIS	IN	46217-5242	RESIDENTIAL
KAY, JOHN D JR & JOYCE A	2202 MORRIS RD		INDIANAPOLIS	IN	462174629	RESIDENTIAL
GADIENT, AMOS L & VIRGINIA F	1366 W COUNTY LINE RD		INDIANAPOLIS	IN	462175247	RESIDENTIAL
INDIANA, STATE OF	100 N SENATE AVE ROOM N642		INDIANAPOLIS	IN	46204-2216	EXEMPT
PS MID WEST TWD LLC	701 WESTERN AVE		GLENDALE	CA	91201249	COMMERCIAL
RAKER, GARY A & DONNA K	461 RODEO DR		INDIANAPOLIS	IN	462176029	RESIDENTIAL
NPC INVESTMENT LLC	4539 MALDENHAIR DR		INDIANAPOLIS	IN	46239-9043	COMMERCIAL
DIETRICH, THOMAS E & PATTY L	1601 HUNTING DR		INDIANAPOLIS	IN	46217	RESIDENTIAL
ZACARIAS, PEDRO JOAQUIN ANGEL	3950 N SADLER DR		INDIANAPOLIS	IN	462265212	RESIDENTIAL
MILLER, DAVID A & DAUN M	115 DIXIE DR		INDIANAPOLIS	IN	46227	RESIDENTIAL
FAH SFR PROPCO H LP	1850 PARKWAY PL SE STE 900		MARIETTA	GA	30067-4253	RESIDENTIAL
HILL, JAMIE	8831 MORGANTOWN RD		INDIANAPOLIS	IN	46217-4622	RESIDENTIAL
WYSONG, THOMAS R & JACQUELINE S WYSONG	6810 S MERIDIAN ST		INDIANAPOLIS	IN	462174036	RESIDENTIAL
CHRISTENBERRY, ANTHONY M	2140 W COUNTY LINE RD		INDIANAPOLIS	IN	46217-4660	RESIDENTIAL
JOHNSON, ANDREA R	424 W COUNTY LINE RD		INDIANAPOLIS	IN	46217-6047	RESIDENTIAL
ANSARI, IBAD U & DILSHAD N ANSARI, REVOCABLE TRUST DTD 2/6/2019 AS CO TRUSTEES, OR THEIR SUCCESSORS AN UNDIVIDED 1/2 INT	8945 CLASSIC VIEW DR		INDIANAPOLIS	IN	462176020	RESIDENTIAL
TIAL, ELIZABETH Z	1324 DE SOTO CT		INDIANAPOLIS	IN	46217-5242	RESIDENTIAL
FISHER, CHARLES E & ROSALIND C	2244 MORRIS RD		INDIANAPOLIS	IN	462174629	RESIDENTIAL
GLASSER, PHILIP K & JULIA	1817 WINDING RIDGE AVE		INDIANAPOLIS	IN	462174675	RESIDENTIAL
SLATER, JAMES R & WANDA	8839 MEADOWRIDGE LN		INDIANAPOLIS	IN	462175073	RESIDENTIAL
WISE, TONY F	8842 COUNTRY LANE CT		INDIANAPOLIS	IN	462176826	RESIDENTIAL
WARNER, DYLAN & ASHLEIGH LINK	8946 CHESSIE DR		INDIANAPOLIS	IN	46217-5249	RESIDENTIAL
SERVES, TIMOTHY R	8841 ROCKY RIDGE RD		INDIANAPOLIS	IN	46217-4649	RESIDENTIAL
RICHARDS, JOSHUA B & STEPHANIE	8852 RIDGE HILL DR		INDIANAPOLIS	IN	46217-4644	RESIDENTIAL
GUNDEL, LINDA M	565 PENRIGHT CT		INDIANAPOLIS	IN	462175076	RESIDENTIAL
HARTMAN, RICHARD C & SUSAN E	2326 W COUNTY LINE RD		INDIANAPOLIS	IN	46217	RESIDENTIAL
YERGLER, JACOB & JERRY YERGLER	8829 DEPOT DR		INDIANAPOLIS	IN	46217-5207	RESIDENTIAL
STURM, JOSHUA M & JULIE F	1333 CHESSIE DR		INDIANAPOLIS	IN	462175242	RESIDENTIAL
FERGASON, MARY KAY	816 W COUNTY LINE RD		INDIANAPOLIS	IN	46217	RESIDENTIAL
WARNER, TIMOTHY R & SHREE D	8839 CLASSIC CIR		INDIANAPOLIS	IN	462176037	RESIDENTIAL
DAVERN, JAMES J	8857 CHESSIE DR		INDIANAPOLIS	IN	46217-5228	RESIDENTIAL
CAUDILL, BURNETT III	8916 S ILLINOIS ST		INDIANAPOLIS	IN	462175013	RESIDENTIAL
NERDING, FREDERICK R	1812 W COUNTY LINE RD		INDIANAPOLIS	IN	462174699	RESIDENTIAL
THOMPSON, STACEY L	1911 ROCKY RIDGE DR		INDIANAPOLIS	IN	46217-5213	RESIDENTIAL
PARKINS, KRISTLE MURIE & MITCHELL HARMS	8848 CLASSIC CIR		INDIANAPOLIS	IN	46217-6037	RESIDENTIAL
SINK, DONALD E SR & GAIL TRUST TRUSTEES OF THEIR INDIVIDUAL LIVING TRUSTS, DTD 9/7/99	2335 MORRIS RD		INDIANAPOLIS	IN	462174628	RESIDENTIAL
INDIANA RAILROAD COMPANY	101 W OHIO ST STE 1600		INDIANAPOLIS	IN	462041994	UTILITIES-REAL
BECKWITH, LISA D & DAVID	8876 RAHRE RD		INDIANAPOLIS	IN	46217-6034	RESIDENTIAL
GLYNN, JAMES & JONCE C	8990 MORGANTOWN RD		INDIANAPOLIS	IN	462175203	RESIDENTIAL
ROBINSON, JOSHUA LEE	575 PENRIGHT CT		INDIANAPOLIS	IN	46217-5076	RESIDENTIAL
HICKS, TROY E & MARGARET M	8838 ROCKY HILL RD		INDIANAPOLIS	IN	462174648	RESIDENTIAL
FOLLIS, JOHN E II & CHARLOTTE L	1915 WINDING RIDGE AVE		INDIANAPOLIS	IN	46217-4677	RESIDENTIAL
BURERIN, JAMES P & KATHRYN M	1624 HUNTING DR		INDIANAPOLIS	IN	46217-4611	RESIDENTIAL
TEPEIN, SHERRY M & THOMAS EDWARD	2330 MORRIS RD		INDIANAPOLIS	IN	462174651	RESIDENTIAL
TE, LIAI & SUNGHANG KHUP	646 FOX COUNTRY LINE RD		INDIANAPOLIS	IN	46217-4648	RESIDENTIAL
GROVES, DAVID L	1316 W COUNTY LINE RD		INDIANAPOLIS	IN	462175247	RESIDENTIAL
ST MERIDIAN LLC 62.93% INT & KB & LL HOLDINGS LLC 37.07% INT	403 MADISON AVE N STE 230		BAINBRIDGE ISLAND	WA	98110-2822	COMMERCIAL
BYERLY, PAULA N	1337 DE SOTO CT		INDIANAPOLIS	IN	462175242	RESIDENTIAL
BAW, LIAN & ROSY NGUN THA SUI	1343 CUSTER CT		INDIANAPOLIS	IN	46217-5243	RESIDENTIAL
FAH SFR PROPCO A LP FIRST KEY HOMES LLC	1850 PARKWAY PL SE STE 900		MARIETTA	GA	30067-4261	RESIDENTIAL
FORMO, NATHAN & AIMEE ROSE	8906 DEPOT DR		INDIANAPOLIS	IN	46217	RESIDENTIAL
WASKOM, M SUSAN	1809 WINDING RIDGE AVE		INDIANAPOLIS	IN	462174675	RESIDENTIAL
TODD, THOMAS C	910 W COUNTY LINE RD		INDIANAPOLIS	IN	462176832	RESIDENTIAL
BRAKE, LARRY L & BARBARA A	8789 KINGMEADOW CT		INDIANAPOLIS	IN	462176008	RESIDENTIAL
MORALES, MIGUEL	925 COUNTRY LN		INDIANAPOLIS	IN	46217-6830	RESIDENTIAL
MCAINDREWS, ROSE MARIE	8517 MEADOWRIDGE TRL		INDIANAPOLIS	IN	46217-4841	RESIDENTIAL
EAKINS, LISA L & ANDREW H CALDERON	8922 ROYAL MEADOW DR		INDIANAPOLIS	IN	46217-5078	RESIDENTIAL
HOFFMAN, MERRITT E & BRENDA L	8929 HUNTING TRL		INDIANAPOLIS	IN	462174632	RESIDENTIAL
WHITNEY, JULIE & JEFF	8909 ROCKY RIDGE RD		INDIANAPOLIS	IN	46217-4651	RESIDENTIAL
ROBERTS, STEPHEN & SHONTA	8819 RIDGE HILL DR		INDIANAPOLIS	IN	46217-4643	RESIDENTIAL
LOVELL, PHILIP S & JENNIFER L	873 COUNTRY LN		INDIANAPOLIS	IN	462176828	RESIDENTIAL
WHITE, CHARLES K & PATRICIA E	2218 MORRIS RD		INDIANAPOLIS	IN	462174629	RESIDENTIAL
GARDNER, JAMES G & ANGELA	8917 ROCK ISLAND CT		INDIANAPOLIS	IN	462175212	RESIDENTIAL
WALKER, JOHN & MICHELLE	499 RODEO DR		INDIANAPOLIS	IN	46217	RESIDENTIAL
THANG, JAMES TIAL TIN	8813 DEPOT DR		INDIANAPOLIS	IN	46217-5207	RESIDENTIAL
8917 LAND TRUST, NATALIE DAVIS TRUSTEE	2801 FAIRVIEW PL STE W		GREENWOOD	IN	461421339	RESIDENTIAL
GO, MAUNG & MYN TYM	8833 CHESSIE DR		INDIANAPOLIS	IN	46217-5238	RESIDENTIAL
HALL, CATHERINE M	8926 RIDGE HILL DR		INDIANAPOLIS	IN	462174646	RESIDENTIAL
JUSTICE, CHRISTOPHER G	8845 ROYAL MEADOW DR		INDIANAPOLIS	IN	462174872	RESIDENTIAL
BOWERS, MICHAEL E & KELLIE L	1320 CUSTER CT		INDIANAPOLIS	IN	462175243	RESIDENTIAL
CHURCH, GRACE BAPTIST	740 W COUNTY LINE RD		INDIANAPOLIS	IN	462176050	EXEMPT
VILLAGE PLAZA PROPERTIES LLC	6500 SPRING HILL RD		INDIANAPOLIS	IN	46208-1441	COMMERCIAL
COLEMAN, JAY & SUCCESSOR TRUSTEE OF THE COLEMAN 1998 TRUST	8967 CLASSIC VIEW DR		INDIANAPOLIS	IN	46217-6020	RESIDENTIAL
YOUNG, MATTHEW ALEXANDER	8842 WINDING RIDGE RD		INDIANAPOLIS	IN	46217-4687	RESIDENTIAL
HARROUGH, RANDY & KIMBERLEE	123 DIXIE DR		INDIANAPOLIS	IN	46227-2823	RESIDENTIAL
SHEEHAN, JOE A	8810 ROYAL MEADOW DR		INDIANAPOLIS	IN	46217-4873	RESIDENTIAL
VANHORN, MICHAEL M	1127 MILWAUKEE CT		INDIANAPOLIS	IN	46217-5210	RESIDENTIAL
ZIRKELBACH, TRACY E & KATY E	8847 ROCKY RIDGE RD		INDIANAPOLIS	IN	46217-6049	RESIDENTIAL
SIGLER, CHRISTINA A	8835 COUNTRY LANE CT		INDIANAPOLIS	IN	462176826	RESIDENTIAL
MOLINE, BRENT	8855 MORGANTOWN RD		INDIANAPOLIS	IN	462174622	RESIDENTIAL
HANCOCK, KELLY	8936 CHESSIE DR		INDIANAPOLIS	IN	46217-5240	RESIDENTIAL
ST LOUIS, MICHAEL & KATELYN M	8925 DEPOT DR		INDIANAPOLIS	IN	46217-5209	RESIDENTIAL
SCHWELL, KEITH G & ANN K	8809 MEADOWRIDGE LN		INDIANAPOLIS	IN	462175073	RESIDENTIAL
KAY, RODNEY R	718 W COUNTY LINE RD		INDIANAPOLIS	IN	46217	RESIDENTIAL
CHILDERS, WILLIAM & JEANINE	8844 ROCKY HILL RD		INDIANAPOLIS	IN	46217-4648	RESIDENTIAL
JOBE, DAVID W & DAWN R	1325 DE SOTO CT		INDIANAPOLIS	IN	46217-5242	RESIDENTIAL
IRA CLUB FBO ANDREW GUTIERREZ IRA 1001505	67 E MADISON ST #1510		CHICAGO	IL	60603-3014	RESIDENTIAL
WISE, SARAH J	817 COUNTRY LN		INDIANAPOLIS	IN	46217	RESIDENTIAL
CROWLEY, ROBBIE C & TINA G	2410 W COUNTY LINE RD		INDIANAPOLIS	IN	46217-4663	RESIDENTIAL
CARY, ELIZABETH	640 W COUNTY LINE RD		INDIANAPOLIS	IN	46217-6049	RESIDENTIAL
KOHNE, SARA	8820 ROYAL MEADOW DR		INDIANAPOLIS	IN	462174873	RESIDENTIAL
STARRETT, RICHARD A & LORI L	2309 MORRIS RD		INDIANAPOLIS	IN	462174628	RESIDENTIAL
HLEI, TIAL & HEI HNIM	8915 CHESSIE DR		INDIANAPOLIS	IN	46217-5237	RESIDENTIAL
MJAJHLJUN, BIAKHU	8866 CLASSIC CIR		INDIANAPOLIS	IN	46217-6037	RESIDENTIAL
WEAVER, RICHARD I & ROBIN	1801 WINDING RIDGE AVE		INDIANAPOLIS	IN	46217-4648	RESIDENTIAL
RICE, L K TRUSTEE, L K RICE LIVING TRUST 04/02/2007	1020 W COUNTY LINE RD		INDIANAPOLIS	IN	46217-5244	RESIDENTIAL
PAVELKO, CARLA & KATHLEEN G	8829 MEADOWRIDGE LN		INDIANAPOLIS	IN	462175073	RESIDENTIAL

BIRK, MARY K & ROBERT W.-TRUSTEES	8603 BLUFF RD	INDIANAPOLIS	IN	462174602	RESIDENTIAL
VILLA GROUP INC	3605 SHELBY ST	INDIANAPOLIS	IN	46227	RESIDENTIAL
KC DONDI, PHILIP S & BARBARA F	8633 ROCKY RIDGE RD	INDIANAPOLIS	IN	462174649	RESIDENTIAL
THORNBERG, JOSEPH LEE	8222 ROCKY RIDGE RD	INDIANAPOLIS	IN	462174650	RESIDENTIAL
SHV HOMES 2 LLC	3495 PIEDMONT RD NE BLDG 11-300	ATLANTA	GA	30305-1975	RESIDENTIAL
NSA PROPERTY HOLDINGS LLC	8400 E PRENTICE AVE FL 9	GREENWOOD VILLAGE	CO	801112912	COMMERCIAL
FLECK, STEVEN	1912 WINDING RIDGE AVE	INDIANAPOLIS	IN	46217-4678	RESIDENTIAL
DAVANEY, CHARLES T, PATRICIA L DAVANEY & GARY W DAVANEY CO-TRUSTEES,OF CHARLES T DAVANEY TRUST DATED 4-10-13	8888 CLASSIC VIEW DR	INDIANAPOLIS	IN	46217	RESIDENTIAL
SULLIVAN, MARY S	852 W COUNTY LINE RD	INDIANAPOLIS	IN	462174831	RESIDENTIAL
THANG, VAN BAWI & NIANG CING	1136 CUSTER CT	INDIANAPOLIS	IN	46217-5243	RESIDENTIAL
LIAN, SANG & HEISANG NGUN	1131 MILWAUKEE CT	INDIANAPOLIS	IN	46217-5210	RESIDENTIAL
WHITE, CHARLES K & PATRICIA E	2218 MORRIS RD	INDIANAPOLIS	IN	462174629	RESIDENTIAL
ZHENG, ZHENG D	5436 GAINESWAY DR	GREENWOOD	IN	46142-9095	RESIDENTIAL
BRUCE, BARBARA & DOMINDA	8923 DEPOT DR	INDIANAPOLIS	IN	462175237	RESIDENTIAL
HOLK, BENJAMIN D & STACY R HOUK	406 RODEO DR	INDIANAPOLIS	IN	462176028	RESIDENTIAL
DARLAND, CANDICE S	8849 RIDGE HILL DR	INDIANAPOLIS	IN	46217-4643	RESIDENTIAL
BRAVERMAN, GERALD L & ELAINE M BRAVERMAN,TRS OF G L BRAVERMAN REVOCABLE TR 1/2 INT & E M BRAVERMAN REVOCABLE TR 1/2 INT & G L & E M BRAVERMAN LIFE ESTATES	8975 CLASSIC VIEW DR	INDIANAPOLIS	IN	46217	RESIDENTIAL
JOINER, DAVID K & JESSICA C	8809 DEPOT DR	INDIANAPOLIS	IN	46217-5207	RESIDENTIAL
GONZALEZ, BERNABE FIGUEROA	8912 ROYAL MEADOW DR	INDIANAPOLIS	IN	46217-5078	RESIDENTIAL
DURBAN, RALPH	8957 CLASSIC VIEW DR	INDIANAPOLIS	IN	462176020	RESIDENTIAL
LUCAS, JAMES II & MELISSA	8828 DEPOT DR	INDIANAPOLIS	IN	46217-5206	RESIDENTIAL
CLAY, BRIAN K & PAULETTE M	8828 MEADOWRIDGE LN	INDIANAPOLIS	IN	462175073	RESIDENTIAL
COFFMAN, AMY E & JODY M COFFMAN	1635 HUNTING DR	INDIANAPOLIS	IN	46217-4610	RESIDENTIAL
WEAVER, ROBERT J	8837 ROCKY HILL RD	INDIANAPOLIS	IN	46217-4620	RESIDENTIAL
CRUTCHFIELD, DEREK S & LAURIE M	8835 CLASSIC VIEW DR	INDIANAPOLIS	IN	46217-4618	RESIDENTIAL
SUNKER, TONY D	47 DIXIE DR	INDIANAPOLIS	IN	462172821	RESIDENTIAL
HAPTONSTALL, STEVEN M	8836 DEPOT DR	INDIANAPOLIS	IN	46217-5206	RESIDENTIAL
MURRAY, JARROD W & CHRISTINA M	8857 CLASSIC CT	INDIANAPOLIS	IN	46217	RESIDENTIAL
REYNOLDS, CHARLENE MARIE	8950 RIDGE HILL DR	INDIANAPOLIS	IN	46217-4646	RESIDENTIAL
HARTLEY, CATHARINE C	594 PENNIGHT CT	INDIANAPOLIS	IN	46217-5076	RESIDENTIAL
DERNEY, DANIEL & TARA H	8955 CLASSIC VIEW DR	INDIANAPOLIS	IN	462176036	RESIDENTIAL
STEWART, JOSEPH & ERIN	1921 WINDING RIDGE AVE	INDIANAPOLIS	IN	46217-4677	RESIDENTIAL
KOSTEN, JANICE	8842 ROCKY RIDGE RD	INDIANAPOLIS	IN	46217-4650	RESIDENTIAL
DORNBUSCH, HEATHER D	564 PENRIGT CT	INDIANAPOLIS	IN	46217-5076	RESIDENTIAL
TRUE NORTH PROPERTY OWNER B LLC	810 7TH AVE # 24FL	NEW YORK	NY	10019-5818	RESIDENTIAL
DEERYBERRY, SARAH M	8905 ROCK ISLAND CT	INDIANAPOLIS	IN	46217-5212	RESIDENTIAL
BOSTWICK, DAVID E & MISSY A	1825 WINDING RIDGE AVE	INDIANAPOLIS	IN	462174679	RESIDENTIAL
LAKER, COURTNEY	8912 ROCK ISLAND CT	INDIANAPOLIS	IN	46217-5212	RESIDENTIAL
SCHULTZ, ALLAN MICHAEL & MARY E	8798 KINGMEADOW CT	INDIANAPOLIS	IN	462176008	RESIDENTIAL
GOFF, ELI	8902 ROYAL MEADOW DR	INDIANAPOLIS	IN	46217-5078	RESIDENTIAL
SMAGACZ, GERALD F & BARBARA M	8838 HUNTING TRL	INDIANAPOLIS	IN	462174613	RESIDENTIAL
GRAVENS, PATRICIA A	6036 COUNTY LINE RD	INDIANAPOLIS	IN	462176831	RESIDENTIAL
RUBIN, PHILIP A	605 PENRIGT CT	INDIANAPOLIS	IN	462175086	RESIDENTIAL
ROBERTS, JONATHON E & CHELSEA	8901 DEPOT DR	INDIANAPOLIS	IN	46217-5209	RESIDENTIAL
VILLAGE PLAZA PROPERTIES LLC	6000 SPRING MILL RD	INDIANAPOLIS	IN	46228-1441	COMMERCIAL
KJELDSEN, KAREN CHRISTINE	1139 MILWAUKEE CT	INDIANAPOLIS	IN	46217	RESIDENTIAL
WERNZ, THOMAS D & ELIZABETH	8840 ROYAL MEADOW DR	INDIANAPOLIS	IN	462174873	RESIDENTIAL
COVERMAN, PATRICIA A	595 PENRIGT CT	INDIANAPOLIS	IN	462175076	RESIDENTIAL
KELLY, WILLIAM H IV	1348 W COUNTY LINE RD	INDIANAPOLIS	IN	46217-5247	RESIDENTIAL
SIAMA, RO & ZO THAN MAWII	1376 W COUNTY LINE RD	INDIANAPOLIS	IN	46217-5247	RESIDENTIAL
MIZE, GEORGE E & LA DONNA M	1352 W COUNTY LINE RD	INDIANAPOLIS	IN	462175247	RESIDENTIAL
FELIX, DAVID M & REBECCA ANN	7550 SURREY DR	INDIANAPOLIS	IN	462278562	RESIDENTIAL
STUE, LAUREN	8944 DEPOT DR	INDIANAPOLIS	IN	46217-5206	RESIDENTIAL
BAKER, ZACH & ANDREA	8875 CLASSIC VIEW DR	INDIANAPOLIS	IN	46217-6036	RESIDENTIAL
MOLINE, DEBRA L	6813 N GRAY RD	MOORESVILLE	IN	461586606	RESIDENTIAL
SCOTT, MARK D & PAULA J	8835 ROCKY RIDGE RD	INDIANAPOLIS	IN	46217-4649	RESIDENTIAL
SIGNORINO, BRANDON & SAMANTHA	8839 DEPOT DR	INDIANAPOLIS	IN	46217-5207	RESIDENTIAL
LAKAS, JASON	949 COUNTRY LN	INDIANAPOLIS	IN	462176830	RESIDENTIAL
WESKITTTEL, KRIS A	4718 RODEO DR	INDIANAPOLIS	IN	462176027	RESIDENTIAL
LAUCK, THOMAS G & SHEILA A	8868 CLASSIC VIEW DR	INDIANAPOLIS	IN	462176017	RESIDENTIAL
TIPTON, DAVID & RHONDA	1338 DE SOTO CT	INDIANAPOLIS	IN	462175242	RESIDENTIAL
RISSEY, JENNIFER & AMBER JO CLINGERMAN	8932 ROYAL MEADOW DR	INDIANAPOLIS	IN	46217-5078	RESIDENTIAL
KLASE, AUSTIN JOHN	8814 DEPOT DR	INDIANAPOLIS	IN	46217-5206	RESIDENTIAL
DONELSON, RICHARD J & CYNTHIA L	8840 DEPOT DR	INDIANAPOLIS	IN	462175206	RESIDENTIAL
AHNFIELD, BRANDON	1802 WINDING RIDGE AVE	INDIANAPOLIS	IN	462174600	RESIDENTIAL
HANSEN, S WAYNE & MARY K	8920 ROCKY RIDGE RD	INDIANAPOLIS	IN	462174650	RESIDENTIAL
VAUGHN, PEGGY L	8914 DEPOT DR	INDIANAPOLIS	IN	462175208	RESIDENTIAL
WELLS, KEITH EDWARD	7652 ORCHARD VILLAGE DR	INDIANAPOLIS	IN	46217-2910	RESIDENTIAL
VILES, GERALD J	8843 ROCKY HILL RD	INDIANAPOLIS	IN	462174620	RESIDENTIAL
GRONNETT, HELMUT K & SHEILA D	4831 RODEO DR	INDIANAPOLIS	IN	462176029	RESIDENTIAL
THANG, VAN BAWI	8904 ROCK ISLAND CT	INDIANAPOLIS	IN	46217-5212	RESIDENTIAL
SEYMOUR, JACQUELINE E	8833 DEPOT DR	INDIANAPOLIS	IN	46217-5207	RESIDENTIAL
WORTHEN, CURTIS R & SUE T WORTHEN	8995 CLASSIC VIEW DR	INDIANAPOLIS	IN	462176020	RESIDENTIAL
MAC BETH, JOHN & CHARLOTTE, TRUSTEES OF THE MACBETH JOINT TRUST	8901 ROCKY RIDGE RD	INDIANAPOLIS	IN	46217-4681	RESIDENTIAL
FLOWERS, DAVID R & KAREN S	8836 WINDING RIDGE RD	INDIANAPOLIS	IN	46217-4687	RESIDENTIAL
BIRK, MARY K & ROBERT W.-TRUSTEES	8603 BLUFF RD	INDIANAPOLIS	IN	462174602	RESIDENTIAL
SUI, MOSI & PARTE	8849 CHESSE DR	INDIANAPOLIS	IN	46217-5228	RESIDENTIAL
INDIANA, STATE OF, DEPARTMENT OF TRANSPORTATION, NINDOT	100 N SENATE AVE RM N642	INDIANAPOLIS	IN	462042216	EXEMPT
INDPLS, CITY OF	200 E WASHINGTON ST STE 2460	INDIANAPOLIS	IN	462043361	RESIDENTIAL
LIMG, VAN HUNGUNG & SUNG HNIANG	941 COUNTRY LN	INDIANAPOLIS	IN	46217-6830	RESIDENTIAL
HUIN, CA	1308 DE SOTO CT	INDIANAPOLIS	IN	46217-5242	RESIDENTIAL
LIME, COREY & SYNSAV	8913 ROYAL MEADOW DR	INDIANAPOLIS	IN	46217-5077	RESIDENTIAL
BURRELLO, JOHN A	8818 MEADOWRIDGE LN	INDIANAPOLIS	IN	462175073	RESIDENTIAL
GLYNN, JAMES & JOYCE C	8990 MORGANTOWN RD	INDIANAPOLIS	IN	462175703	RESIDENTIAL
BEAVER, ANGELO	8865 CHESSE DR	INDIANAPOLIS	IN	462175228	RESIDENTIAL
ROBERT, DEBORAH E & KLAYTON J KONDY	8915 DEPOT DR	INDIANAPOLIS	IN	46217-5209	RESIDENTIAL
ALEXANDER, RONALD L & MARSHA L	8835 WINDING RIDGE RD	INDIANAPOLIS	IN	462174682	RESIDENTIAL
RIEMAN, DAVID E & KATHLEEN A	1316 DE SOTO CT	INDIANAPOLIS	IN	462175242	RESIDENTIAL
GRACE BAPTIST CHURCH	740 W COUNTY LINE RD	INDIANAPOLIS	IN	46217-6050	RESIDENTIAL
KUHLKE, DAVID & ADRIANA	65 SW FRENWOOD WAY	BEAVERTON	OR	97005-0742	RESIDENTIAL
JONES, BRUCE & LAVONNA	8832 ROCKY HILL RD	INDIANAPOLIS	IN	46217-4648	RESIDENTIAL
COMMEL, LAURA & ANTHONY	8941 CHESSE DR	INDIANAPOLIS	IN	46217-5228	RESIDENTIAL
GADIENT, VIRGINIA F	1366 W COUNTY LINE RD	INDIANAPOLIS	IN	46217-5247	RESIDENTIAL
WELLS, THOMAS	8924 ROCK ISLAND CT	INDIANAPOLIS	IN	462175212	RESIDENTIAL
BREWER, DONALD JR & CHRYSAL MICHELLE CLARK	8838 S ILLINOIS ST	INDIANAPOLIS	IN	46217-5012	RESIDENTIAL
TUCKER, THEOPHILUS M	1040 W COUNTY LINE RD	INDIANAPOLIS	IN	462175248	RESIDENTIAL
GOODMON, LORETTA A E	8920 ROCK ISLAND CT	INDIANAPOLIS	IN	46217-5212	RESIDENTIAL
OLIVER, BRIAN P & DIANE M	8824 BENSON CT	INDIANAPOLIS	IN	462175072	RESIDENTIAL
MEFFORD, RONALD L	8822 DEPOT DR	INDIANAPOLIS	IN	462175206	RESIDENTIAL
PFASLER, DONALD D & CHERI ANN	8983 CLASSIC VIEW DR	INDIANAPOLIS	IN	462176020	RESIDENTIAL
SCHUMAN LLC	853 BROADWAY FL S	NEW YORK	NY	10003-4724	RESIDENTIAL
MOSBURG, BRADLEY W & JANEL M R	8862 CLASSIC CIR	INDIANAPOLIS	IN	46217	RESIDENTIAL
WAGNER, GEORGE D & NELA	8878 CLASSIC VIEW DR	INDIANAPOLIS	IN	462176017	RESIDENTIAL
SPEEDWAY LLC/O PROPERTY TAX	539 S MAIN ST	FINDLAY	OH	458403229	COMMERCIAL
WILSON, WILLIAM L JR & TRACY	652 W COUNTY LINE RD	INDIANAPOLIS	IN	462176049	RESIDENTIAL
MITCHELL, BRIAN K	2236 W COUNTY LINE RD	INDIANAPOLIS	IN	462174661	RESIDENTIAL
ANDREWS, JACK A & ABIGAIL M MUSGRAVE	1901 WINDING RIDGE AVE	INDIANAPOLIS	IN	46217-4677	RESIDENTIAL
GADIENT, VIRGINIA F	1366 W COUNTY LINE RD	INDIANAPOLIS	IN	46217-5247	RESIDENTIAL
WOODS, ANTHONY H & MARCIA C	1358 W COUNTY LINE RD	INDIANAPOLIS	IN	46217-5247	RESIDENTIAL
DAVANEY, PATRICIA L & CHARLES T DAVANEY & GARY W DAVANEY, CO TRUSTEES OF THE PATRICIA L DAVANEY TRUST D/T/D	8896 CLASSIC VIEW DR	INDIANAPOLIS	IN	462176017	RESIDENTIAL
GARISH, JANICE	8903 ROYAL MEADOW DR	INDIANAPOLIS	IN	462175077	RESIDENTIAL
BILTZ, ANITA M	8845 WINDING RIDGE RD	INDIANAPOLIS	IN	46217-4686	RESIDENTIAL
AKERS, PATRICIA A	1810 WINDING RIDGE AVE	INDIANAPOLIS	IN	462174676	RESIDENTIAL
BIRK, MARY K & ROBERT W.-TRUSTEES	8603 BLUFF RD	INDIANAPOLIS	IN	462174602	RESIDENTIAL
GRAHAM, CHRISTOPHER	8909 DEPOT DR	INDIANAPOLIS	IN	46217-5209	RESIDENTIAL
DUNCAN, SCOTT M & LAUREN M DUNCAN	1625 HUNTING DR	INDIANAPOLIS	IN	46217-4610	RESIDENTIAL
BRIDGEWATER, KEVIN M & LAURA J	8885 CLASSIC VIEW DR	INDIANAPOLIS	IN	462176036	RESIDENTIAL
CLOR, LUKE E	1202 W COUNTY LINE RD	INDIANAPOLIS	IN	46217-5246	RESIDENTIAL
SMITH, WILLIAM E	1908 W COUNTY LINE RD	INDIANAPOLIS	IN	46217	RESIDENTIAL
AUDILL, BURNETT & KELLIE GREEN	8925 ROCKY RIDGE RD	INDIANAPOLIS	IN	462174649	RESIDENTIAL
KAY, RODNEY R	718 W COUNTY LINE RD	INDIANAPOLIS	IN	46217	RESIDENTIAL
STEELE, JOSEPH R	1427 EAGLE VALLEY DR	GREENWOOD	IN	46143	RESIDENTIAL
COOP, RICKY	332 SAMUEL DR	WHITELAND	IN	46184-9673	RESIDENTIAL
JOHNSON, ROBERT CLINTON III & TRUDY M	604 PENRIGT CT	INDIANAPOLIS	IN	46217-5085	RESIDENTIAL
HARBUSZ, RONALD P & JOYCE A	1924 WINDING RIDGE AVE	INDIANAPOLIS	IN	462174678	RESIDENTIAL
DAVIS, L FRANKLIN	8829 RODEO HILL DR	INDIANAPOLIS	IN	46217	RESIDENTIAL
GRIFFIN, JOHN J & DONNA L	471 RODEO DR	INDIANAPOLIS	IN	46217-6029	RESIDENTIAL
Occupant	NA	NA	NA	NA	RESIDENTIAL
BREWER, DONALD JR & CHRYSAL MICHELLE CLARK	8838 S ILLINOIS ST	INDIANAPOLIS	IN	46217-5012	RESIDENTIAL
WATSON, REGINA L	2324 MORRIS RD	INDIANAPOLIS	IN	462174631	RESIDENTIAL
BEEMAN, REBECCA S	1818 WINDING RIDGE AVE	INDIANAPOLIS	IN	46217	RESIDENTIAL
THLENG, JOHN Z	8996 CLASSIC VIEW DR	INDIANAPOLIS	IN	46217-6019	RESIDENTIAL
THANG, KEFAS	55 DIXIE DR	INDIANAPOLIS	IN	46227-2821	RESIDENTIAL
HINDS, JOSEPH B & ANNA C	8820 HUNTING TRL	INDIANAPOLIS	IN	46217-4617	RESIDENTIAL
MILTO, NICHOLAS M	8824 WINDING RIDGE RD	INDIANAPOLIS	IN	46217-4687	RESIDENTIAL
FARRELL, JAMES E III & ANNAMAE ALLEN SNIDER	8928 CHESSE DR	INDIANAPOLIS	IN	462175240	RESIDENTIAL
BENNETT, KRISTEN L	885 COUNTY LN	INDIANAPOLIS	IN	46217	RESIDENTIAL
PECK, LAINE M & LISA M	3840 BREHOB RD	INDIANAPOLIS	IN	462173320	RESIDENTIAL
STUCK, JOHN J SR & MARY F	1342 CUSTER CT	INDIANAPOLIS	IN	462175243	RESIDENTIAL

HASHMAN, MATTHEW E & SANDRA L	2246 W COUNTY LINE RD	INDIANAPOLIS	IN	46217-4661	RESIDENTIAL
HOME SFR BORROWER LLC,% HAVENBROOK HOMES	3505 KOGER BLVD STE 400	DULUTH	GA	300967672	RESIDENTIAL
REED, GARY G	2412 MORRIS RD	INDIANAPOLIS	IN	46217-4632	RESIDENTIAL
NING, THAWNG CLING	1335 CLUSTER CT	INDIANAPOLIS	IN	46217-5243	RESIDENTIAL
GARDNER, BROOKE RENEE	8788 KINGMEADOW CT	INDIANAPOLIS	IN	46217-6008	RESIDENTIAL
POLLEY, ANDREW THOMAS	1311 CUSTER CT	INDIANAPOLIS	IN	46217-5243	RESIDENTIAL
POTTER, CRAIG E & SUE ELLEN	8836 ROCKY RIDGE RD	INDIANAPOLIS	IN	462174650	RESIDENTIAL
MARTIN, ROZANNE M	706 W COUNTY LINE RD	INDIANAPOLIS	IN	46217-6051	RESIDENTIAL
ELSNER, DON R	8799 KINGMEADOW CT	INDIANAPOLIS	IN	462176008	RESIDENTIAL
DAVIS, JAY R & CHRISTINE C	8924 DEPOT DR	INDIANAPOLIS	IN	462175208	RESIDENTIAL
DYE, WILLIAM A SR & JENNIFER L	8841 COUNTRY LANE CT	INDIANAPOLIS	IN	462176826	RESIDENTIAL
BALDING, BRAD D & SARA L	1143 MILWAUKEE CT	INDIANAPOLIS	IN	462175210	RESIDENTIAL
FLEENER, SHANE D	2245 MORRIS RD	INDIANAPOLIS	IN	46217-4628	RESIDENTIAL
BRIZENDINE, MICHAEL V & MARILYN J	8833 BENSON CT	INDIANAPOLIS	IN	462175072	RESIDENTIAL
PENNYCUFF, BRYAN C & DIANE B	8821 DEPOT DR	INDIANAPOLIS	IN	462175207	RESIDENTIAL
ROEHLING, PATRICIA & RALPH ROEHLING	15555 MEITH ST	FORTVILLE	IN	46040-9609	RESIDENTIAL
FRANKLIN, REBECCA J	8918 DEPOT DR	INDIANAPOLIS	IN	462175208	RESIDENTIAL
DAEGER, GREGORY J & JULIE A	495 RODEO DR	INDIANAPOLIS	IN	462176029	RESIDENTIAL
MAUNG, RAM	811 COUNTRY LN	INDIANAPOLIS	IN	46217-6828	RESIDENTIAL
CITYWOOD, RICKIE A & SUSAN M	8929 ROCK ISLAND CT	INDIANAPOLIS	IN	462175212	RESIDENTIAL
ELLIOTT, JASON B & HEATHER M	822 BOULDER RD	INDIANAPOLIS	IN	46217-3912	RESIDENTIAL
DAVIS, KATEENIA L	833 COUNTRY LN	INDIANAPOLIS	IN	46217	RESIDENTIAL
PENDELTON, TIMOTHY A & AMY DREW	8925 RIDGE HILL DR	INDIANAPOLIS	IN	46217-4645	RESIDENTIAL
MCCARTNEY, STEPHANIE D	1902 W COUNTY LINE RD	INDIANAPOLIS	IN	46217-5700	RESIDENTIAL
TEPPER, DIETER & DEMETRIA TEPPER	8910 DEPOT DR	INDIANAPOLIS	IN	46217-6208	RESIDENTIAL
COPPI, MARK A & JULIA A HARMSEN COPPI	8937 HUNTING TRL	INDIANAPOLIS	IN	462174612	RESIDENTIAL
FAHRENHOLTZ, SANDRA K	1147 MILWAUKEE CT	INDIANAPOLIS	IN	46217	RESIDENTIAL
COSTIN-POORE, RAJEANA	8916 ROCK ISLAND CT	INDIANAPOLIS	IN	46217-5212	RESIDENTIAL
CAI, XIAO YU	2040 SARATOGA DR	GREENWOOD	IN	46143-6250	RESIDENTIAL
PIPER, EUGENE R & PAULA K	8870 RAHRE RD	INDIANAPOLIS	IN	462176034	RESIDENTIAL
LAFONTAIN, JEREMY L	933 COUNTRY LN	INDIANAPOLIS	IN	462176830	RESIDENTIAL
BRYSON, RICHARD P JR & JEANNIE	474 W COUNTY LINE RD	INDIANAPOLIS	IN	462176047	RESIDENTIAL
MARPLE, SCOTT DAVID	1319 CUSTER CT	INDIANAPOLIS	IN	462175243	RESIDENTIAL
O'TOOLE, BRIAN J & AMBERLIE	8867 CLASSIC CIR	INDIANAPOLIS	IN	46217-6037	RESIDENTIAL
ROBINSON, JEFFREY A & MELISSA E	1344 DE SOTO CT	INDIANAPOLIS	IN	462175242	RESIDENTIAL
CSMA BL LLC,% RYAN LLC	1850 PARKWAY PL SE STE 900	MARKETTA	GA	300678261	RESIDENTIAL
HYDE, DESIRAE	8856 CLASSIC CIR	INDIANAPOLIS	IN	46217-6037	RESIDENTIAL
SFR INVESTMENTS V BORROWER 1 LLC	7500 N DOBSON RD STE 300	SCOTSDALE	AZ	852562727	RESIDENTIAL
ROGERS, THOMAS & ALYSSA	492 RODEO DR	INDIANAPOLIS	IN	46217-6028	RESIDENTIAL
ALLEN, RICHARD M & MARTHA J	857 COUNTRY LN	INDIANAPOLIS	IN	462176828	RESIDENTIAL
OLAUGHIN, TODD & THERESA C MILLER	8825 WINDING RIDGE RD	INDIANAPOLIS	IN	46217-4686	RESIDENTIAL
KIRCHGASSNER, MARK & ANNE	8989 CLASSIC VIEW DR	INDIANAPOLIS	IN	46217-6020	RESIDENTIAL
HOLICHIN, LEON & SUE E	8848 WINDING RIDGE RD	INDIANAPOLIS	IN	462174683	RESIDENTIAL
TURLIE, JENNIFER	486 RODEO DR	INDIANAPOLIS	IN	46217-6028	RESIDENTIAL
WOLSIFFER, STEPHEN R & JANE M	447 RODEO DR	INDIANAPOLIS	IN	462176029	RESIDENTIAL
BAKER, DWIGHT P	8838 MEADOWRIDGE LN	INDIANAPOLIS	IN	46217-5073	RESIDENTIAL
ROODVETS, BARBARA A	8788 MEADOWRIDGE LN	INDIANAPOLIS	IN	462174837	RESIDENTIAL
LAWRENCE, CHESEA	841 COUNTRY LN	INDIANAPOLIS	IN	46217	RESIDENTIAL
LIAN, VAN THAWNG	8815 ROYAL MEADOW DR	INDIANAPOLIS	IN	46217-4872	RESIDENTIAL
DICKEY, JOHN & JOANN DICKEY	8830 WINDING RIDGE RD	INDIANAPOLIS	IN	46217-4687	RESIDENTIAL
LUX, ALFRED W & CAROLE L	8836 RIDGE HILL DR	INDIANAPOLIS	IN	462174644	RESIDENTIAL
PENG, HRAM & KIM BEK	1332 DE SOTO CT	INDIANAPOLIS	IN	46217-5242	RESIDENTIAL
MEBEL, FREDERICK J & MARY E	1615 HUNTING DR	INDIANAPOLIS	IN	462174610	RESIDENTIAL
QUINN, JASON	8823 BENSON CT	INDIANAPOLIS	IN	46217-5072	RESIDENTIAL
WOLFORD, JAMES J	8839 HUNTING TRL	INDIANAPOLIS	IN	46217-4616	RESIDENTIAL
DENNY, STACI K & MARK E	8819 MEADOWRIDGE LN	INDIANAPOLIS	IN	46217-5073	RESIDENTIAL
ARRINGTON, WILLIAM H & MELISSA K	2219 MORRIS RD	INDIANAPOLIS	IN	46217-4628	RESIDENTIAL
CARR, RONALD D & MELANIE K	1909 WINDING RIDGE AVE	INDIANAPOLIS	IN	46217-4677	RESIDENTIAL
STANLEY, ROBERT EARL & KAREN SUE	2315 MORRIS RD	INDIANAPOLIS	IN	462174628	RESIDENTIAL
FORD, JOSHUA J & LESLIE A	8810 MORGANTOWN RD	INDIANAPOLIS	IN	46217-4627	RESIDENTIAL
Occupant	NA	NA	NA	NA	RESIDENTIAL
DANCEY, SANDRA MARIE	2336 MORRIS RD	INDIANAPOLIS	IN	462174629	RESIDENTIAL
DALE, N THOMAS & JOAN P	491 RODEO DR	INDIANAPOLIS	IN	462176029	RESIDENTIAL
MOLISH, MICHAEL II & JANET E	1876 WINDING RIDGE AVE	INDIANAPOLIS	IN	462174676	RESIDENTIAL
BAKER, JUSTIN	8845 MORGANTOWN RD	INDIANAPOLIS	IN	46217-4636	RESIDENTIAL
MAUNG, FILIP B	8907 CHESIE DR	INDIANAPOLIS	IN	46217-5237	RESIDENTIAL
SGROI, JANICE F	1820 W COUNTY LINE RD	INDIANAPOLIS	IN	46217	RESIDENTIAL
CARMICHAEL, LARRY D & BOBBI J	584 PENRIGHT CT	INDIANAPOLIS	IN	462175076	RESIDENTIAL
DHLRODGE, PHILIP S & CYNTHIA A	8849 CLASSIC CIR	INDIANAPOLIS	IN	462176037	RESIDENTIAL
GADIENT, VIRGINIA F	1366 W COUNTY LINE RD	INDIANAPOLIS	IN	46217-5247	AGRICULTURAL
INDIANA RAILROAD COMPANY	101 W OHIO ST STE 1600	INDIANAPOLIS	IN	462041994	UTILITIES-REAL

Postcard Mailing List - Johnson County

OwnerName	OwnerAddress1	OwnerAddress2	OwnerAddress3	OwnerCityStZip	Country
STRAHLA SHERMAN L & RUTH TRUSTEES OF STRAHLA REVC TRU	5303 W COUNTY LINE RD			GREENWOOD, IN 46142	
BRATCHER LESLEY C	3108 PRAIRIE DR			GREENWOOD, IN 46142	
MEYER MICHAEL W & ARLENE T M	3116 PRAIRIE DR			GREENWOOD, IN 46142	
SRIVASTAVA PRASHITH	1286 N MORGANTOWN RD			GREENWOOD, IN 46142	
KLOSOWSKI JANA C	5165 W COUNTY LINE RD			GREENWOOD, IN 46142	
NEWMAN GEORGE W	5143 W COUNTY LINE RD			GREENWOOD, IN 46142	
WYRICK JAMES R TRUSTEE UNDER THE JAMES R WYRICK TRUST	5319 W COUNTY LINE RD			GREENWOOD, IN 46142	
STRAHLA JAMES	5279 W COUNTY LINE RD			GREENWOOD, IN 46142	
HASSELBURG RICHARD J	1659 S ARTHUR RD			PARAGON, IN 46166	
ROWE CHERYL A	5235 W COUNTY LINE RD			GREENWOOD, IN 46142	
NABORS JERRY-BOB	5213 W COUNTY LINE RD			GREENWOOD, IN 46142	
SAMPSON AARON C & RACHELE L	5187 W COUNTY LINE RD			GREENWOOD, IN 46142	
ROSS AARON T & CHRISTINA D	3817 CLUBHOUSE CT			GREENWOOD, IN 46142	
STATE OF INDIANA	C/O INDOT - REAL ESTATE	100 N SENATE AVE N758-RE		INDIANAPOLIS, IN 46204	
GEABEN KAREN A	3820 CLUBHOUSE CT			GREENWOOD, IN 46142	
BULTMAN BRUCE	1013 N BLUFF RD			GREENWOOD, IN 46142	
BULTMAN BRUCE	1013 N BLUFF RD			GREENWOOD, IN 46142	
RIDENS JAY N & JENNIFER N	1110 RAMBLIN CT			GREENWOOD, IN 46142	
SMITH PAUL WILLIAM & KRISTIN	3124 PRAIRIE DR			GREENWOOD, IN 46142	
RIVAS JULIO	3138 PRAIRIE DR			GREENWOOD, IN 46142	
GARRETT VENIA L	11634 SE 229TH PL			KENT, WA 98031	
BECHERT JEFFREY & JENNIFER	3830 PINEVIEW LN			GREENWOOD, IN 46142	
TARTER LARRY A JR & DESIREE D	1292 WOODCREEK DR			GREENWOOD, IN 46142	
WISE JOSHUA JAY & CHRISTINE RENEE	3815 CLUBHOUSE CT			GREENWOOD, IN 46142	
SIMPSON STEVEN H & MARY L	3816 CLUBHOUSE CT			GREENWOOD, IN 46142	
HILLENBURG MICHAEL D	406 N DELAWARE ST APT 110			INDIANAPOLIS, IN 46204	
MILLER WANDA LOU	3767 W COUNTY LINE RD			GREENWOOD, IN 46142	
THORNE ROBERT E & JOAN TRUSTEES	3755 W COUNTY LINE RD			GREENWOOD, IN 46142	
SALTER ERNEST	3990 PINEVIEW LN			GREENWOOD, IN 46142	
FLINT JASON M & KASIE	3982 PINEVIEW LN			GREENWOOD, IN 46142	
CONSOLIDATED CITY OF INDIANAPOLIS MARION COUNTY THRO	200 E WASHINGTON ST STE 1601			INDIANAPOLIS, IN 46204	
CONSOLIDATED CITY OF INDIANAPOLIS	200 E WASHINGTON ST STE 1601			INDIANAPOLIS, IN 46204	
CONSOLIDATED CITY OF INDIANAPOLIS	200 E WASHINGTON ST STE 1601			INDIANAPOLIS, IN 46204	
CONSOLIDATED CITY OF INDIANAPOLIS	200 E WASHINGTON ST STE 1601			INDIANAPOLIS, IN 46204	
CONSOLIDATED CITY OF INDIANAPOLIS	200 E WASHINGTON ST STE 1601			INDIANAPOLIS, IN 46204	
CONSOLIDATED CITY OF INDIANAPOLIS	200 E WASHINGTON ST STE 1601			INDIANAPOLIS, IN 46204	
DISTEL FAMILY LIVING TRUST AGREEMENT DTD 3/16/16	1265 N MORGANTOWN RD			GREENWOOD, IN 46142	
BRAASCH MARIE L & SHERRIE	7421 SANDAWE PL			INDIANAPOLIS, IN 46217	
CONSOLIDATED CITY OF INDIANAPOLIS	200 E WASHINGTON ST RM 2460			INDIANAPOLIS, IN 46204	
CITY OF INDIANAPOLIS	555 N NEW JERSEY ST			INDIANAPOLIS, IN 46204	
BURTON CHRISTOPHER D	4811 W COUNTY LINE RD			GREENWOOD, IN 46142	
CITY OF INDIANAPOLIS	555 N NEW JERSEY ST			INDIANAPOLIS, IN 46204	
SHIPLEY ROBERT L & BARBARA J	4869 W COUNTY LINE RD			GREENWOOD, IN 46142	
SHIPLEY ROBERT L & BARBARA J	4869 W COUNTY LINE RD			GREENWOOD, IN 46142	
CITY OF GREENWOOD	300 S MADISON AVE			GREENWOOD, IN 46142	
CITY OF GREENWOOD	300 S MADISON AVE			GREENWOOD, IN 46142	
CITY OF GREENWOOD	300 S MADISON AVE			GREENWOOD, IN 46142	
CITY OF GREENWOOD	300 S MADISON AVE			GREENWOOD, IN 46142	
GREENWOOD MEADOWS	6900 GRAY RD			INDIANAPOLIS, IN 46237	
MEYER REALTY	2934 SADDLE CLUB RD			GREENWOOD, IN 46143	
MEYER REALTY	2934 SADDLE CLUB RD			GREENWOOD, IN 46143	
MEYER REALTY	2934 SADDLE CLUB RD			GREENWOOD, IN 46143	
CITY OF GREENWOOD	300 S MADISON AVE			GREENWOOD, IN 46142	
RIT & RIT BUILDING INC	REAL ESTATE DIVISION	100 NORTH SENATE AVE. RM N642		INDIANAPOLIS, IN 46204	
BIGHORN PROPERTIES II LLC	C/O INVOKE TAX PARTNERS	PO BOX 850		AURORA, OH 44202	
GREENWOOD MEADOWS	6900 GRAY RD			INDIANAPOLIS, IN 46237	
RESIDENTIAL CARE IX LLC	6900 GRAY RD			INDIANAPOLIS, IN 46237	
RESIDENTIAL CARE IX LLC	6900 GRAY RD			INDIANAPOLIS, IN 46237	
GOBLE DAVID JR & BARBARA	975 N BLUFF RD			GREENWOOD, IN 46142	
PIKULIK MICHAEL J & RENEE-ANN	1120 RAMBLIN CT			GREENWOOD, IN 46142	
MPSP GLENDALE MHC LLC	C/O MISSION PEAK CAPITAL LLC	PO BOX 414377		KANSAS CITY, MO 64141	
WALTZ CLARA E	140 BOW LN			INDIANAPOLIS, IN 46220	
WJM PROPERTIES LLC	2934 SADDLE CLUB RD			GREENWOOD, IN 46143	
WALTZ CLARA E	140 BOW LN			INDIANAPOLIS, IN 46220	
MPSP CENTER GROVE MHC LLC	PO BOX 414377			KANSAS CITY, MO 64141	
WISCHMEYER RALPH L	3908 PINEVIEW LN			GREENWOOD, IN 46142	
WILLIAMS MICHAEL A	3890 PINEVIEW LN			GREENWOOD, IN 46142	
MURPHY JAMES PATTERSON & PAMELA DANIELS	3874 PINEVIEW LN			GREENWOOD, IN 46142	
MARQUEZ MARIA G & MARQUEZ RODOLFO JR & MARQUEZ DAN	3858 PINEVIEW LN			GREENWOOD, IN 46142	
DEHNER KALEB & CHESSER-SCHRITTER MORGAN G	3823 W COUNTY LINE RD			GREENWOOD, IN 46142	
SMITH DAVID H	3827 W COUNTY LINE RD			GREENWOOD, IN 46142	
MC DANIEL DAVID & PATRICIA A CO-TRUSTEES	4153 W COUNTY LINE RD			GREENWOOD, IN 46142	
CITY OF GREENWOOD	300 S MADISON AVE			GREENWOOD, IN 46142	
RUB RESOURCES LLC	4800 W SMITH VALLEY RD STE A			GREENWOOD, IN 46142	
SMJ REALTY LLC	7800 SHELBY ST STE 9			INDIANAPOLIS, IN 46227	
BOARD OF COMMISSIONERS OF JOHNSON COUNTY	86 W COURT ST			FRANKLIN, IN 46131	
BOARD OF COMMISSIONERS OF JOHNSON COUNTY INDIANA	86 W COURT ST			FRANKLIN, IN 46131	
BOARD OF COMMISSIONERS OF JOHNSON COUNTY INDIANA	86 W COURT ST			FRANKLIN, IN 46131	
CAREFREE CLUB INC	PO BOX 163			GREENWOOD, IN 46142	
CAREFREE CLUB INC	PO BOX 163			GREENWOOD, IN 46142	
BERRY JOE & DEZERN JULIE	1201 LEISURE LN			GREENWOOD, IN 46142	
INDIANA VERDE LLC	C/O WALGREEN REAL ESTATE TAX	PO BOX 1159		DEERFIELD, IL 60015	
RESIDENTIAL CARE IX LLC	6900 GRAY RD			INDIANAPOLIS, IN 46237	

PowerPoint Presentation

Our presentation will begin shortly.



SOUTH County Line Road

+ Safety + Mobility + Capacity





**JOHN
BOWEN**

Project Engineer,
City of Indianapolis



**JASON
SCHADE**

Project Manager,
HNTB



**CHRISTINE
MEADOR**

Environmental Task
Manager, HNTB



**CASSIDY
HUNTER**

Communications Task
Manager, HNTB



Agenda

- **Project Overview**
- **Design Engineering**
- **Environmental Considerations**
- **Public Comments**

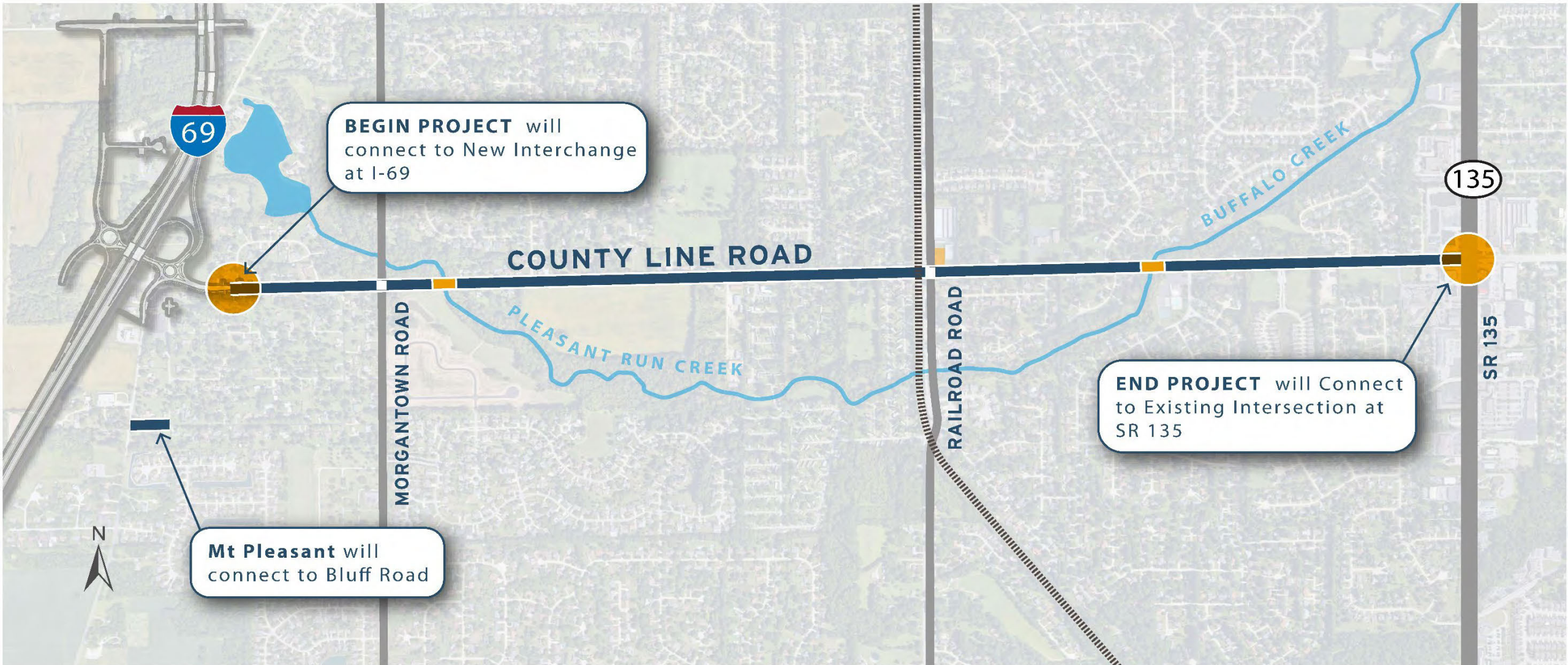


Project Overview

Video

Project Location

INCLUDES BOTH MARION AND JOHNSON COUNTIES

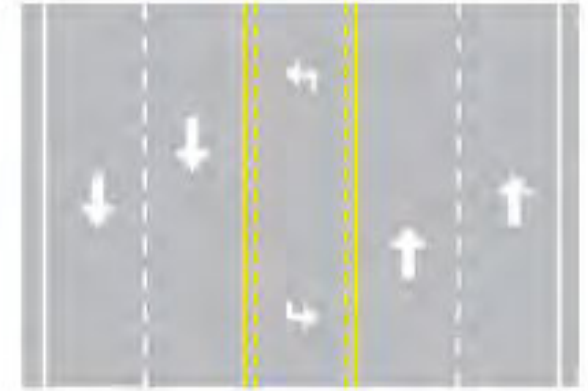
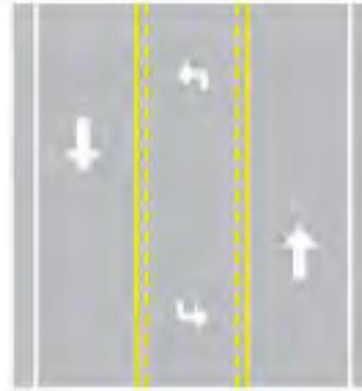


Why this project?

- To address capacity deficiencies
- To improve east-west mobility
- To address geometric deficiencies
- To improve safety along the corridor



Alternatives Considered



NO BUILD



CAPACITY



MOBILITY



SAFETY



3-LANE



CAPACITY



MOBILITY



SAFETY



5-LANE



CAPACITY



MOBILITY



SAFETY





Design Alternatives Considered



2 New Bridges



2.5 Miles of New Multi-use Path



2 New Traffic Signals



2 Intersection Improvements



13,200 lft of New Sidewalk and 50 New/Modified ADA Curb Ramps



2.5 Miles of Roadway Reconstruction

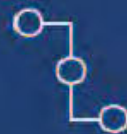


36 Acres of Drainage Improvements

Project Highlights



Added Through Lane in Each Direction



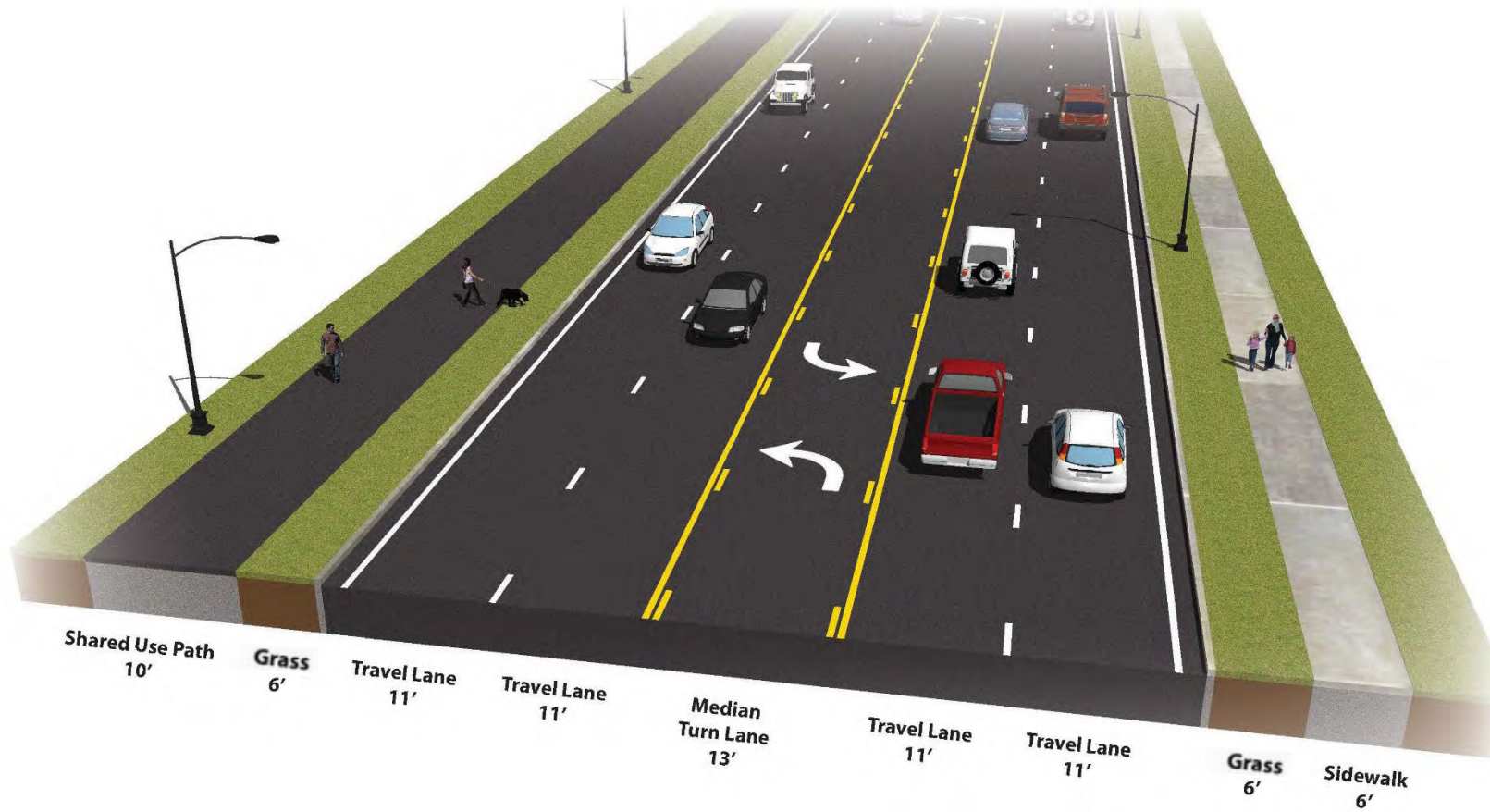
New Connection to Mt. Pleasant Subdivision via Bluff Road

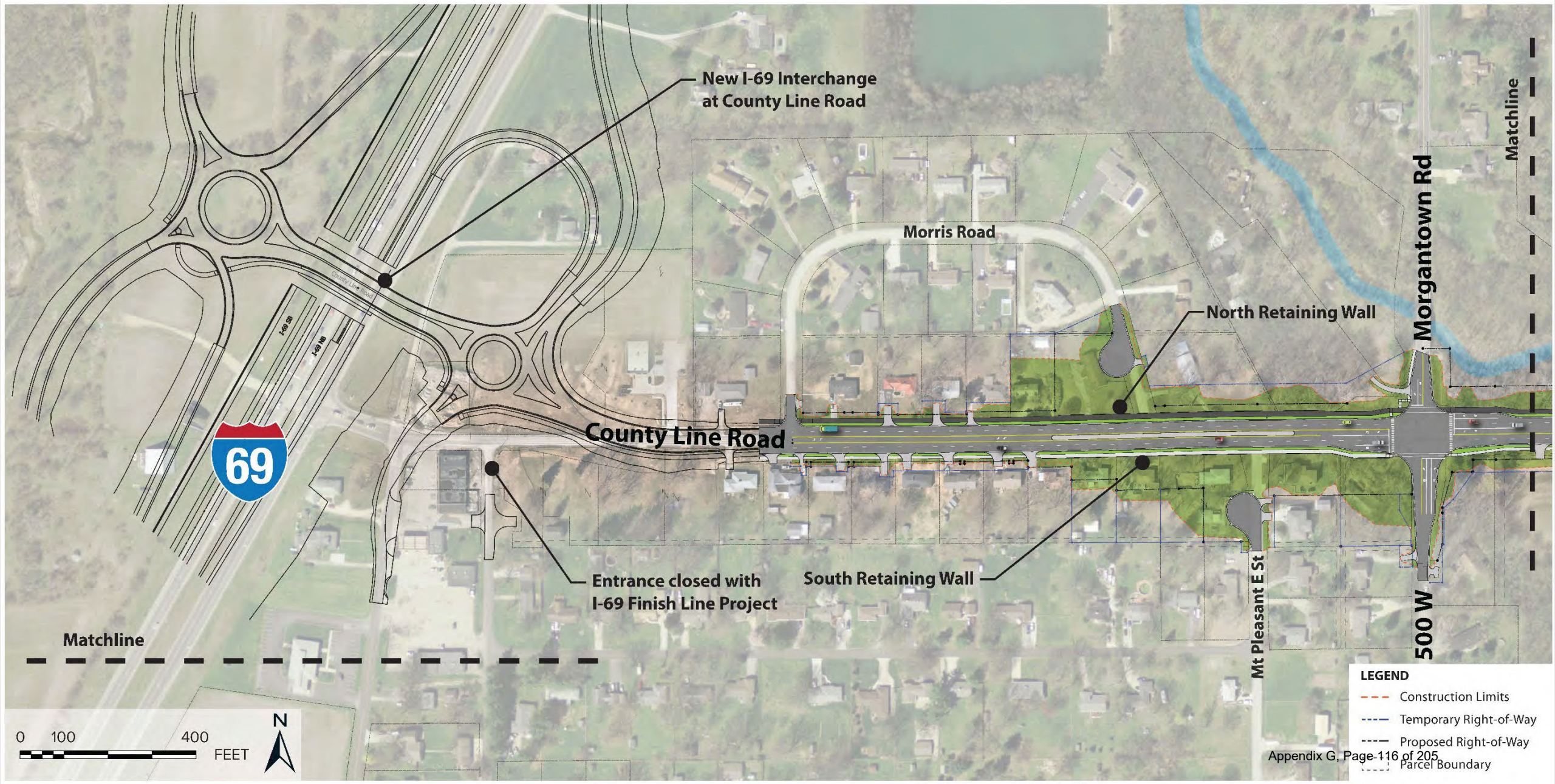


Added Two-Way Left-Turn Lane

Design Engineering

Typical Corridor Section





New I-69 Interchange at County Line Road

Morris Road

County Line Road

North Retaining Wall

Entrance closed with I-69 Finish Line Project

South Retaining Wall

Morgantown Rd

500 W

Mt Pleasant E St

Matchline

Matchline



LEGEND

- Construction Limits
- Temporary Right-of-Way
- Proposed Right-of-Way
- ... Parcel Boundary

Typical Road Section at Hillcut



PROPOSED ROAD CORRIDOR





LEGEND

- Construction Limits
- Temporary Right-of-Way
- Proposed Right-of-Way
- Parcel Boundary

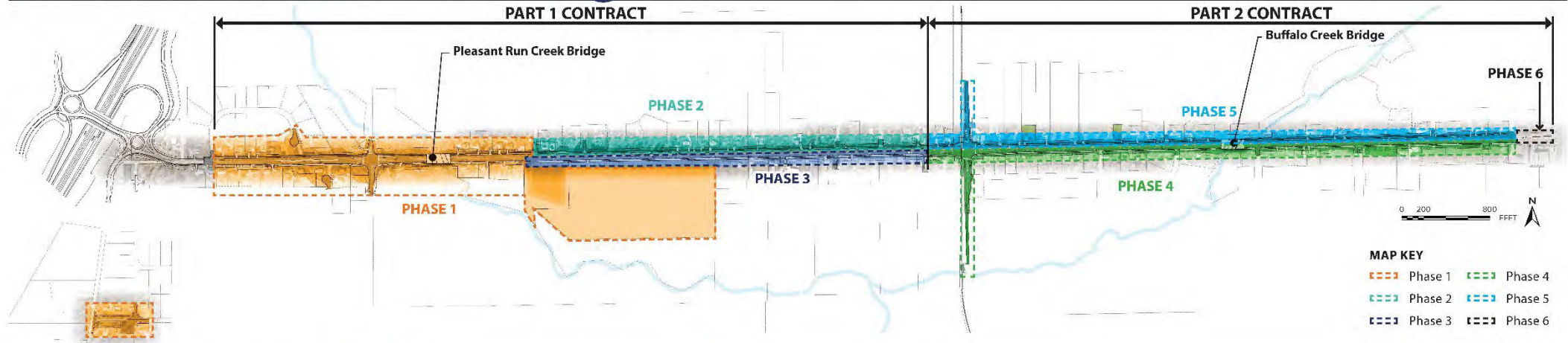


- LEGEND**
- Construction Limits
 - Temporary Right-of-Way
 - Proposed Right-of-Way

PROPOSED ROAD CORRIDOR



Construction Phasing



Initial Activities/Construction Preparation

- Tree Clearing (corridor wide, starting 2024)
- Utility Relocation (corridor wide, starting after tree clearing, 2024-2025)

Phase 1 (2025)

- Full closure of County Line Road between Morris Road to Rocky Ridge Road
- Construction of Pleasant Run Creek Bridge
- Temporary pavement on County Line Road east of Rocky Ridge Road will be installed for construction of Phase 2 and Phase 3.

Phase 1a (2025)

- Construction of the new alignment for Mt. Pleasant S Street between Bluff Road and Mt. Pleasant W Street
- Full closure to through-traffic during construction

Phase 2 (2025)

- Construction of the proposed westbound lanes (north side) of County Line Road

Phase 3 (2026)

- Construction of the proposed eastbound lanes (south side) of County Line Road

Phase 4 (2027)

- Construction of the proposed eastbound lanes (south side) of County Line Road
- Construction of the south half of the Buffalo Creek Bridge

Phase 5 (2028)

- Construction of the proposed westbound lanes (north side) of County Line Road - Rock Island Court to Illinois Street
- Construction of the north half of the Buffalo Creek Bridge
- Railroad Road and Peterman Road (north and south of County Line Road) will be reconstructed as necessary. A detour route will be required to route traffic around this closure.

Phase 6 (2028)

- Incidental tie-in work at the east limit of the project

Construction Notes

- Detours will be provided to re-route traffic during full closures.
- Access will be provided to all commercial and residential drives at all times throughout construction, unless otherwise noted.



Impacts & Considerations

Environmental Documentation

PREPARE STUDIES

NATURAL
RESOURCES

CULTURAL
RESOURCES

COMMUNITY
RESOURCES

PREPARE CATEGORICAL EXCLUSION 4

Natural Resources

- Groundwater Protection
- Waters and Wetland Delineation:
 - Pleasant Run Creek
 - Buffalo Creek
 - One wetland and four tributaries
- Natural and Wooded Areas
- Endangered species



Cultural Resources

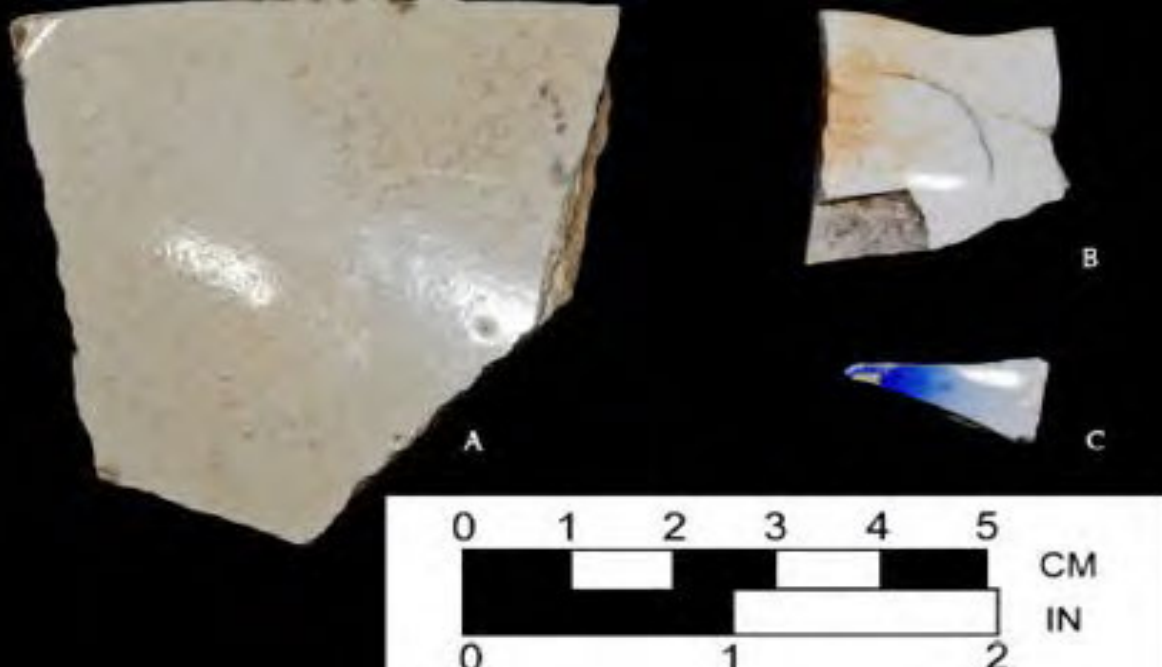
Phase Ia Archaeology Report & Addendum I & II

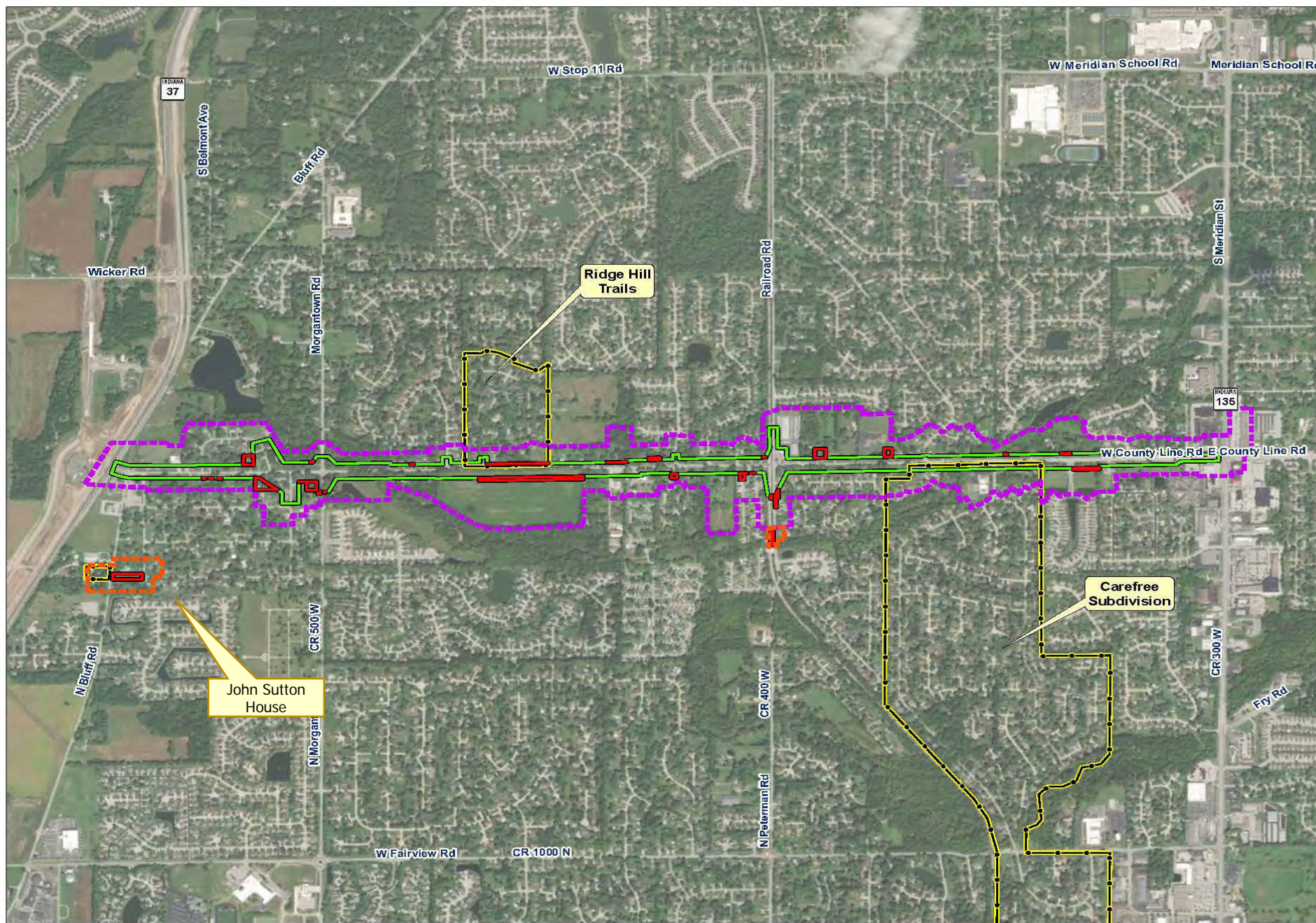
- Seven sites identified but not eligible for inclusion on the National Register of Historic Places



Historic Property Report & Addendums

- John Sutton House
- Carefree Subdivision Historic District
- Ridge Hill Trails, Plat 1 Historic District





- Original project area
- Original APE
- Addendum project area
- Addendum APE
- NRHP-eligible property

Base: ESRI World Imagery
Aerial photograph 2020

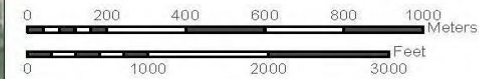


Figure 4

Aerial photograph showing the project area for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067) and the locations of the subdivisions under evaluation.

Section 106 Finding

- No Adverse Effect
- Finding published for comment for 30 days
- Section 106 process concluded

Public Notice
Des. No. 2002553

The City of Indianapolis Department of Public Works is planning to undertake an Added Travel Lanes project, funded in part by the Federal Highway Administration (FHWA). The project is located on County Line Road beginning 0.30 mile west of Morgantown Road and extending east to State Road 135/Meridian Street.

Under the preferred alternative, the proposed project would involve expanding County Line Road to a five-lane road (two 11-foot lanes in each direction and a 13-foot two-way left turn lane), adding a 10-foot multi-purpose trail on the north side of the road and a 6-foot sidewalk on the south side, replacing bridges over Pleasant Run Creek and Buffalo Creek, addressing the sharp vertical curve at Morgantown Road, constructing stormwater detention and an enclosed stormwater system, and adding a connector road between Mount Pleasant South Street and North Bluff Road. The project requires the acquisition of 22.635 acres of permanent right-of-way and 31.440 acres of temporary right-of-way.

Properties listed in or eligible for the National Register of Historic Places (NRHP) located within the Area of Potential Effects (APE) include Carefree Subdivision, Ridge Hill Trails Plat 1, and the John Sutton House (988 North Bluff Road). The proposed action impacts properties listed in or eligible for the NRHP. The Indiana Department of Transportation (INDOT), on behalf of the FHWA, has issued a "No Adverse Effect" finding for the project because the project will not diminish the integrity of the characteristics that qualify the historic properties within the APE for inclusion in the NRHP. 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 800.4(d)(2), the documentation specified in 36 CFR 800.11(e) is available for inspection in ASC Group, Inc. Additionally, this documentation can be viewed electronically by accessing <http://erms12c.indot.in.gov/Section106Documents>. This SCOPE at <http://erms12c.indot.in.gov/Section106Documents> documentation serves as the basis for the "No Adverse Effect" finding. The views of the public on this effect finding are being sought. Please reply with any comments to Douglas Terpstra, ASC Group, Inc., 800 Freeway Drive North, Suite 101, Columbus, Ohio 43229, 614-268-2514, dterpstra@ascgroup.net no later than 11/18/2023.

In accordance with the "Americans with Disabilities Act", if you have a disability for which the City of Indianapolis needs to provide accessibility to the document(s) such as interpreters or readers, please contact Christine Meador (CMeador@HNTB.com; 317-917-5338) or John Bowen (john.bowen@indy.gov; 317-327-7417).

hspaxlp

INI - 10/19/23 - 0005846481

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

COUNTY LINE ROAD ADDED TRAVEL LANES PROJECT (DPW PROJECT ST-45-067),
PERRY TOWNSHIP, MARION COUNTY AND WHITE RIVER TOWNSHIP, JOHNSON COUNTY
DES. NO.: 2002553

AREA OF POTENTIAL EFFECTS
(Pursuant to 36 CFR Section 800.4(e)(1))

The above-ground resources Area of Potential Effects (APE) extends from the west side of State Road (SR) 37 in the west to the east side of SR 135/Meridian Street in the east. The width of the APE is generally one or two parcels deep, but extends farther at intersections where sight lines along the intersecting roads are deeper (Appendix A: Maps 2-3). The archaeological APE is defined by a survey area encompassing approximately 70 acres that includes all of the existing and proposed right-of-way required for the undertaking.

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

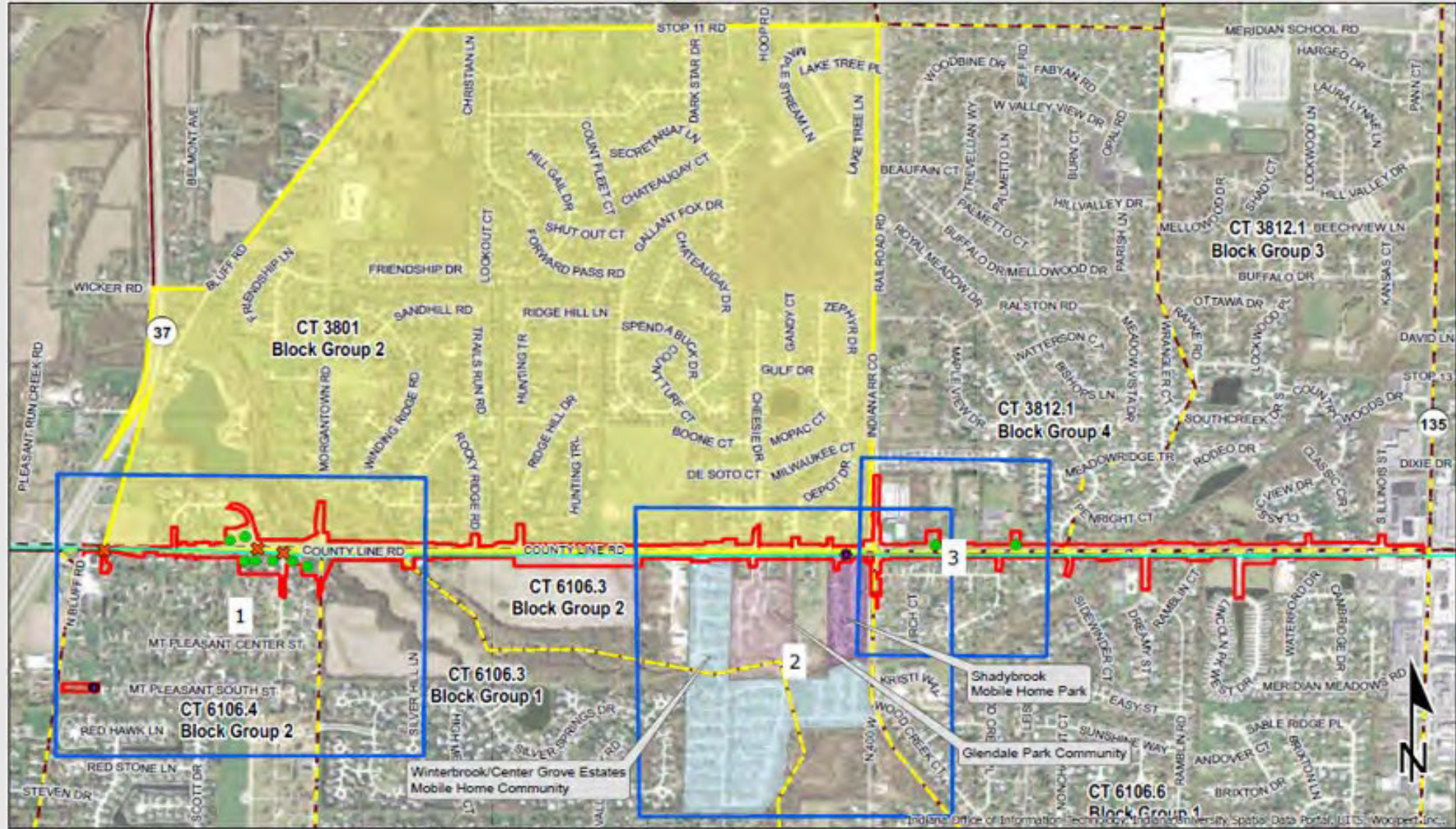
Subdivision Historic District

The Subdivision Historic District was determined eligible under Criteria A and C under Community Development and Architecture. It is a Custom Development, as defined in the Residential Planning and Development Form, with a variety of period architecture types and approximately 700 houses, including a clubhouse and pool, with a public school abutting the plat. It is a cul-de-sac, a clubhouse and pool, with a public school abutting the plat. It is a plat with easy access to churches and commercial buildings. The northernmost portion along County Line Road is included within the APE for this project.

92-10002

9002 is an Italianate style house that was determined eligible under Criterion C as an excellent example.

Community Resources



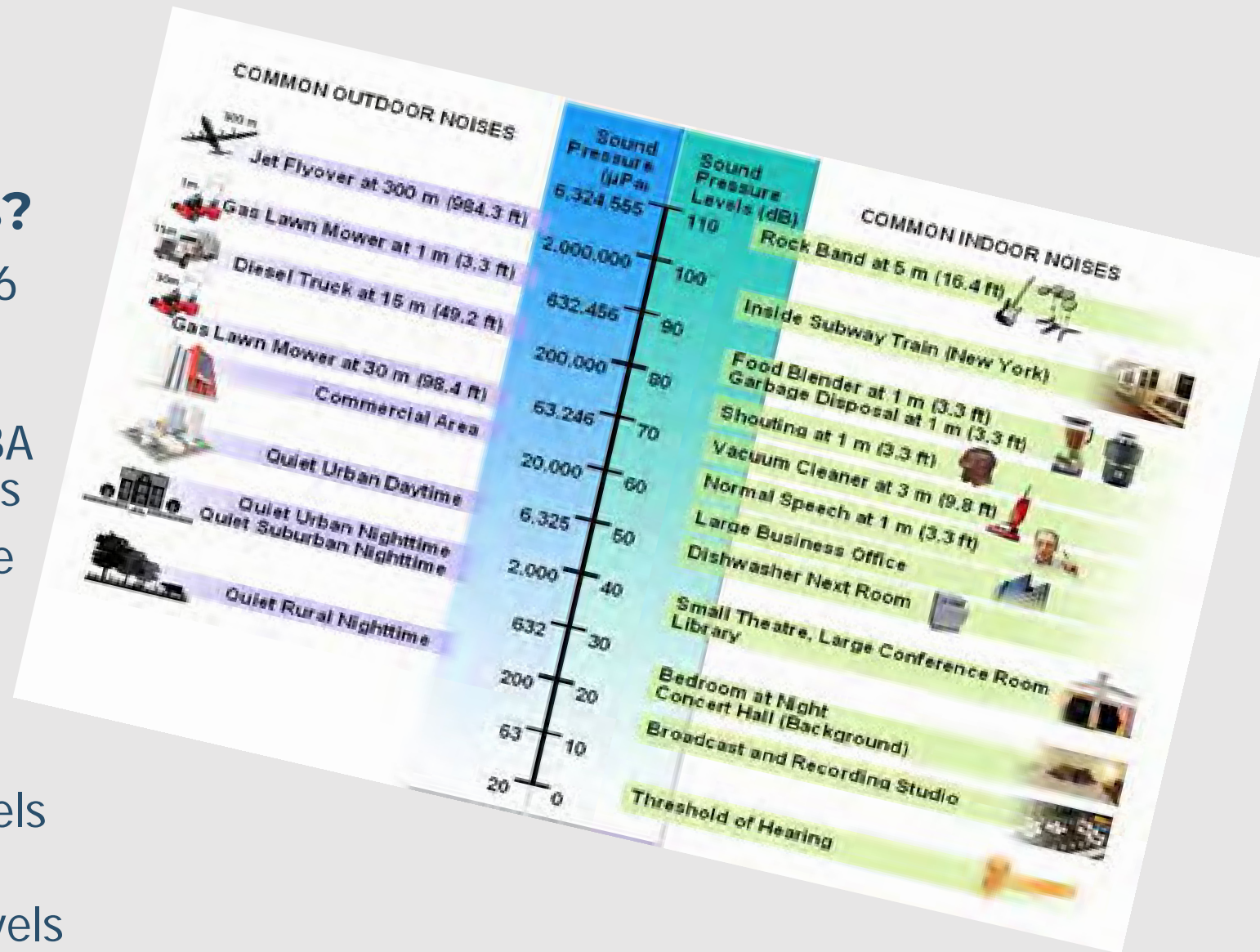
Noise Analysis

What are the Noise Levels?

- Existing noise levels 45.7 to 64.6 dBA Leq(1h)
- Future noise levels 50.8 to 67.1 dBA Leq(1h) or 50.8 to 65.9 dBA Leq(1h) for residential properties
- Change in predicted future noise 2.2 to 6.7 dBA increase

When is there an impact?

- Approach or exceed specific levels (67 dBA for residential)
- Substantially exceed existing levels (15 dBA).



Utilities

- Citizens Energy Group
- Centerpoint Gas
- AT&T
- Indiana American Water
- Comcast
- Everstream
- Duke Energy
- Metronet
- Zayo





**DESIGNED TO
MINIMIZE IMPACT**

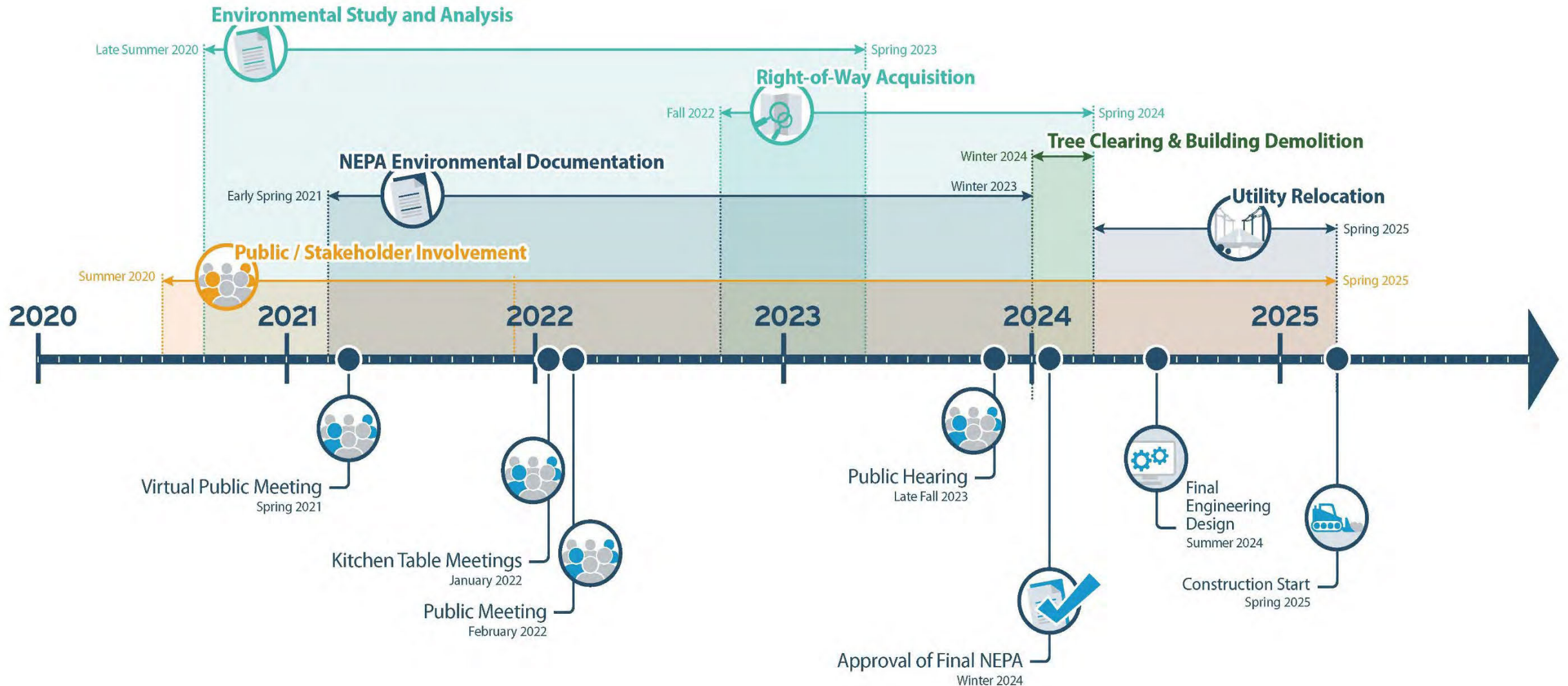



**IMPACTED
PROPERTY OWNERS
CONTACTED**



**UNIFORM RELOCATION
ASSISTANT AND REAL
PROPERTY ACQUISITION
POLICIES ACT**

Project Schedule

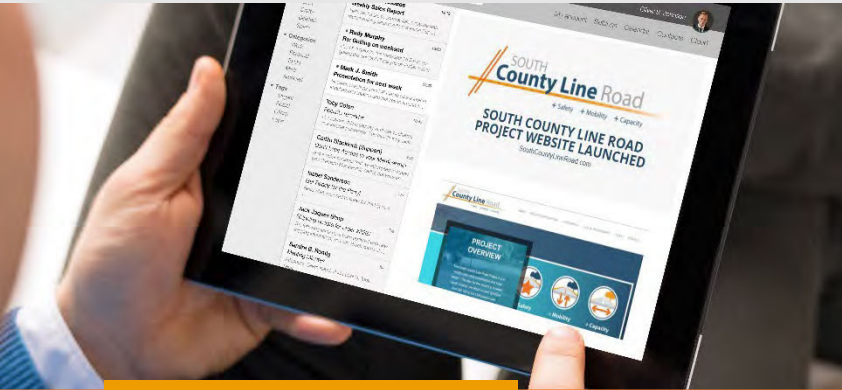




All comments received during the public comment period will be addressed in the Environmental Document, including:

- All written and verbal comments received tonight
- Letters
- Emails
- Phone calls

Share Your Feedback



Email

Subject Line: South County Line Road Comment



USPS Mail

Christine Meador
South County Line Road Project
111 Monument Circle, Suite 1200
Indianapolis, IN 46204



In-Person Comment

Make a verbal or written comment at the comment table, located in the display area.

Comments accepted through December 15, 2023



PROJECT NEWS & INFORMATION BY EMAIL

Get project news and information delivered to your inbox.

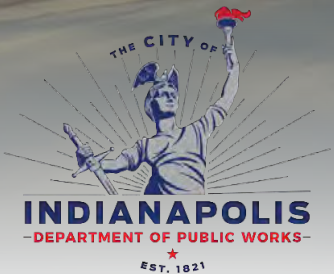


ONLINE SIGN UP SouthCountyLineRoad.com



IN-PERSON SIGN UP Opt-in by adding your information to the sign-in sheet.





SOUTH County Line Road

+ Safety + Mobility + Capacity

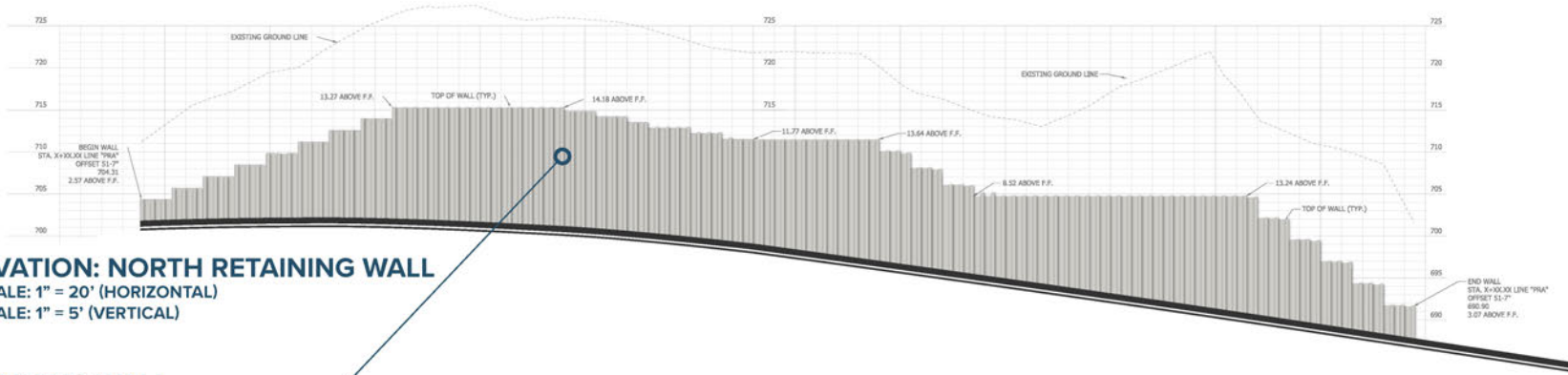


Meeting Boards

Proposed Retaining Wall

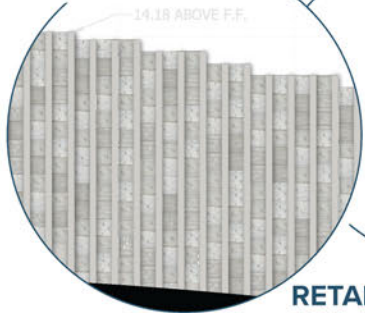
Aesthetic Design

ELEVATION



WALL AESTHETIC DETAILS

RETAINING WALL ENLARGEMENT



RETAINING WALL PANELS

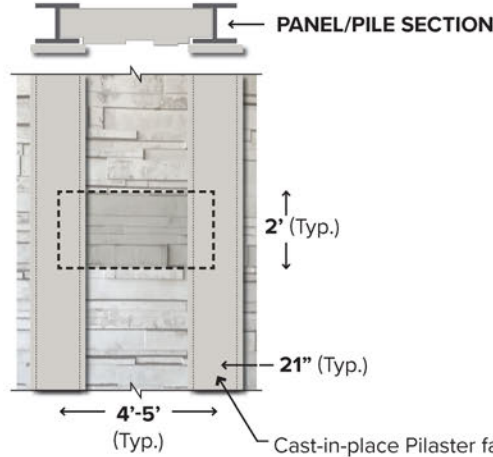
COLORS:

PANELS: PILERS: PILASTERS:

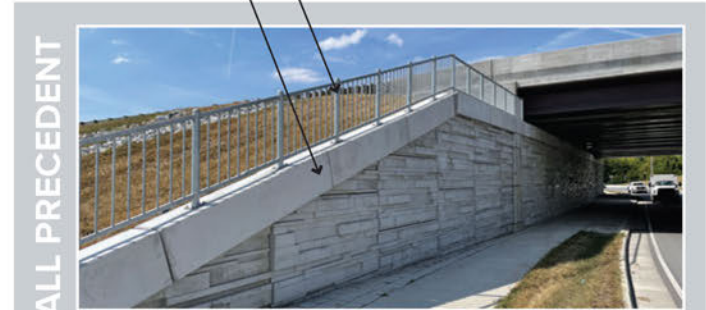


Gray Stone Cool Gray Cool Gray
 (Color Options for retaining wall to match I-69 MSE wall precedent)

RETAINING WALL PANEL DETAILS SMOOTH GEOMETRIC DESIGN (MATCHING I-69 MSE WALLS)



Fence Installed Above Coping
 Smooth Top Coping



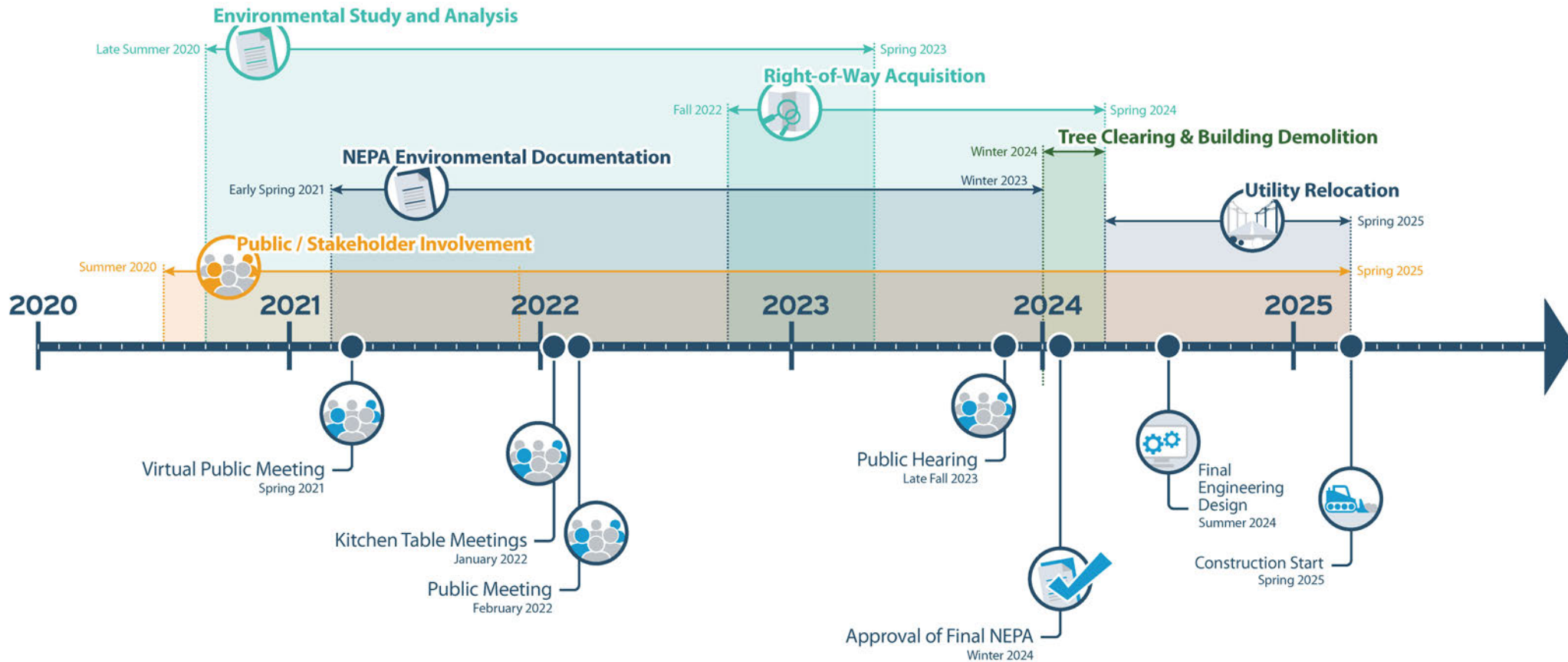
WALL PRECEDENT

MSE Wall at I-69/County Line Rd.

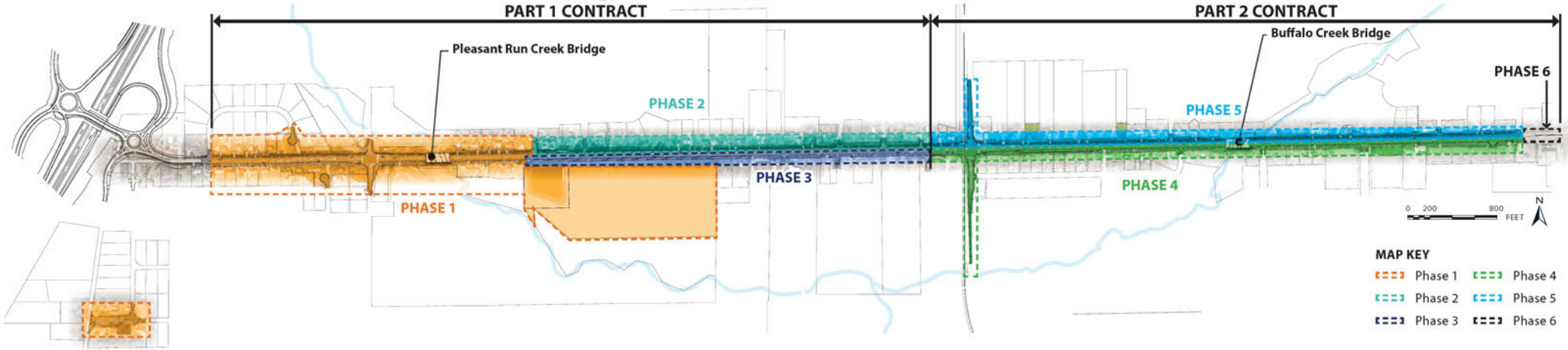
(MSE = Mechanically Stabilized Earth)



Project Schedule



Construction Phasing



Initial Activities/Construction Preparation

- Tree Clearing (corridor wide, starting 2024)
- Utility Relocation (corridor wide, starting after tree clearing, 2024-2025)

Phase 1 (2025)

- Full closure of County Line Road between Morris Road to Rocky Ridge Road
- Construction of Pleasant Run Creek Bridge
- Temporary pavement on County Line Road east of Rocky Ridge Road will be installed for construction of Phase 2 and Phase 3.

Phase 1a (2025)

- Construction of the new alignment for Mt. Pleasant S Street between Bluff Road and Mt. Pleasant W Street
- Full closure to through-traffic during construction

Phase 2 (2025)

- Construction of the proposed westbound lanes (north side) of County Line Road

Phase 3 (2026)

- Construction of the proposed eastbound lanes (south side) of County Line Road

Phase 4 (2027)

- Construction of the proposed eastbound lanes (south side) of County Line Road
- Construction of the south half of the Buffalo Creek Bridge

Phase 5 (2028)

- Construction of the proposed westbound lanes (north side) of County Line Road - Rock Island Court to Illinois Street
- Construction of the north half of the Buffalo Creek Bridge
- Railroad Road and Peterman Road (north and south of County Line Road) will be reconstructed as necessary. A detour route will be required to route traffic around this closure.

Phase 6 (2028)

- Incidental tie-in work at the east limit of the project

Construction Notes

- Detours will be provided to re-route traffic during full closures.
- Access will be provided to all commercial and residential drives at all times throughout construction, unless otherwise noted.



Environmental Documentation

NATURAL RESOURCES

CULTURAL RESOURCES

COMMUNITY RESOURCES



PREPARE CATEGORICAL EXCLUSION 4

✓ Early Coordination

(January 8, 2021 & November 22, 2021)

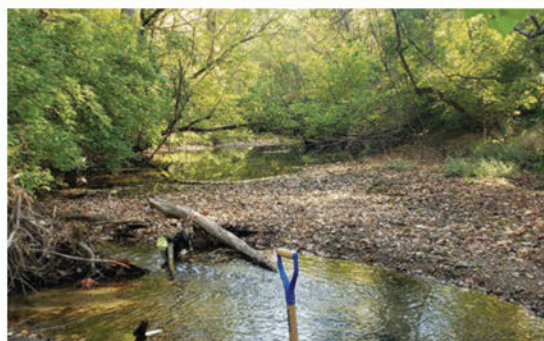
- Groundwater Protection (Citizens and Indiana American)
- Natural Resources Conservation Service (USDA) and Farmland Impacts
- Indiana Department of Natural Resources
- US Fish and Wildlife Service

✓ Waters and Wetland Delineation

- Pleasant Run Creek
- Buffalo Creek
- One wetland and four tributaries

✓ Natural and Wooded Areas

- 20 acres of forested floodway or woods



✓ Invitation to Consulting Parties (February 25, 2021)

✓ Phase 1a Archaeology Report & Addenda

- Seven sites identified but not eligible for inclusion on the National Register of Historic Places

✓ Historic Property Report & Addendum

- John Sutton House on Bluff Road
- Ridge Hill Trails, Section 1
- Carefree Subdivision

✓ Finding of Effect

- No Adverse Effect Finding
- Consulting Party and Public Comment

✓ Environmental Justice

- No disproportionately high and adverse effect on minority or low-income populations
- Block Group 2 of Census Tract 3801 low-income population of EJ concern
- Mobile home communities included in the analysis as sensitive areas

✓ Noise Analysis

- Collected existing noise levels at five locations
- Modeled approximately 340 structures along the project corridor
- No noise sensitive receptors anticipated to be impacted by approaching or exceeding the Noise Abatement Criteria
- Change in predicted future noise levels over existing noise levels ranging from 2.2 to 6.7 dBA
- No impacts identified in the study area; therefore, noise abatement not evaluated

✓ Red Flag Investigation

- Two leaking underground storage tanks located within the 0.5 mile search radius
- Contaminants of Concern below remedial action levels - proper removal, transport, and disposal of soil and/or groundwater required if encountered

Cultural Resource Review

The Section 106 Process



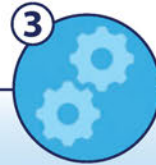
Before a review begins, the federal agency must decide if Section 106 applies.



Initiating Section 106
The federal agency identifies who should be involved in consultation and plans to involve the public.



Identifying Historic Properties
The federal agency identifies historic properties in the area where the projects could have effects.



Assessing Effects
The federal agency consults to assess the effects of the project on historic properties.



Achieving a Resolution
The federal agency explores alternatives to avoid, minimize, or mitigate adverse effects.

Our Timeline

1. Initiating Section 106

Invitation to Consulting Parties (February 25, 2021) – Identified State Historic Preservation Officer, Indiana Landmarks and Miami Tribe of Oklahoma

2. Identifying Historic Properties:

Below Ground – Phase Ia Archaeology Report & Addenda - Sites identified but not eligible for inclusion on the National Register of Historic Places

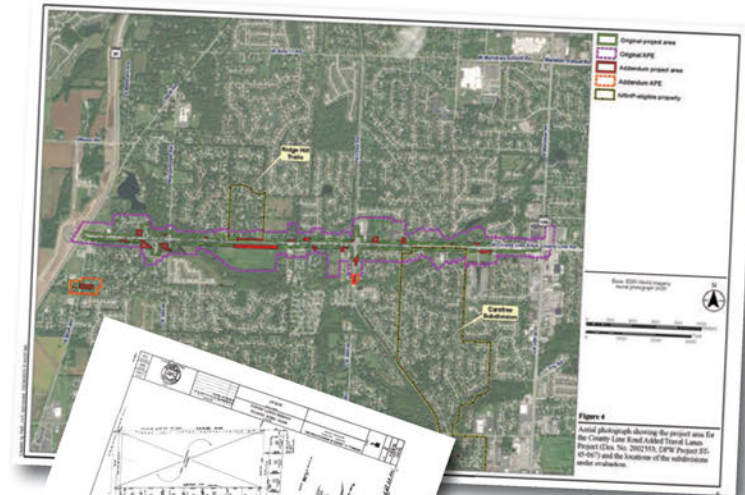
Above Ground - Historic Property Report & Addendum - John Sutton House, Ridge Hill Trails Section 1, and the Carefree Subdivisions eligible for inclusion on the National Register of Historic Places

3. Assess Effects:

No Adverse Effect to John Sutton House, Ridge Hill Trails Section 1, or Carefree Subdivision

4. Achieve Resolution:

Consulting Party Concurrence - Public Notice through November 18, 2023



PROPOSED ROAD CORRIDOR

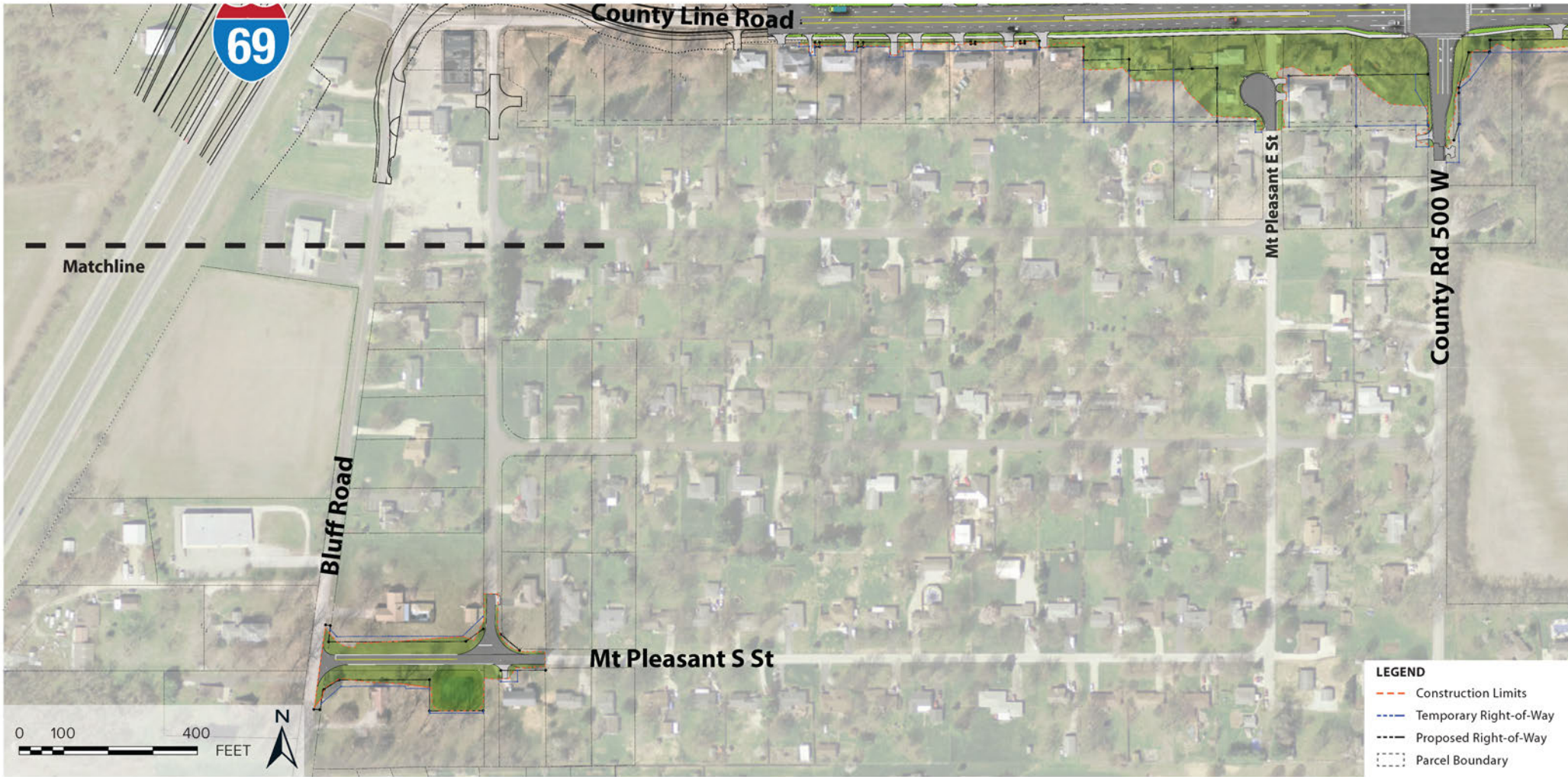








PROPOSED ROAD CORRIDOR



Transcription of Verbal Comments

South County Line Road Project- Public Hearing
Transcript 11/30/2023 6:00 PM – Glenns Valley Elementary School

Comments

Tom Dietrich, 1601 Hunting Drive, Ridge Hill Trails

Thank you. Tom Dietrich, 1601 Hunting Drive, Ridge Hill Trails. You discussed the noise on your video here. You say the noise has only gone (up). The threshold limit is 67 decibels. And then underneath that, you had a 15 decibel increase, which if remember correctly, we're at like 65.9, the maximum that was recorded.

What you don't mention is the duration of the noise. It used to be on County Line Road our duration noise was 7:30 to 8:30, 9 in the morning, and about 4:30 to 6 in the afternoon. Now the noise is constant to about 11 or 12 p.m. So that is adversely affected our neighborhoods, even our even people who don't live on County Line have suggested that the noise level has increased dramatically.

Secondly, I think your study was done at 10:30 or 11 a.m. on a Thursday, which doesn't address the drive time issues nor the duration of the noise. So, I think for all the neighbors who live on the road that is getting constructed they're going to be impacted. This is a big issue.

Cassidy Hunter, HNTB

Thank you very much for your comment. Thank you. Appreciate it.

Ken VanAusdal

My name is Ken VanAusdal. I live in Wood Creek addition and the noise abatement thing you're talking about. I was having my fence put in, and I had to get a permit. I want to do a 10-foot-high wall, a fence, and I could not do that, even an eight-foot. Not unless I had a variance done, and I refused to do that. So, I was stuck with a six-foot-high fence. And so now drainage, you know, because of the elevation of County Line Road and property over here, will drainage for the road will be taken care of with storm drains and all that stuff? Is that true?

Christine Meador: So, we don't answer questions except for clarification questions. And yes, drainage is part of the overall roadway design.

Ken Van Ausdal: Okay. And my last my last statement is why in the world we had to have a 10-foot-wide trail. And because a six-foot wide sidewalk is unreal. Four foot would be fine. And a four-foot sidewalk, I could see that on north side too, but a ten foot? That's uncalled for.

So, I think they ought to be scrubbed and the four-foot put in there, because I've lived here since 1991, in my house, and I have seen very little traffic on foot along the north side and very little on the south side. Okay. All right.

Cassidy Hunter, HNTB

Thank you so much. I appreciate your comments.

Ken Van Ausdal: Oh,Pardon me?

Cassidy Hunter, HNTB

I just said thank you for your comments.

Do we have Mary Merkel?

Hi, Mary.

Mary Merkel, Ridgefield Trails

My name is Mary Merkel. We live in Ridge Hill Trails. We've been residents there since August of 1995. Our backyard's on County Line. We have, I have several questions I want to present. I don't have a timer set, so I got a freebie here. Okay, so. So let me just narrow this down a little bit. We live in the lowest part of the area. We've got hills to the east, to the west, to the north. And water is an issue. We were promised at the previous meeting that we, that was held here, that we would have covered drains. We've been maintaining these stupid drainage ditches for as long as we've lived there. I don't want any part of a drainage ditch. I don't want any part of a swale. It will impinge on our septic fingers, and that would be an additional problem. Now, I was told, well if we have problems with water our yard, that's our business, but not when it's added from the drainage that's being created.

Secondly, we talked about the noise, but we need to talk about the vibration from these large vehicles coming along. My house shakes every time a semi comes along. My house shakes.

Thirdly, I'd like to address speed limit and I was told that probably isn't going to happen. It needs to be addressed. We cannot go out there and cut the ditch because it's a dangerous situation at every go. And the speed limit is not being upheld by citizens, by police. It's easily people going 50 miles an hour.

The next question I have is in regard to the historical value. We have 20 to 25 trees that will lose and we don't want to lose them. I, we had two appraisals done. One of them cost us \$1,000 and then we were rescinded. So, we're probably out that \$1,000 dollars for those tree appraisals. But by golly, our value of our property is going to be shot all to pieces for not having those trees in the yard. Thank you.

Cassidy Hunter, HNTB

Thank you. I appreciate your comments, Mary. Thank you.

Joyce Haughbish, Winding Ridge Avenue

I'm Joyce. I lived on Winding Ridge Avenue, Ridge Hill Trails. Every time there is construction at Morgantown and County Line, we are the detour road. Winding Ridge Road, Winding Ridge Avenue, the whole addition becomes a racetrack. We have people walking babies. We have people walking dogs. We have kids on bicycles. There is nothing we can ever do to keep the speed down. We've called the police, everything. So, I'm concerned once they close Morgantown, County Line, what are we going to do? Thank you.

Cassidy Hunter, HNTB

Thank you so much. I appreciate your comment. Joyce.

Roxanne Martin

I want to comment on that hiking trail in my front yard, practically going to be up on my front porch, and the bicycle trail on the end. I agree with him. There's no traffic. There's no walking traffic. There's no bicycles. And if you're going to take a walk or ride your bicycle, are you going to do it on the five-lane highway? I don't think so. That's just taking up a whole lot more

of all of our front yards. And I live right there on County Line. It's honestly, that trail's going to

be like five feet from my front porch and it's just going to be a nightmare. And I know that you all feel you need to widen the highway. I'm not happy about it, but okay. But we don't need a 10-foot hiking trail in our front yards. That's just ridiculous. And also, for the people who never accepted, did not accept your offer and got lawyers, the people who are not accepted the offers all are being sued now, and the lawyers have taken over. How long does that process take? Any ideas? Because I'm not I'm sure I'm not the only one who hired a lawyer. Does anybody else? Well, I know a lawyer if you guys want one. I hired one.

Cassidy Hunter, HNTB

Roxanne, I do appreciate your comments. Thank you.

Do we have Harry Kay?

Harry Kay, 714 West County Line Road

Good evening. My name's Harry Kay. I live at 714 West County Line Road. My biggest concern is I do not have sewer and I do not have water. I have a well and I have a septic. This project, I've asked many people, I came around and had a petition signed. I have not heard anything from this group.

Are they going to put a septic or a sewer system and water system in there? That's one of my big concerns. There's several of us in a row that are not hooked up to that. If you go east of us they are, if you go west as they are. But we've got one section like from Royal Meadow down to the gas station.

Another thing I don't have, I agree with Ken and all these other ladies, about a 10-foot bike path. If you look on the east side of 135, they do not have a 10-foot bicycle path on the north side of the road. They do have a sidewalk on the south side. So if they don't have it on that side, why do we need it on our side? You know, everybody's like that. Those are some of the questions I have. You know, the trees and stuff. You're going to lose all these trees. It's like a canopy down there; they're just beautiful now. And you wait another month, you know, you're not going to have any. So that's, those are my concerns.

And I was just wondering, because I've had over 100 people here sign our petition. My son and I went through to get the sewer system and the water system. The other thing, all these utilities that we're putting in. Why can't we put that underground since we're digging it all up? That way, you don't have the winter to worry about the wires going down. No electricity. If you dig a hole, put the wires in it right now. All your cables are underground. They just had all the cables come this past summer. Dug a hole all the way across our front yard and put cables under. You know, they're going to have to do it again. That's my time since I never had it start.

Cassidy Hunter, HNTB

Thank you so much for your comment. Appreciate it.

Brandon Dissell, 1265 North Morgantown Road

My name is Brandon. and I live at 1265 North Morgantown Road. So, we're right at the intersection of North Morgantown and County Line. Couple of comments, traffic noise is a huge issue even from our house. The vibration as well, we notice that. I notice traffic going down County Line, semis going down there, and it vibrates our house and we're up on the hill from the road. So that is an issue. My second issue would be access, ADA access specifically. We have a member in the household that is in a wheelchair. Are we going to have access to access the sidewalk or the walking trail on the north side if those go in? They're going to be

moving our driveway from County Line Road to Morgantown Road the last thing that I want to do is walk down Morgantown Road to get to a sidewalk. So those are my big concerns.

Cassidy Hunter, HNTB

Thank you so much. Appreciate it. I don't have any more names on my list, however... Thank you.

Barbara Goble, 975 North Bluff

My name's Barbara Goble and we live at 975 North Bluff across from the Sutton House. It was stated earlier that Marion County is going to maintain the drainage ditch in the areas along County Line. Who is going to maintain the areas on the Johnson County that they take? Is Marion County going to maintain, because we will have a detention area and a road now, so who's going to maintain that?

Cassidy Hunter, HNTB

Thank you very much. Yes. Come up, please. Next. Thank you.

Bob Stanley, 2315 Morris Road

My name is Bob Stanley. I live at 2315 Morris Road. I have several comments and issues. When you close, County Line Road is going to start the closure at my street and go from there. Okay. So, as I come out, I come out and I can go on the Interstate and access that, highway 69.

No problem. Not a problem with that. My issue, one of my issues is when they constructed highway 69, their liquor store just west of me and they revamped my street. So, to access the turnaround to the liquor store. In other words, they'll come down County Line. They come on my street make a U turn right in the middle of County Line. You go back to the liquor store, okay?

There's several times I've been, you know, caught. You know, several things. I've had, my wife's had the ice truck block the way she couldn't get out. He motioned her, "Come on, go ahead." But in reality the ice truck has the right of way. So, she turns, he turns in front of her. She's gonna be at fault for the accident. Okay.

My concern is when you close County Line, people are going to come on Morris Road to access County Line. Or so they think. They're going to find a dead end. So, they're going to turn around, come back. People coming down Morris Road, they're going excessive rate of speed. I've almost been run over several times walking from my yard to my mailbox. We also have a handicapped child who lives across the street that walks down the street, a wheelchair and people coming up and down going to the liquor store. I mean, it's going to be bad news. So, I know they said signage, but who is gonna enforce the signage? Who is going to enforce it? The other thing, with the trees. I feel sorry for you. My yard has been raked. It has been nothing but bad news and heartache, so you have that to look forward to.

Cassidy Hunter, HNTB

Thank you.

Ma'am.

Derrinda Bruce, Chessie Drive

Hi. My name's Derrinda Bruce, and I'm off Chessie Drive. I noticed you talked about studies. Did you guys do an additional crime study? Because with a ten-foot walking path or bike path, they're going to use motorized vehicles that shouldn't be on it. So, I think that's too big. And whenever you put walking paths in places, crime increases, gives them better access to the neighborhoods.

So, was there any study done on increasing crime? No? Okay. So I'm concerned about the crime and the access and of course. I agree, ten foot is not reasonable. There's no vehicle that should be driving down there. You put something that big, things are going to drive down that that should be on the street.

Cassidy Hunter, HNTB

Thank you very much, ma'am. I saw you first. Next, thanks.

Charlene Marie Reynolds, 8950 Ridge Hill Drive

Hello.

Cassidy Hunter, HNTB

Hi. Good evening.

Charlene Marie Reynolds, 8950 Ridge Hill Drive

Thank you for everybody's time here tonight. Thank you for allowing us to speak. I live at 8950 Ridge Hill Drive. It's on the corner of Ridge Hill and County Line Road. It's a big two-story brick thing. Right now, with just one semi or any kind of big truck pulling a load, it rattles my windows, it rattles my house.

That is going to quadruple. And if anybody doesn't believe that they're whistling Dixie. It's going to be very, very loud. Most of us here are retired. We moved here a long time ago. My family has been in this house for 40 years. I've just inherited it. I, of course, was looking forward to something quiet with my lovely neighbors. I will still have my lovely neighbors. It's not going to be quiet.

And these sidewalks, bike lanes. I think all of you are insane. Don't take it personal. I know you all worked for the great city of Indianapolis. I know you get told what to do. I know somebody else came down and said, We're going to need to do this. We're going to do this. And we're going to send you out there to tell them poor people what they're going to have to put up with.

Now, we don't need no ten foot sidewalk. We don't need no; we don't need any of that. We, all of us have been there for 20, 30 years. I've seen one or two people walk down that road a year. Where are they walking to? They going to go down to the highway and thumb a lift? If they want to go shopping somewhere where I live, they're going to walk. My God, They're not going to walk down to where the CVS is. And the Walgreens is and places where you can buy things. They're not going to do it. Bicycles? I ride bikes. I love riding bikes. I don't ride it beside 45 mile an hour cars. And by the way, this 45 mile an hour, 40 mile an hour, whatever it is, nobody knows it. In front of my house alone, 3 a.m. in the morning. Every weekend there is somebody out there with their charger and their four-speed car.

We're going to have a lot more of that because the highway is going to be really nice. And I don't think you're going to change anything.

It's called eminent domain. It's called Republican Indiana. And you're going to do to us what we want. And I'm going to say one more thing and sit down and shut up. I'm not bragging. All of our houses are worth a lot of money in Ridge Hill Additions. Nobody lives in a piece of junk over there.

My house was just priced at 350,000. No, I'm not bragging. It needs a lot of work inside. That house is no longer worth 350,000, my dear. That's if you can. You're right. Nobody wants a house on the side of a highway. Nobody. And we don't either.

Cassidy Hunter, HNTB

Thank you.

Charlene Marie Reynolds, 8950 Ridge Hill Drive

And if we had time, we would tell you to take this highway and put it somewhere else.

Cassidy Hunter, HNTB

Did you, ma'am? Did you state your name when you came to the microphone for the record?

Charlene Marie Reynolds, 8950 Ridge Hill Drive

Okay, I thought I did. I will now. It is Charlene Marie Reynolds, 8950 Ridge Hill Drive. Thank you so much for your time.

Cassidy Hunter, HNTB

Thank you. Ma'am. Hi

Lauren Duncan, 1625 Hunting Drive

Hi. My name is Lauren Duncan. I'm at 1625 Hunting Drive. My backyard backs right up to County Line Road. When we purchased our home about two years ago, our property, we knew that this was coming. This is not a surprise to us. We understand the road needs to be widened for safety purposes. It is very narrow, especially with some of the traffic.

That's fine. We understand. Having a ten-foot-wide path going through our backyard, taking about a quarter of our property is not okay. It's also not okay for the city to take a large portion of our yard as a temporary easement. But also take about 12 of our mature pine trees that serve as a sound barrier and also multiple oak trees and maple trees.

I do understand that they are paying us a rental fee for that. However, that does not cover the replacement of mature trees. So that is something that needs to be considered because we now have to completely re-landscape our yards. We are losing property value and I'm sorry, \$25,000 does not make up for that. So, thank you.

Cassidy Hunter, HNTB

Thank you very much. I want the lady behind you and then I'll get you next. Thank you.

Amy Coffman, 1635 Hunting

Of course, the microphone is too tall. I'm good. Amy Coffman and I live at 1635 Hunting, Ridge Hill Trails. So as my neighbor said, you know, one of the most beautiful views we have when we walk out in our backyard is seeing all those giant trees.

And it makes me sick to know that we're going to lose those. And I understand progress happens and I'm okay with a four-foot trail for walking for safety, because you're right, we don't

see people walking. But honestly, I would rather have something that people could walk on so I don't hit them at six in the morning when going to work. So, I'm okay with a four foot.

But some of this other, taking all the trees, what are we doing to replace some of those trees? Like she said, three or four or \$500 for a mature tree. Drive down and look at some of our trees. There's, I don't even know how old some of them are. At least right?

Audience member

30, 30 years!

Amy Coffman, 1635 Hunting

I bet there are at least that. I mean, they're huge. And that's one of the beauties of that neighborhood. That's one of the beauties of that whole street to drive down County Line and go over the bridge as you get to Morgantown is one of the most beautiful things you'll see because it's trees over coming. So, when all of this gets done because it's going to be done, we all know that.

I mean, this is this is part of the red tape we got to go through. So, we're going to go through it. You're going to say, yes, this is what we're going to do, but what are you doing to appease some of us? And I agree, the settlements that have been offered, when you talk about having to put in a giant privacy fence, because I don't want someone walking through my back yard.

I don't want them walking through my front yard. And I, I am sorry for the folks who have it coming through their front yard. I feel for you tremendously. But those of, yes, coming on your front porch, those of us with it going through our back yard, that's exactly what I want at three in the morning is looking out and seeing somebody just walking down the road in my yard, of which I will be responsible for if something happens.

So, something needs to be taken into account for that. Build our fences, build all our fences, do something, put sound barriers up, something. Thank you.

Cassidy Hunter, HNTB

Thank you.

Hi. Good evening.

Pat McDaniel, 4153 West County Line Road

Hi, I'm Pat McDaniel. I live at 4153 West County Line Road. The trailer parks make a horseshoe around me. I've lived there 51 years. And if you think there's not traffic, I understand you don't want it. I get the sidewalk on my side, and I have a big yard so I can afford it. But the people walk from the trailer park, they walk down to the gas station, they walk back, they ride bikes. I know you don't see it because it's not in front of your house. And I go out to the yard when I can see them and I said, Get down in my yard, walk in my yard, because I don't. I used to be on the White River Fire Department, and I don't want to see any of them get hit. And yeah, I agree. Maybe it's a little extreme, but there are walkers and there are riders. I've seen kids try to ride bicycles. There's no berm on my side of the road. So, I have seen that. So, I know you don't see the riders, just put it in front of the trailer parks is all we need.

Cassidy Hunter, HNTB

Thank you.

Next. I have this. There you go. Thank you. After this gentleman, please. Hi.

Jeff Whitney

Hi. My name is Jeff Whitney, and I'm fairly new to the neighborhood at Ridge Hill. The big issue that I've seen here that no one is talked about and you did not put it up here. You can go there and look at the map, the entrances to our neighborhood.

The traffic is terrible. Like, just like everyone has talked about. The entrances, the way it's laid out right now. We're going to have a hard time getting in and out of our neighborhood. There needs to be either a light put in there or a roundabout or something to slow the traffic down for us to get in and out of our neighborhood.

I've been there almost a year. The traffic in front of my house is terrible and I live four houses off County Line Road. I've expressed my feelings to my neighbors. I've called the police. I've called anybody that I can. This needs to be addressed. There's a traffic issue there. There is a speed limit issue there. And we have an entrance problem.

There's going to be a lot of accidents. You build a five-lane road. How are we going to get in and out trying to cross over to go east or go to west, or try to pull in? If you go out there and sit at the end of our street during rush hour traffic, you will see firsthand exactly what we're talking about. Thank you.

Cassidy Hunter, HNTB

Thank you very much.

All of the comments will be addressed, all of the comments we received tonight and in this public comment period will be addressed in the final environmental documents. So, answers will be given, and that document will be circulated to the public and will be available for public review once it's available.

Chris Meador (HNTB)

So, the next steps of the environmental document process is we'll take all the comments from here. We'll evaluate those. The design right now is not a final design, which is why we don't have some of the, the final answers, but we'll incorporate those comments into the design. We'll resubmit that document to INDOT and to Federal Highway Administration with all the response to comments, and then they'll approve the document and then that'll be released.

So, we hope to, the comment period is up December 15th. We'll have all the comments and we'll be starting to work through that. So hopefully we can resubmit it at the end of the year and hope to have it approved at the beginning of next year, sometime January, maybe into February. And if you've signed up for the, the project, the email list, or if you received a postcard or something, you'll be on that mailing list that will receive a, a link to the document, it'll probably be on the website. And then we'll recirculate the comments.

Cassidy Hunter, HNTB

Yes, ma'am.

Amy Kaufman, 1635 Hunting

Okay. Still, Amy Kaufman, So I forgot, and your question was great about the road. So, if you're going to raise County Line or do anything with County Line, like he said, the entrances from our Additions is horrendous. And if you're going to raise it, are you going to do anything to that front entrance or the entrances to get on? Are you going to raise the entrances in the

neighborhoods or are we going to have to, you know, punch it at 60 to get, to be able to turn left if you're not putting in a roundabout or a light?

Is that [drainage], is that part of it? Because also our drainage system, some genius built the drainage so that the drain is up on top of the hill.

So, you have to wait for it to get all the way to the top before it drains. So, is there a chance that could be fixed? Okay.

Chris Meador, HNTB

I would encourage everyone to ask specific design questions about your specific property. The project team will stay here tonight as long as you want it to, so if you have individual questions. I do encourage you to seek out one of the designers to ask.

Cassidy Hunter, HNTB

And they will be around the room at the boards over here and in the cafeteria following this period to answer those individual comment or questions and concerns. Can you step to the mic for me, please?

Tom Dietrich, 1601 Hunting Drive, Ridge Hill Trails

Yeah, as like Amy said, it's Tom Dietrich still. I got one comment. This project is not set in stone. We don't know if utilities are aboveground, underground. We don't know about a ditch. We don't know how storm sewage or how the water is going to be handled. Yet you come to us and you say we want you to agree for the amount of money we're going to pay you for your property, but we don't know what we're going to do.

You know what it's like. It's like buying a car and saying, hey, has that got an engine in it? Well, trust us, it'll have an engine. We don't know what it's going to be, but it'll have an engine. So, I understand this is the government. But you expect us to make a real estate transaction and not know what the transaction is about?

Cassidy Hunter, HNTB

Thank you, Tom. Okay. Yeah, I see you now.

One of our project designers would be able to answer that question at one of the boards. Thank you. Thank you for coming this evening. I appreciate your time and attention.

Hearing Sign-in Sheets

Date: Thursday November 30, 2023

Location: Glenns Valley Elementary School

First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project mail & email list
Barbara/Dave	Goble				
Patricia	Cravens				
Ken	VANDERBILT				
Mike / Carolyn	MANIFOLD				
Wallace	MILLS				
Philip	Miceli				
GARY	Kempe				
Sandra	Garten				

Date: Thursday November 30, 2023

Location: Glenns Valley Elementary School

First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project mail & email list
Rita	Doss				
WANDA	MILLER				
CHARLES	DAUNBY				
Frederick	Merke				
Zirkebach	KATH →				
Mary	Bergdoll Fe				
Karen	Stanley				
JAMES	FARRELL				

November 30, 2023

Page 2 of 9

Date: Thursday November 30, 2023

Location: Glenns Valley Elementary School

First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project mail & email list
Joyce	KAY				
PHIL & BARBARA	MCDONALD				
JAMES WYRICK	WYRICK				
Amy & Judy	Coffman				
Judy Meyer					
Roxannette	Martin				
Ralph Durban	Durban				
John	Paiakhuo				

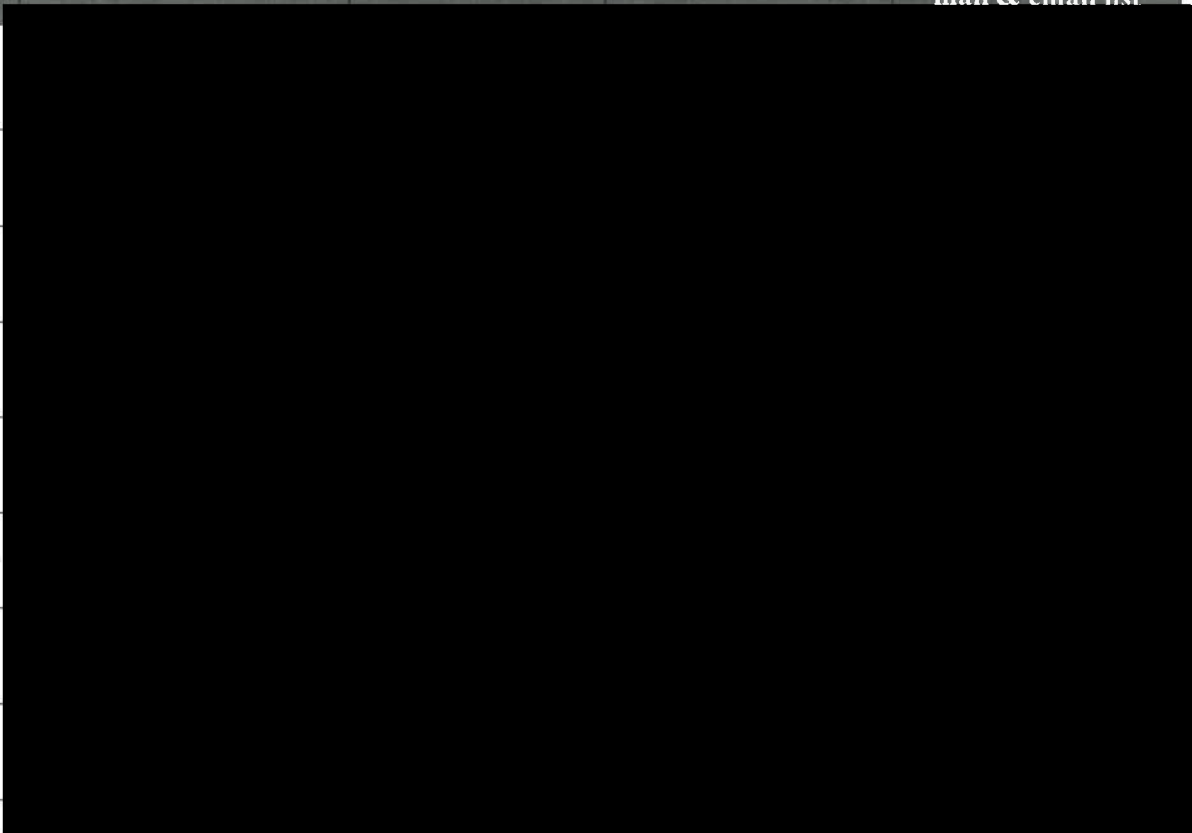
November 30, 2023

Page 3 of 9

Date: Thursday November 30, 2023

Location: Glenns Valley Elementary School

First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project mail & email list
CHARLEY & SHER	DANTZER				
John + Charollette	Follis				
Larry	Wallman				
Paul	Kate				
Tracy	Wilson				
Ron + Joyce	HARBOUSH				
Rebecca	Franklin				
Bill	Rakestraw				



November 30, 2023

Page 4 of 9

Date: Thursday November 30, 2023

Location: Glenns Valley Elementary School

First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project mail & email list
HARRY	KAY				
Jamie	B groi				
STACEY	Thompson				
Shelby	Wilkinson				
BRANDON	AMNAPFIELD				
Lauren	Duncan				
Tom & Larry	DIETRICH				
David	Mitchell				

November 30, 2023

Page 5 of 9

Date: Thursday November 30, 2023

Location: Glenns Valley Elementary School

First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project mail & email list
Christi	Williams				
Janice	Garish				
Jett + Julie	Whitney				
Joshi: CHRISTY Wise	Wise				
Pat MCDANIEL	MCDANIEL				
Charlotte	Embry				
Taylor Firestine					
Phil OHLROGGE					

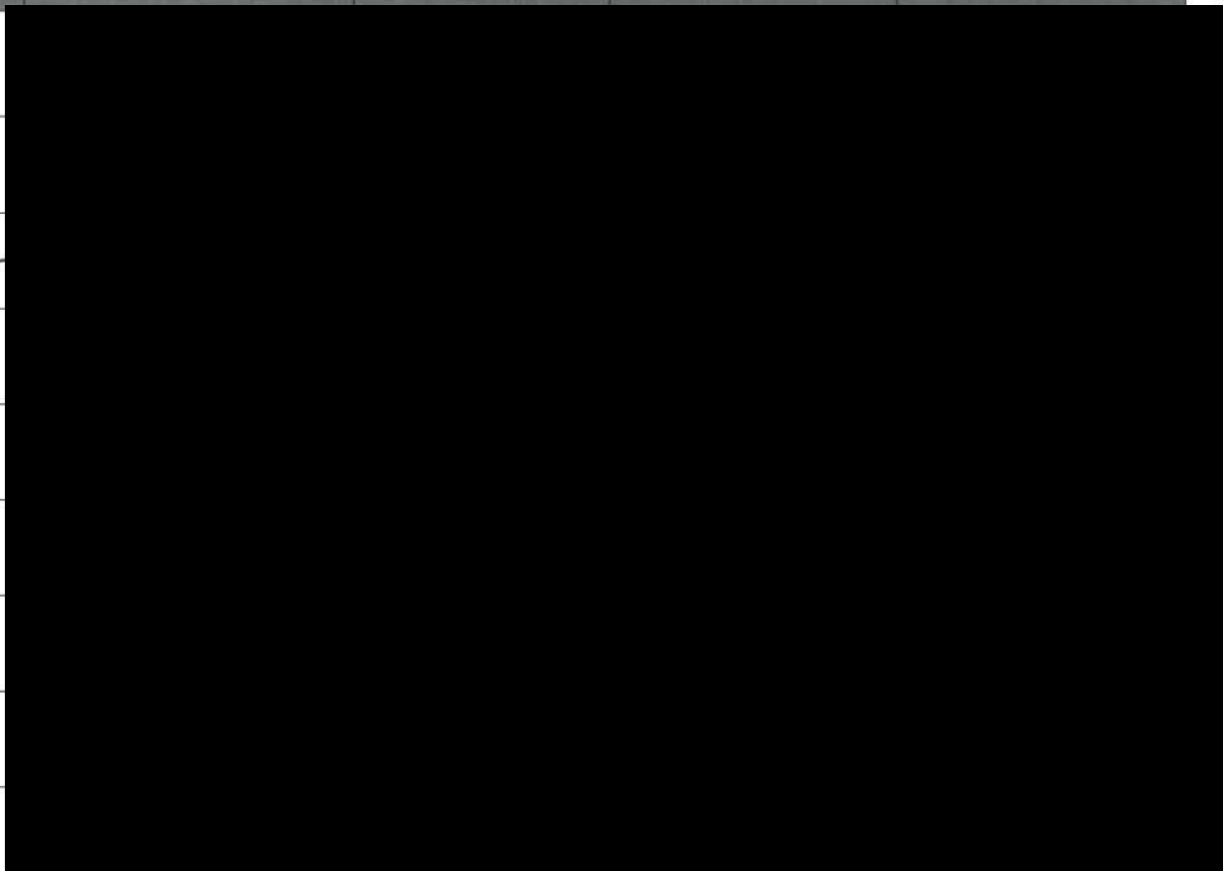
November 30, 2023

Page 6 of 9

Date: Thursday November 30, 2023

Location: Glenns Valley Elementary School

First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project mail & email list
DAVID	Smith				
MARK	NOLTE				
Joanne	Banta				
Sue	Worthen				
LISA	VILES				
Keith	Schnell				
PAT	CARPENTER				
Brandon/Erika					
Diste	Distel				



November 30, 2023

Page 7 of 9

Date: Thursday November 30, 2023

Location: Glenns Valley Elementary School

First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project mail & email list
Janice	Kosten				
Mary	MOFFET				
WANDA / JIM	SLATER				
John	WAGNER				
William	Knauth				
Barbara	Bruce				
SUZANNE	Fortenben				
Dollyne	Sherman				

Date: Thursday November 30, 2023

Location: Glenns Valley Elementary School

First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project mail & email list
Bob LANE	LANE				
Ned	Hummel				
Joy	Wyatt				
Charlene	Reynolds				
Aaron Simpson					
Ryan	Morison				
Stefan	Wolowee				

November 30, 2023

Page 9 of 9

Public Comments



Name:	
Address:	
City:	State/Zip:
Phone:	E-mail:

TODAY'S DATE: 11/30/2023

PLEASE CONSIDER RIGHT-TURN, PULL-OFF LANES ON NORTH SIDE OF COUNTY-LINE ROAD INTO THE HIGHER-DENSITY SUBDIVISIONS IN AN EFFORT TO MINIMIZE REAR-ENDED TYPE ACCIDENTS ON WESTBOUND CL ROAD. PLEASE REVIEW 2 OR 3 CAR LENGTH WIDER-PAVEMENT SECTIONS OUT OF THE RIGHT-LANE DRIVING LANE TO TURN INTO AT LEAST THE MAJOR TRAFFIC COUNTS FOR HILL VALLEY, RIDGE HILL CLASSIC VIEW SUBDIVISIONS

FOR REFERENCE
 NOTE ISSUES AT SOUTH-BOUND SR 135 RIGHT-TURN ACTIVITY INTO THE SUBDIVISION HOMES AND THE METHODIST OFFICE BLDG FROM SOUTHPORT ROAD TO COUNTY LINE AND SOUTH INTO JOHNSON COUNTY

This completed form can be returned today or submitted later return by mail or email using the contact information below. **December 15, 2023.**

South County Line Road Project
 c/o Chris Meador
 111 Monument Circle, Suite 1200
 Indianapolis, IN 46204

Email: cmeador@hntb.com

the person sitting next to me at the Glens Valley Elementary School meeting asked if I would send this in for them as they did not want their name known.

From: [Cassidy Hunter](#)
To: [Christine Meador](#); [Susan Harrington](#)
Subject: FW: "No Adverse Effects"? (Indianapolis / Johnson County South County Line Road Project)
Date: Thursday, November 30, 2023 12:10:40 PM
Attachments: [image.png](#)

Cassidy Hunter

Public Engagement & Communications Manager
Planning Group
Tel (463) 777-3698 Email cahunter@hntb.com

Sent: Tuesday, November 28, 2023 12:05 PM

To: mcoon@indot.in.gov

Cc: Cassidy Hunter <cahunter@HNTB.com>; fox59news@fox59.com; newsdesk@wishtv.com; newsdesk@wthr.com; indot@indot.in.gov; Mastin, Lucas - Highway Dept <lmastin@co.johnson.in.us>; newstips@dailyjournal.net; ncrenshaw@dailyjournal.net; board@carefreeclub.org; ccreighton@indot.in.gov; tim.evans@indystar.com; msmith@indot.in.gov; sarah.bowman@indystar.com; Hansard Michele - Planning & Zoning <mhansard@co.johnson.in.us>; bbaird@co.johnson.in.us; kwalls@co.johnson.in.us; rwest@co.johnson.in.us; mawatkins@co.johnson.in.us

Subject: "No Adverse Effects"? (Indianapolis / Johnson County South County Line Road Project)

Matt Coon, Manager
Cultural Resources Office
Environmental Services
Indiana Department of Transportation
100 N. Senate Ave., IGCN 758-ES
Indianapolis, IN 46204
317-697-9752

mcoon@indot.in.gov

Mr. Coon:

I've read your "findings" (**public document text below**) regarding "***Area's of Potential Effects***" surrounding the proposed South County Line Road "widening project".

With that being said, would you please clarify as to what criteria you used in your determination that this project will have "**No Adverse Effects**" for the three property-related area's in question?

As a long-term resident of the area ("Carefree"), I respectfully question not only "your findings" but the viability of the entire widening project in general.

By chance, and to your knowledge, do any of the "decision-makers" for this particular project actually reside in the affected area?

In closing, thank you for your time and I look forward to your reply prior to the **scheduled 11/30/23 public meeting** so I may present it to those in attendance.

DOCUMENT SOURCE:

<https://www.in.gov/indot/engineering/environmental-services/cultural-resources/>

RELATED SOURCES:

<https://southcountylineroad.com/public-involvement/>

https://southcountylineroad.files.wordpress.com/2023/10/co-line-rd-atl-des-2002553-800.11_signed_2023-10-13_part1.pdf

**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
COUNTY LINE ROAD ADDED TRAVEL LANES PROJECT (DPW PROJECT ST-45-067),
PERRY TOWNSHIP, MARION COUNTY AND WHITE RIVER TOWNSHIP, JOHNSON COUNTY
DES. NO.: 2002553**

AREA OF POTENTIAL EFFECTS

(Pursuant to 36 CFR Section 800.4(a)(1))

The above-ground resources Area of Potential Effects (APE) extends from the west side of State Road (SR)

37 in the west to the east side of SR 135/Meridian Street in the east. The width of the APE is generally one

or two parcels deep, but extends farther at intersections where sight lines along the intersecting roads are deeper (Appendix A: Maps 2–3). The archaeological APE is defined by a survey area encompassing approximately 70 acres that includes all of the existing and proposed right-of-way required for the undertaking.

ELIGIBILITY DETERMINATIONS

(Pursuant to 36 CFR 800.4(c)(2))

Carefree Subdivision Historic District

The Carefree Subdivision Historic District was determined eligible under Criteria A and C under

Community

Planning and Development and Architecture. It is a Custom Development, as defined in the Residential Planning and Development in Indiana, 1940-1973 Multiple Property Documentation Form. The Carefree

Subdivision is composed of approximately 700 houses, including a variety of period architecture types and

styles, curving streets and culs-de-sac, a clubhouse and pool, with a public school abutting the plat. It is located along a major roadway with easy access to churches and commercial buildings. The northernmost

edge of the Carefree Subdivision along County Line Road is included within the APE for this project.

Ridge Hill Trails, Plat 1 Historic District

The Ridge Hill Trails, Plat 1 Historic District was determined eligible under Criterion C under Architecture.

It is a Custom Development subdivision, as defined in the Residential Planning and Development in Indiana, 1940-1973 Multiple Property Documentation Form, with a curvilinear plan with a variety of styles

and types of houses. The Ridge Hill Trails, Plat 1 is located along a major roadway with easy access to churches and commercial buildings. The southernmost edge of the Ridge Hill Trails, Plat 1 along County Line Road is included within the APE for this project.

John Sutton House, 988 North (N.) Bluff Road (IHSSI #081-392-10002)

The John Sutton House at 988 N. Bluff Road (IHSSI #081-392-10002) is an Italianate style house that was

constructed ca. 1875. It was determined eligible for the NRHP under Criterion C as an excellent example

of the Italianate style in White River Township, Johnson County, Indiana.

2

EFFECT FINDING

Carefree Subdivision Historic District: No Adverse Effect

Ridge Hill Trails, Plat 1 Historic District: No Adverse Effect

John Sutton House, 988 N. Bluff Road (IHSSI #081-392-10002): No Adverse Effect

The Indiana Department of Transportation (INDOT), acting on the Federal Highway Administration's (FHWA's) behalf, has determined a "No Adverse Effect" finding is appropriate for this undertaking.

INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence

with the Section 106 determination of effect.

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

CAREFREE SUBDIVISION HISTORIC DISTRICT - This undertaking will convert property from CAREFREE SUBDIVISION HISTORIC DISTRICT, a 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 Adverse Effect"; therefore FHWA hereby intends to issue a "de minimis" finding for the CAREFREE SUBDIVISION

HISTORIC

DISTRICT, pursuant to SAFETEA-LU, thereby satisfying FHWA's responsibilities under Section 4(f) for this historic property.

RIDGE HILL TRAILS, PLAT 1 HISTORIC DISTRICT - This undertaking will convert property from RIDGE HILL TRAILS, PLAT 1 HISTORIC DISTRICT, a 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 Adverse Effect"**; therefore FHWA hereby intends to issue a "de minimis" finding for the RIDGE HILL TRAILS, PLAT 1 HISTORIC

DISTRICT, pursuant to SAFETEA-LU, thereby satisfying FHWA's responsibilities under Section 4(f) for this historic property.

JOHN SUTTON HOUSE, 988 N. Bluff Road (IHSSI #081-392-10002) - This undertaking will not convert property from the JOHN SUTTON HOUSE, 988 N. Bluff Road (IHSSI #081-392-10002), a 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 Adverse Effect**; therefore, no Section 4(f) evaluation is required for the JOHN SUTTON HOUSE, 988 N. Bluff Road (IHSSI #081-392-10002)



Matthew S. Coon, for FHWA
Manager
INDOT Cultural Resources

October 13, 2023

Approved Date

From: [REDACTED]
To: [Christine Meador](#)
Subject: Fw: "No Adverse Effects"? (Indianapolis / Johnson County South County Line Road Project)
Date: Saturday, December 2, 2023 3:30:37 PM
Attachments: [image.png](#)

It certainly appears that Mr. Coon is a disinterested party at this point in the project given his lack of response to my 3 e-mail inquiries **(text below)**.

From: Noah Crenshaw <ncrenshaw@dailyjournal.net>
Sent: Friday, December 1, 2023 11:15 PM
[REDACTED]
Subject: Re: "No Adverse Effects"? (Indianapolis / Johnson County South County Line Road Project)

Christene Meador is the environmental specialist for HTNB, the design firm helping Indianapolis with the project. Her email is cmeador@HNTB.com.

Maybe she could help.



Noah Crenshaw
Daily Journal News Editor
ncrenshaw@dailyjournal.net
office: [317.736.2702](tel:317.736.2702)
cell: [317.523.1730](tel:317.523.1730)
30 S. Water Street Suite A
Franklin, IN 46131

On Fri, Dec 1, 2023 at [REDACTED] :

No I did not.....and I even sent a "2nd Request".

Typical bureaucracy I guess.

From: Noah Crenshaw <ncrenshaw@dailyjournal.net>
Sent: Thursday, November 30, 2023 9:47 PM
[REDACTED]
Subject: Re: "No Adverse Effects"? (Indianapolis / Johnson County South County Line Road Project)

Did you ever get a response about your inquiry?



Noah Crenshaw

Daily Journal News Editor

ncrenshaw@dailyjournal.net

office: [317.736.2702](tel:317.736.2702)

cell: [317.523.1730](tel:317.523.1730)

30 S. Water Street Suite A

Franklin, IN 46131

On Tue, Nov 28, 2023 at 12:05 PM bajb46142@hotmail.com <bajb46142@hotmail.com> wrote:

Matt Coon, Manager
Cultural Resources Office
Environmental Services
Indiana Department of Transportation
100 N. Senate Ave., IGCN 758-ES
Indianapolis, IN 46204
317-697-9752
mcoon@indot.in.gov

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<https://www.in.gov/indot/engineering/environmental-services/cultural-resources/>

RELATED SOURCES:

<https://southcountylineroad.com/public-involvement/>

**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
COUNTY LINE ROAD ADDED TRAVEL LANES PROJECT (DPW PROJECT ST-45-
067),
PERRY TOWNSHIP, MARION COUNTY AND WHITE RIVER TOWNSHIP,
JOHNSON COUNTY
DES. NO.: 2002553**

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are deeper (Appendix A: Maps 2–3). The archaeological APE is defined by a survey area encompassing

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Planning and Development in Indiana, 1940-1973 Multiple Property Documentation Form. The Carefree

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Architecture.

It is a Custom Development subdivision, as defined in the Residential Planning and Development in Indiana, 1940-1973 Multiple Property Documentation Form, with a curvilinear plan with a variety of styles and types of houses. The Ridge Hill Trails, Plat 1 is located along a major roadway with easy access to churches and commercial buildings. The southernmost edge of the Ridge Hill Trails, Plat 1 along County Line Road is included within the APE for this project.

John Sutton House, 988 North (N.) Bluff Road (IHSSI #081-392-10002)
The John Sutton House at 988 N. Bluff Road (IHSSI #081-392-10002) is an Italianate style house that was constructed ca. 1875. It was determined eligible for the NRHP under Criterion C as an excellent example of the Italianate style in White River Township, Johnson County, Indiana.

2

EFFECT FINDING

Carefree Subdivision Historic District: No Adverse Effect

Ridge Hill Trails, Plat 1 Historic District: No Adverse Effect

John Sutton House, 988 N. Bluff Road (IHSSI #081-392-10002): No Adverse Effect

The Indiana Department of Transportation (INDOT), acting on the Federal Highway Administration's (FHWA's) behalf, has determined a "No Adverse Effect" finding is appropriate for this undertaking.

INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect.

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

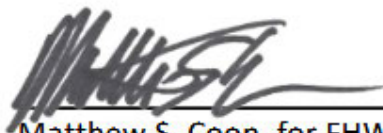
CAREFREE SUBDIVISION HISTORIC DISTRICT - This undertaking will convert property from CAREFREE SUBDIVISION HISTORIC DISTRICT, a Section 4(f) historic property, to a transportation use; the INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is **"No Adverse Effect"**; therefore FHWA hereby intends to issue a "de minimis" finding for the CAREFREE SUBDIVISION HISTORIC DISTRICT, pursuant to SAFETEA-LU, thereby satisfying FHWA's responsibilities under Section 4(f) for this historic property.

RIDGE HILL TRAILS, PLAT 1 HISTORIC DISTRICT - This undertaking will convert property from RIDGE HILL TRAILS, PLAT 1 HISTORIC DISTRICT, a 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 Adverse Effect"**; therefore FHWA hereby intends to issue a "de minimis" finding for the RIDGE HILL TRAILS,

PLAT 1 HISTORIC

DISTRICT, pursuant to SAFETEA-LU, thereby satisfying FHWA's responsibilities under Section 4(f) for this historic property.

JOHN SUTTON HOUSE, 988 N. Bluff Road (IHSSI #081-392-10002) - This undertaking will not convert property from the JOHN SUTTON HOUSE, 988 N. Bluff Road (IHSSI #081-392-10002), a 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 Adverse Effect**; therefore, no Section 4(f) evaluation is required for the JOHN SUTTON HOUSE, 988 N. Bluff Road (IHSSI #081-392-10002)



Matthew S. Coon, for FHWA
Manager
INDOT Cultural Resources

October 13, 2023
Approved Date

From: [Cassidy Hunter](#)
To: [Christine Meador](#)
Cc: [Daniel Syrus](#)
Subject: Fw: [South County Line Road] Message for HNTB
Date: Tuesday, December 5, 2023 8:32:18 PM

Hi Chris - CLR comment below. Thank you!

[REDACTED]

Sent: Tuesday, December 5, 2023 6:35 PM
To: Cassidy Hunter <cahunter@HNTB.com>; Daniel Syrus <dsyrus@HNTB.com>
Subject: [South County Line Road] Message for HNTB

Name:
William J. Denny

Email:
[REDACTED]

Address:
8543 Trails Run Road Indpls., IN 46217

[REDACTED]

Please do not make the sidewalks along Co. Line Rd. so wide. It takes up more space than needs to be used.

Thank you.

Bill Denny

Time: December 5, 2023 at 6:35 pm
IP Address: 23.117.78.31
Source URL: <https://southcountylineroad.com/contact/>

Sent by an unverified visitor to your site.

From: [Brandon Ahnafield](#)
To: [Christine Meador](#)
Subject: South County Line Road project
Date: Saturday, December 2, 2023 9:15:06 PM

Brandon Ahnafield

12/2/23

My concern is traffic through the neighborhood of Ridge Hill Trails (Rocky Ridge Rd, Ridge Hill Dr, and Winding Ridge Rd) during Phase 1 construction. When the Morgantown Rd bridge (just north of County Line) was rebuilt a couple years ago Morgantown Rd was completely shut down. Drivers used Rocky Ridge Rd to Winding Ridge Ave to Winding Ridge Rd (both directions) to detour through the neighborhood. Drivers would drive way to fast for a neighborhood. There were a couple times drivers drove their vehicles up into my yard at the corner of Rocky Ridge and Winding Ridge Ave. Lots of people walk and ride bikes through our neighborhood. We have kids just learning to ride bikes to retirees walking their pets. We do not have sidewalks. The increase in traffic and speed is going to cause an accident. This will be an issue. It will not matter if detour signs are posted, drivers will take whatever route is quickest.

Can security (off-duty police officers, not a security company) be posted at these 3 entrances during morning and evening rush hour to keep drivers from detouring through the neighborhood? I know this would add an expense but it would obviously be worth it to keep people safe inside the neighborhood.



Name: Jim Passmore	
Address: [REDACTED]	
City: [REDACTED]	State/Zip: [REDACTED]
Phone: [REDACTED]	E-mail: [REDACTED]

TODAY'S DATE: 12-7-23

This project should not go forward for a multitude of reasons. I have talked to many of my neighbors, and no one is in favor of this. First, we have dealt with the construction on 37 for several years now and still have at least a year to go. The newest documents you show have us dealing with more construction including completely closed roads for a period of 5 years. Where I live our only entrances are on County Line. You claim we will always have access, but after years of seeing how the crews who are working on 37 have acted, we know that to be a lie. Dump truck, semi truck, and concrete truck drivers do not care if they are blocking us from going in or out and will not move until they are done doing whatever it is they need to do. This will adversely impact all taxpayers in this area for years. Second, you are going to displace people with this in this poor economy. Mortgage rates are currently 8 percent for excellent credit. Even if you pay people market rates for their homes you are still going to raise their mortgages by several hundred dollars a month, which most cannot afford. Third, this will not help any congestion. This section of County Line gets congested during the rush hour times. That is alleviated by adding a traffic light to the Railroad Rd/Peterman and County Line intersection. Adding extra lanes to the entirety will in fact add more traffic to the area and make things worse. I assume as transportation engineers you are well aware of the fact that adding more travel lanes only allows more traffic and makes congestion...

This completed form can be returned today or submitted later. If additional time is needed, please return by mail or email using the contact information below. **All comments must be received by December 15, 2023.**

South County Line Road Project
c/o Chris Meador
111 Monument Circle, Suite 1200
Indianapolis, IN 46204

Email: cmeador@hntb.com



Name: Jim Passmore	
Address: [REDACTED]	
City: [REDACTED]	State/Zip: [REDACTED]
Phone: [REDACTED]	E-mail: [REDACTED]

TODAY'S DATE: 12-7-23

... worse because of the increased flow. If you have done surveys you will have noticed there is far less traffic west of 135 than there is on County Line at any point east of 135. If you are not aware that more lanes will create worse traffic then I suggest you look up any of the many real world examples and university studies on the matter. Fourth, let me add how absolutely disgusting and racist your Environmental Justice portion of the Environmental Documentation is. This suggests that somehow the color of a person's skin determines how affected they will be by 5 years of construction. We are all created equally, and are supposed to be judged on our character, and not our skin color. None of this racism should be taxpayer funded. Fifth, if it is necessary to replace to repair the two bridges because of disrepair, then by all means do that. If drainage is a problem, then by all means fix that. Congestion is a problem only at rush hours and only at the Railroad/Peterman and County Line intersections. That intersection needs expanded and to have a traffic light added. We bought our house in 2014, and part of the reason we chose this location was the neighborhood was off a 2 lane road. We did not want a neighborhood off a very busy 5 lane road. We might as well live directly off Meridian or 31 if the road will be expanded as you want to do. This 5 lane road with a path is unnecessary and unwanted. It's a waste of taxpayer money and will turn into yet another boondoggle. My vote, my family's vote, and my neighbors' vote is NO.

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South County Line Road Project
c/o Chris Meador
111 Monument Circle, Suite 1200
Indianapolis, IN 46204

Email: cmeador@hntb.com

Name:	LARRY WALLMAN
Address:	[REDACTED]
City:	[REDACTED]
Phone:	[REDACTED]

TODAY'S DATE: DEC 4, 2023

You need to construct right turn lanes to each housing addition on the north side of County Line Road for westbound traffic to keep vehicles moving. If not, the right hand lane will become nothing but a turn lane impeding the flow of traffic. And with Fairview Road now closed at I-69, traffic is going to do nothing but increase including truck and delivery vehicles around Community South Hospital and everything around the Greenwood mall

Also, right turn lanes need to be installed/constructed on the southside of County Line Road/Johnson County side for eastbound traffic. Again, if not constructed you will make the right lane basically a turn lane; the same as the north side westbound traffic

(continued)

This completed form can be returned today or submitted later. If additional time is needed, please return by mail or email using the contact information below. **All comments must be received by December 15, 2023.**

South County Line Road Project
c/o Chris Meador
111 Monument Circle, Suite 1200
Indianapolis, IN 46204

Email: cmeador@hntb.com



Name:	Larry Wallman
Address:	[REDACTED]
City:	[REDACTED]
Phone:	[REDACTED]

TODAY'S DATE: Dec. 4 2023

There is room for these improvements now to construct it properly as well as to minimize the possibly having rear end collisions.

Moreover, this is easily confirmed at the intersection of County Line Road and Hwy 135. Even though this was an Indiana Dept. of Highways design, the same road design applies. There are no right turn lanes either eastbound and westbound on County Line Road slowing traffic movement. I have even seen people cut through the Walgreens parking lot due to not having a right turn lane here. And the same goes for westbound cars cutting through that strip

And with the Smith Valley Road widening/improvements still years away with no timeline, this County Line Road widening needs to be done properly at this time

This completed form can be returned today or submitted later. If additional time is needed, please return by mail or email using the contact information below. **All comments must be received by December 15, 2023.**

South County Line Road Project
c/o Chris Meador
111 Monument Circle, Suite 1200
Indianapolis, IN 46204

Email: cmeador@hntb.com

From: [Suzanne Fortenberry](#)
To: [Christine Meador](#)
Subject: South County line road comment
Date: Monday, December 11, 2023 2:08:49 PM

I was able to join you at the presentation, I appreciate how clear and upfront everyone was. I understand why those who live on County line road would be upset about losing their property but I understand that the traffic is there regardless if the road is updated or not. After driving through County line heading east and back west several times it seems there is much more room between Morgantown and 135 on the south side of the road. By eliminating the 10 ft wide trail on the north side and combining it with the south side proposed sidewalk You could save the need to take so much property for public domain. I understand why so many comments that people don't walk on County line but that's mainly because there is no safe walkway or bikeway. Adding roundabouts would also help traffic inter County line from the north neighborhoods and Carefree North. As a resident of Pebble Hill for over 20 years I'm looking forward to the improvements on County line. The hill between Morgantown road and 37 is especially treacherous in heavy rain and snow and ice.

Suzanne Fortenberry



[Sent from Yahoo Mail on Android](#)

From: [Cassidy Hunter](#)
To: [Christine Meador](#)
Subject: FW: County line rd
Date: Monday, December 4, 2023 2:44:15 PM

South County Line Road comment below ...

Cassidy Hunter

Public Engagement & Communications Manager
Planning Group
Tel (463) 777-3698 Email cahunter@hntb.com

Sent: Sunday, December 3, 2023 10:35 AM
To: Cassidy Hunter <cahunter@HNTB.com>
Subject: County line rd

How am I going to get safely in and out of my neighborhood? I live in Meridian Meadows and it is already extremely unsafe and at certain hours almost impossible to enter and exit. I can't go left on 135 after 4 and can't exit left on County Line after 4. It's very unsafe at any time of day to exit on 135. Will a light be provided for Meridian Meadows and Lincoln Park residents? Thank you.

Name:	William W. Knauth	
Address:	[REDACTED]	
City:	[REDACTED]	
State:	[REDACTED]	

TODAY'S DATE: 11/30/23

I would like to respond to the Co. Line Road project presentations given on 11/30/23. I had a number of comments and concerns about this proposed project. I question the fundamental utility of many project elements and am concerned about the impact this will have on my movement around my neighborhood and to place of work. I frequently make left turns to go to my work and doing this across a five lane road seems very difficult. Furthermore I strongly object to the removal of mature trees in the area in question. These are a major resource and piece of added value in the area and it would be a squandering of natural beauty and environmental utility to remove these trees. I would also echo other comments about the large trail being unnecessary. I would strongly suggest adopting the three lane alternative as opposed to the five lane as a means of ameliorating these issues. The size of the project is disruptive to the area in return for the potential benefits and it

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South County Line Road Project
c/o Chris Meador
111 Monument Circle, Suite 1200
Indianapolis, IN 46204

Email: cmeador@hntb.com

appears there is substantial local opposition to the plan as it currently exists.

Name:	<i>BOB STANLEY</i>
Address:	[REDACTED]

TODAY'S DATE: 11-30-23

*TRAFFIC FLOW ON MORRIS ROAD -
VERY DANGEROUS!!*

This completed form can be returned today or submitted later. If additional time is needed, please return by mail or email using the contact information below. **All comments must be received by December 15, 2023.**

South County Line Road Project
c/o Chris Meador
111 Monument Circle, Suite 1200
Indianapolis, IN 46204

Email: cmeador@hntb.com

Name: Tom DiTucci

A [REDACTED]

C [REDACTED]

F [REDACTED]

TODAY'S DATE: 11/30/23

- (1) EXIT FROM RIDGE HILL TRAILS TO COUNTY LINE - EAST BOUND - HAS NO TURN LANE. PRESENTLY THE PLANS SHOW A MEDIAN. HOW ARE RESIDENTS OF RHT GOING TO BE ABLE TO CLEAR 3 LANE OF TRAFFIC TO EXIT THE SUBDIVISION
- (2) RESPONSIBILITY FOR BUILT PATH?
- (3) NOISE LEVEL DURATION OF NOISE LEVEL SURVEY WAS DONE @ ~ 10:30 ON A THURSDAY
- (4) DITCH - WILL THERE BE WATER SITTING IN IT.

This completed form can be returned today or submitted later. If additional time is needed, please return by mail or email using the contact information below. **All comments must be received by December 15, 2023.**

South County Line Road Project
c/o Chris Meador
111 Monument Circle, Suite 1200
Indianapolis, IN 46204
Email: cmeador@hntb.com

Health by Design
615 N. Alabama St., Ste. 119
Indianapolis, IN 46204

December 15, 2023

HNTB
c/o Cassidy Hunter, Senior Public Engagement Specialist
City of Indianapolis Department of Public Works – Engineering
c/o John Bowen, Chief Engineer

RE: City of Indianapolis – South County Line Road from I-69 to State Road 135 (#ST-45-067)

Thank you for the chance to comment on the South County Line Road Project. I am writing to submit comments on behalf of the Health by Design (HbD) staff team and our coalition of partners. HbD works at the intersection of the built environment and public health, collaborating across sectors and disciplines to ensure Indiana communities have neighborhoods, public spaces, and infrastructure that promote healthy, active living. For nearly 20 years, HbD has advocated for transportation infrastructure that ensures people of all ages, abilities, and backgrounds have safe and accessible multimodal transportation to daily destinations, such as school, work, public transit, food, health care, and other retail and services.

A member of our Health by Design team has been tracking this project from the beginning, attending the first public information meeting on April 14, 2021, the second meeting (virtually) on February 8, 2022, and the public hearing (in-person) on November 30, 2023. HbD has compiled our comments below.

- A video overview summarizing the project scope was played near the start of the November 30th public hearing. When referencing the project’s goal to improve safety and reduce crashes in the corridor, the video’s narrator referred to “accidents” instead of “crashes” or “collisions.” The National Highway Traffic Safety Administration (NHTSA) committed to no longer using the word “accident” as far back as the 1990s, as this word obscures the preventable nature of traffic collisions and implies that a crash was somehow inevitable, thus downplaying the responsibility

of motorists. We hope that in highlighting this issue, the city and consultant team will take steps to help educate their employees on how to best communicate these matters, especially as we continue to see an unprecedented rise in traffic crashes here and across the U.S. For more information, please refer to the Indianapolis Metropolitan Planning Organization's (IMPO) [resources page on Vision Zero](#).

- Most members of the public who spoke on November 30th noted several existing quality-of-life concerns that they believe will be exacerbated by the completion of this project, notably:
 - Increased noise pollution and vibrations, especially from heavy vehicles traveling to and from I-69 and SR-135, due to County Line Road's expansion from two to five lanes
 - Speeding traffic
 - Loss of mature tree canopy

We share these concerns and urge the city and consultant team to continue robust community outreach and engagement before, during, and after construction to minimize disruptions to existing residents and address these concerns with sensitivity and sincerity. Considering recent trends in fatal and incapacitating crashes involving vulnerable road users, we expect that the city will take unprecedented action to address concerns of speeding by including safety elements that complement the existing residential nature of the corridor and build for the pedestrian scale, including street trees and appropriate landscaping. The roadway should not be solely designed to expedite truck or commuter throughput.

- We question the fiscal prudence of allocating \$40 million to a 2.5-mile roadway expansion, especially given the city's inability to adequately fund maintenance on its existing network, due in part to the State of Indiana's antiquated road funding formula as well as the existence of excess lane miles on overbuilt corridors in other parts of the city. Additionally, the aforementioned public health, environmental, and safety issues will likely require future public expenditures.
- Despite opposition voiced from members of the community present during the November 30th public hearing, HbD unequivocally supports the inclusion of a 10' multiuse path and 6' sidewalk within the project corridor. Bicycle and pedestrian accommodations are essential infrastructure, assured by the city's Complete Streets ordinance, first adopted in 2012 and updated in 2022, along with long-standing guidance from the Federal Highway Administration to prioritize safety.

Further, in the organization's nearly two decades of experience working and advocating in the Indianapolis area, the absence of active transportation infrastructure has long been a concern for residents of Indianapolis's south side. This is especially evident with an aging population and burgeoning Burmese refugee community who have settled in the Southport area. Older adults and immigrants are more likely to walk, bike, or ride public transportation.

Again, we are grateful for the opportunity to provide feedback and wish the City of Indianapolis, its project partners, and south side residents a safe and smooth construction period. Please reach out if there are any follow-up questions or concerns.

Sincerely,

A handwritten signature in cursive script that reads "Kim Irwin".

Kim Irwin, MPH
Executive Director

Cc:
Marjorie Hennessy
Taylor Firestine

Name: Victoria Leffel

TODAY'S DATE: 12/15/2023

There is currently a potential sight distance issue when making a left turn from Chessie Dr onto County Line Rd (same issue for Glendale Trlr Ct). This issue may get worse with the additional traffic load. There is a grade change at this location and it is difficult to see traffic approaching.

The environmental document mentions that tree clearing may have an adverse affect on the community around County Line Rd, in particular it mentions a potential adverse affect to a vulnerable population. The project does not mention any way to improve or lessen this potential adverse affect.

Trying to submit comments using this form online wasn't easy. Those without computers, printers, or internet access may have had difficult submitting comments. This should be taken into consideration and future access should be made easier.

This completed form can be returned today or submitted later. If additional time is needed, please return by mail or email using the contact information below. **All comments must be received by December 15, 2023.**

South County Line Road Project
c/o Chris Meador
111 Monument Circle, Suite 1200
Indianapolis, IN 46204

Email: cmeador@hntb.com

Date	Question/Comment	Category	Resident Name	Receipt Type	Answer/ Response Provided
11/28/2023	<p>I've read your "findings" (public document text below) regarding "Area's of Potential Effects" surrounding the proposed South County Line Road "widening project."</p> <p>With that being said, would you please clarify as to what criteria you used in your determination that this project will have "No Adverse Effects" for the three property-related area's in question?</p> <p>As a long-term resident of the area ("Carefree"), I respectfully question not only "your findings" but the viability of the entire widening project in general.</p> <p>By chance, and to your knowledge, do any of the "decision makers" for this particular project actually reside in the affected area?</p> <p>In closing, thank you for your time and I look forward to your reply prior to the scheduled 11/30/23 public meeting so I may present it to those in attendance.</p>	Section 106	Unknown	Email	<p>Please see the full text of the No Adverse Effect Documentation which is attached in Appendix D of the CE and can be found on the project website located here: https://southcountylineroad.com/documents/. Determination of Effects on cultural resources are detailed in 36 CFR 800.5(a)(2) (i-vii) on pages 11-15. This documentation evaluates several criteria including physical destruction of or damage to all or part of the property; alteration of a property; removal of the property from its historic location; change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance; introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features; neglect of a property which causes its deterioration; or transfer, lease, or sale of property out of Federal ownership or control. This documentation specifically steps through each of the identified cultural resources and how each of these criteria were evaluated.</p>
12/2/2023	<p>My concern is traffic through the neighborhood of Ridge Hill Trails (Rocky Ridge Road, Ridge Hill Drive, and Winding Ridge Road) during Phase 1 construction. When the Morgantown Road bridge (just north of County Line) was rebuilt a couple years ago, Morgantown Road was completely shut down. Drivers used Rocky Ridge Road to Winding Ridge Avenue to Winding Ridge Road (both directions) to detour through the neighborhood. Drivers would drive way too fast for a neighborhood. There were a couple times drivers drove their vehicles up into my yard at the corner of Rocky Ridge and Winding Ridge Avenue. Lots of people walk and ride bikes through our neighborhood. We have kids just learning to ride bikes to retirees walking their pets. We do not have sidewalks. The increase in traffic and speed is going to cause an accident. This will be an issue. It will not matter if detour signs are posted, drivers will take whatever route is quickest.</p> <p>Can security (off-duty police officers, not a security company) be posted at these three entrances during morning and evening rush hour to keep drivers from detouring through the neighborhood? I know this would add an expense but it would obviously be worth it to keep people safe inside the neighborhood.</p>	Maintenance of Traffic	Brandon Ahnfield	Email	<p>The general plan for construction of South County Line Road involves a combination of full closures, phased construction activities, and signage per the Indiana Manual for Uniform Traffic Control Devices (IMUTCD). This manual is referenced when preparing detour routes and phasing construction projects. Barricades will be staggered at the entrance of neighborhoods within the project limits in order to deter through-traffic from utilizing local roads while still allowing access to those who reside in said neighborhoods.</p> <p>During construction the City of Indianapolis DPW will monitor the cut-through traffic in the subdivisions. If warranted, DPW may install other deterrent measures to prevent cut-through traffic.</p>
11/30/2023	Traffic flow on Morris Road - very dangerous!	Safety	Bob Stanley	Written	Morris Road will be signed "Not a Thru Route" based on its new configuration. Because the road will end in a cul-de-sac instead of another intersection, the overall thoroughfare composition is changing enough to warrant additional signing.
11/30/2023	I would like to respond to the County Road project presentation given on 11/30/2023. I had a number of comments and concerns about this proposed project. I question the fundamental utility of many project elements and am concerned about the impact this will have on my movement around my neighborhood and to my place of work. I frequently make left turns to go to my work and doing this across a five-lane road seems very difficult.	Access	William W. Knauth	Written	Left turns from intersecting local/neighborhood roads onto County Line Road will be simplified by utilization of the two-way left turn lane in the center of the new roadway. This allows for drivers to cross oncoming traffic and use the center lane as an acceleration/merge preparation lane.
11/30/2023	Furthermore I strongly object to the removal of mature trees in the area in questions. These are a major resource and peace of added value in the area, and it would be a squandering of natural beauty and environmental utility to remove these trees.	Trees	William W. Knauth	Written	Due to the roadway widening and the utility location, very few trees within the proposed project right-of-way can be preserved. Where possible along the corridor, trees will be replanted. Additionally, funds will be provided to IDNR for tree mitigation and additional street trees will be planted within the project corridor if possible or elsewhere within the city of Indianapolis.
11/30/2023	I would also echo other comments about the large trail being unnecessary.	Sidewalk/Trail	William W. Knauth	Written	The City of Indianapolis has developed this project in accordance with its Complete Streets policy which requires the City to develop a safe, reliable, efficient, integrated, and connected multimodal transportation system to accommodate all users including pedestrians and bicyclists. The multi-use trail on the north side of County Line Road is a facility that feeds a larger network of pedestrian/bicyclist connectivity being developed on the south side of Indianapolis as part of the Indianapolis Metropolitan Development's "Indy Moves" 2018 initiative, as well as the 2016 Indianapolis/Marion County Pedestrian Plan, to increase pedestrian infrastructure throughout the City. This pedestrian/bicycle facility is being implemented as part of the state and federal funding being pledged for this project based on the intersecting work being completed by INDOT.

Date	Question/Comment	Category	Resident Name	Receipt Type	Answer/ Response Provided
					For additional information see the City of Indianapolis Thoroughfare Plan https://citybase-cms-prod.s3.amazonaws.com/a1de512e70c548ad9e463348f7a4876b.pdf which includes design parameters for roadways and pedestrian facilities including the recommendation that 4 lane arterial roadway should include a 10 foot shared-use path.
11/30/2023	I would strongly suggest adopting the three-lane alternative as opposed to the five lane as a means of ameliorating these issues. The size of the project is disruptive to the road in return of the potential benefits, and it appears there is substantial local opposition to the plan as it currently exists.	Design	William W. Knauth	Written	The three-lane option was evaluated thoroughly in comparison to the five-lane option and determined to not provide adequate capacity to handle the current and projected traffic demands of County Line Road.
11/30/2023	1. Exit from Ridge Hill Trails to County Line eastbound has no turn lane. The plans show a median. How are residents of Ridge Hill Trails going to be able to clear three lanes of traffic to exit the subdivision?	Access	Tom Dietrich	Written	The median will be shortened to allow for a longer center lane for traffic heading from southbound to eastbound.
11/30/2023	2. Responsibility for bike path?	Sidewalk/Trail	Tom Dietrich	Written	The City of Indianapolis has developed this project in accordance with its Complete Streets policy which requires the City to develop a safe, reliable, efficient, integrated, and connected multimodal transportation system to accommodate all users including pedestrians and bicyclists. The multi-use trail on the north side of County Line Road will be constructed as part of the project, and the infrastructure will be maintained as part of the roadway corridor. Snow removal for all sidewalks and trails within the City of Indianapolis are technically the responsibility of the property owner; however, enforcement of this requirement is limited.
11/30/2023	3. Noise levels and duration of noise levels - the survey was done at ~10:30 on a Thursday.	Noise	Tom Dietrich	Written	Noise levels can vary throughout the day. As part of the creation of the noise model, actual traffic volumes and measured noise levels are collected along the corridor. These measurements are utilized to calibrate the noise model to ensure the model accurately predicts the noise level associated with the counted traffic volume at the time of measurement. Once the model is calibrated and accurately predicts the noise level associated with the measured traffic volume, traffic levels and roadway criteria within the model can be altered to predict the noise levels during the peak daily traffic for existing and future conditions. These levels reflect the loudest expected traffic noise during the day. The time of day of the noise measurements for the existing noise levels are only used to calibrate the model and do not affect the model results.
11/30/2023	4. Ditch - there will be water sitting in it.	Drainage	Tom Dietrich	Written	Drainage ditches have been designed and modeled to convey sheet flow within the City-owned right-of-way into drainage structures and the larger storm networks that propagate flow offsite. Subsurface tile is proposed beneath ditches with particularly shallow slopes to prevent chronic wetness.
12/5/2023	Please do not make the sidewalks along County Line Road so wide. It takes up more space than needs to be used.	Sidewalk/Trail	Bill Denny	Website	The City of Indianapolis has developed this project in accordance with its Complete Streets policy which requires the City to develop a safe, reliable, efficient, integrated, and connected multimodal transportation system to accommodate all users including pedestrians and bicyclists. The multi-use trail on the north side of County Line Road is a facility that feeds a larger network of pedestrian/bicyclist connectivity being developed on the south side of Indianapolis as part of the Indianapolis Metropolitan Development's "Indy Moves" 2018 initiative, as well as the 2016 Indianapolis/Marion County Pedestrian Plan, to increase pedestrian infrastructure throughout the City. This pedestrian/bicycle facility is being implemented as part of the state and federal funding being pledged for this project based on the intersecting work being completed by INDOT. For additional information see the City of Indianapolis Thoroughfare Plan https://citybase-cms-prod.s3.amazonaws.com/a1de512e70c548ad9e463348f7a4876b.pdf which includes design parameters for roadways and pedestrian facilities including the recommendation that 4 lane arterial roadways should include a 10 foot shared-use path.
12/4/2023	You need to construct right turn lanes to each housing addition on the north side of County Line Road for westbound traffic to keep vehicles moving. If not, the right-hand lane will become nothing but a turn lane impeding the flow of traffic. And with the Fairview Road now closed at I-69, traffic is going to do nothing but increase including truck and delivery vehicles around Community South Hospital and everything around Greenwood Mall. Also, right-turn lanes need to be installed/constructed on the southside of County Line Road/Johnson County side for eastbound traffic. Again, if not constructed you will make the right lane basically a turn lane; the same as the northside westbound traffic. There is room for these improvements now to construct it properly as well as to minimize the possibly having rear-end collisions. Moreover, this is easily confirmed at the intersection of County Line Road and HWY 135. Even though this was an Indiana Dept. of	Access	Larry Wallman	Written	Traffic evaluations were completed to assess and determine the viability of turn lanes at minor intersections within the project corridor (locations other than Morgantown Road and Railroad/Peterman Road). Based on the observed and projected turning volumes along with the added capacity of South County Line Road, additional turning lanes were deemed not warranted. Implementation of turn lanes in these locations would also require additional right-of-way acquisition which could result in more tree clearing, building demolition, and additional lanes to need to cross during southbound-eastbound or northbound-westbound turning movements.

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	Highways design, the same road design applies. There are no right-turn lanes either eastbound and westbound on County Line Road slowing traffic movement. I have even seen people cut through the Walgreens parking lot due to not having a right-turn lane here. And the same goes for westbound cars cutting through that strip. And with the Smith Valley Road widening/improvements still years away with no timeline, this County Line Road widening needs to be done properly at this time.				
12/4/2023	Please consider right-turn, pull-off lanes on north side of County Line Road into the higher density subdivisions. In an effort to minimize rear-ended type accidents on westbound CL Road. Please review 2 or 3 car length wider-pavement sections out of the right lane driving lane to turn into at least the major traffic counts for Hill Valley, Ridge Hill, Classic View Subdivisions. For reference note issues at south-bound SR 135 right-turn activity into the subdivision homes and the Methodist Office Bldg. from Southport Road to County Line and south into Johnson County.	Access	Anonymous	Written	Traffic evaluations were completed to assess and determine the viability of turn lanes at minor intersections within the project corridor (locations other than Morgantown Road and Railroad/Peterman Road). Based on the observed and projected turning volumes along with the added capacity of South County Line Road, additional turning lanes were deemed not warranted. Implementation of turn lanes in these locations would also require additional right-of-way acquisition which could result in more tree clearing, building demolition, and additional lanes to need to cross during southbound-eastbound or northbound-westbound turning movements.
12/11/2023	I was able to join you at the presentation, I appreciate how clear and upfront everyone was. I understand why those who live on County Line Road would be upset about losing their property, but I understand that the traffic is there regardless if the road is updated or not. After driving through County Line heading east and back west several times, it seems there is much more room between Morgantown and 135 on the south side of the road. By eliminating the 10-foot-wide trail on the north side and combining it with the south side proposed sidewalk, you could save the need to take so much property for public domain. I understand why so many comments that people don't walk on County Line but that's mainly because there is no safe walkway or bikeway. Adding roundabouts would also help traffic enter County Line from the north neighborhoods and Carefree North. As a resident of Pebble Hill for over 20 years, I'm looking forward to the improvements on County Line. The hill between Morgantown Road and 37 is especially treacherous in heavy rain and snow and ice.	General	Suzanne Fortenberry	Email	<p>The City of Indianapolis has developed this project in accordance with its Complete Streets policy which requires the City to develop a safe, reliable, efficient, integrated, and connected multimodal transportation system to accommodate all users including pedestrians and bicyclists. The multi-use trail on the north side of County Line Road is a facility that feeds a larger network of pedestrian/bicyclist connectivity being developed on the south side of Indianapolis as part of the Indianapolis Metropolitan Development's "Indy Moves" 2018 initiative, as well as the 2016 Indianapolis/Marion County Pedestrian Plan, to increase pedestrian infrastructure throughout the City. This pedestrian/bicycle facility is being implemented as part of the state and federal funding being pledged for this project based on the intersecting work being completed by INDOT. The City of Indianapolis has developed this project in accordance with its Complete Streets policy which requires the City to develop a safe, reliable, efficient, integrated, and connected multimodal transportation system to accommodate all users including pedestrians and bicyclists. The multi-use trail on the north side of County Line Road is a facility that feeds a larger network of pedestrian/bicyclist connectivity being developed on the south side of Indianapolis as part of the Indianapolis Metropolitan Development's "Indy Moves" 2018 initiative, as well as the 2016 Indianapolis/Marion County Pedestrian Plan, to increase pedestrian infrastructure throughout the City. This pedestrian/bicycle facility is being implemented as part of the state and federal funding being pledged for this project based on the intersecting work being completed by INDOT.</p> <p>For additional information see the City of Indianapolis Thoroughfare Plan https://citybase-cms-prod.s3.amazonaws.com/a1de512e70c548ad9e463348f7a4876b.pdf which includes design parameters for roadways and pedestrian facilities including the recommendation that 4 lane arterial roadways should include a 10 foot shared-use path.</p> <p>Alternative intersection types were evaluated, and at Morgantown Road based on geometry, nearby objects (bridge along Morgantown Road over Pleasant Run Creek), and traffic information, a signalized intersection was selected.</p> <p>Geometric improvements to County Line Road include flattening the hill east of Morgantown Road to within design parameters.</p>
11/30/23	<p>You discussed the noise on your video here. You say the noise has only gone (up). The threshold limit is 67 decibels. And then underneath that, you had a 15 decibel increase, which if remember correctly, we're at like 65.9, the maximum that was recorded.</p> <p>What you don't mention is the duration of the noise. It used to be on County Line Road our duration noise was 7:30 to 8:30, 9 in the morning, and about 4:30 to 6 in the afternoon. Now the noise is constant to about 11 or 12 p.m. So that is adversely affected our neighborhoods, even our, even people who don't live on County Line have suggested that the noise level has increased dramatically.</p> <p>Secondly, I think your study was done at 10:30 or 11 a.m. on a Thursday, which doesn't</p>	Noise	Tom Dietrich	Verbal	<p>Noise levels can vary throughout the day. As part of the creation of the noise model, actual traffic volumes and measured noise levels are collected along the corridor. These measurements are utilized to calibrate the noise model to ensure the model accurately predicts the noise level associated with the counted traffic volume at the time of measurement. Once the model is calibrated and accurately predicts the noise level associated with the measured traffic volume, traffic levels and roadway criteria within the model can be altered to predict the noise levels during the peak daily traffic for existing and future conditions. These levels reflect the loudest expected traffic noise during the day. The time of day of the noise measurements for the existing noise levels are only used to calibrate the model and do not affect the model results.</p> <p>For existing roadways, the worst (noisiest) traffic hour is used to for the analysis of existing and future</p>

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	address the drive time issues nor the duration of the noise. So, I think for all the neighbors who live on the road that is getting constructed they're going to be impacted. This is a big issue.				conditions. The noisiest traffic hour will generally be the Design Hourly Volume (DHV). The current INDOT Traffic Noise Analysis Procedure Noise does not account for duration of noise levels to evaluate impacts, rather it references the maximum noise levels experienced during the day.
11/30/23	Tom Dietrich still. I got one comment. This project is not set in stone. We don't know if utilities are aboveground, underground. We don't know about a ditch. We don't know how storm sewage or how the water is going to be handled. Yet you come to us and you say we want you to agree for the amount of money we're going to pay you for your property, but we don't know what we're going to do. You know what it's like. It's like buying a car and saying, hey, has that got an engine in it? Well, trust us, it'll have an engine. We don't know what it's going to be, but it'll have an engine. So, I understand this is the government. But you expect us to make a real estate transaction and not know what the transaction is about?	Drainage	Tom Dietrich	Verbal	Design details for the South County Line Road project have been made available for public review and feedback, and the City of Indianapolis has been forthcoming with its intentions to widen South County Line Road through public information meetings and maintaining this project's website throughout the duration of design. Land acquisition processes have occurred with transparency about the project, open conversations about the City's intent, and follow a standard transaction process.
11/30/2023	I live in Wood Creek addition and the noise abatement thing you're talking about. I was having my fence put in, and I had to get a permit. I want to do a 10-foot-high wall, a fence, and I could not do that, even an eight-foot. Not unless I had a variance done, and I refused to do that. So, I was stuck with a six-foot-high fence.	Noise	Ken VanAusdal	Verbal	Noise studies were performed on the corridor to assess the amount of additional noise that the added travel lanes would generate. This noise model takes into account measured traffic volumes and measured noise levels at the time of the sampling for actual existing noise levels. The study determined that the increased noise level is within acceptable parameters, and noise walls are not warranted.
11/30/2023	And so now drainage, you know, because of the elevation of County Line Road and property over here, will drainage for the road will be taken care of with storm drains and all that stuff? Is that true?	Drainage	Ken VanAusdal	Verbal	Drainage design will be part of the overall project design, including an enclosed storm sewer system to capture road runoff, a raised road profile to address flooding issues near Pleasant Run Creek, ditches within City of Indianapolis right-of-way, and controlled detention and release basins.
11/30/2023	And my last my last statement is why in the world we had to have a 10-foot-wide trail. And because a six-foot wide sidewalk is unreal. Four foot would be fine. And a four-foot sidewalk, I could see that on north side too, but a ten foot? That's uncalled for. So, I think they ought to be scrubbed and the four foot put in there, because I've lived here since 1991, in my house, and I have seen very little traffic on foot along the north side and very little on the south side.	Sidewalk/Trail	Ken VanAusdal	Verbal	The City of Indianapolis has developed this project in accordance with its Complete Streets policy which requires the City to develop a safe, reliable, efficient, integrated, and connected multimodal transportation system to accommodate all users including pedestrians and bicyclists. The multi-use trail on the north side of County Line Road is a facility that feeds a larger network of pedestrian/bicyclist connectivity being developed on the south side of Indianapolis as part of the Indianapolis Metropolitan Development's "Indy Moves" 2018 initiative, as well as the 2016 Indianapolis/Marion County Pedestrian Plan, to increase pedestrian infrastructure throughout the City. This pedestrian/bicycle facility is being implemented as part of the state and federal funding being pledged for this project based on the intersecting work being completed by INDOT. For additional information see the City of Indianapolis Thoroughfare Plan https://citybase-cms-prod.s3.amazonaws.com/a1de512e70c548ad9e463348f7a4876b.pdf which includes design parameters for roadways and pedestrian facilities including the recommendation that 4 lane arterial roadways should include a 10 foot shared-use path.
11/30/2023	We live in Ridge Hill Trails. We've been residents there since August of 1995. Our backyard's on County Line. We live in the lowest part of the area. We've got hills to the east, to the west, to the north. And water is an issue. We were promised at the previous meeting that we, that was held here, that we would have covered drains. We've been maintaining these stupid drainage ditches for as long as we've lived there. I don't want any part of a drainage ditch. I don't want any part of a swale. It will impinge on our septic fingers, and that would be an additional problem. Now, I was told, well if we have problems with water our yard, that's our business, but not when it's added from the drainage that's being created	Drainage	Mary Merkel	Verbal	Drainage improvements throughout the project corridor include a comprehensive storm sewer, ditches inside the City of Indianapolis right-of-way, road profile raises in areas of known flooding issues, and controlled detention and release basins. All new infrastructure is located within the City's jurisdiction and is the responsibility of the City of Indianapolis to operate and maintain.
11/30/2023	Secondly, we talked about the noise, but we need to talk about the vibration from these large vehicles coming along. My house shakes every time a semi comes along. My house shakes.	Vibration	Mary Merkel	Verbal	Vibration of structures adjacent to a roadway typically are a result of the existing roadway being uneven and having a poor subgrade or foundation. Construction of South County Line Road will include a full depth asphalt road atop a prepared subgrade treatment. The reconstruction of the roadway will increase the strength of the roadway foundation and make the roadway more resilient ultimately resulting in less vibration felt at nearby homes.
11/30/2023	Thirdly, I'd like to address speed limit and I was told that probably isn't going to happen. It needs to be addressed. We cannot go out there and cut the ditch because it's a dangerous situation at every go. And the speed limit is not being upheld by citizens, by police. It's easily people going 50 miles an hour.	Speed Limit	Mary Merkel	Verbal	The speed limit of South County Line Road will be posted at 40 MPH.
11/30/2023	The next question I have is in regard to the historical value. We have 20 to 25 trees that will lose, and we don't want to lose them. I, we had two appraisals done. One of them cost us \$1,000 and then we were rescinded. So, we're probably out that \$1,000 for those	Property Value	Mary Merkel	Verbal	Tree appraisal, as a part of right-of-way acquisition, is handled by a qualified party, and compensation is in line with current market value. In case of disagreement with the appraisal, then there is a process to have a second appraisal completed and that appraisal with justification is presented to the City

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	tree appraisals. But by golly, our value of our property is going to be shot all to pieces for not having those trees in the yard.				for possible additional consideration. This is called the administrative settlement process. In the case of rescinded offers, the city will update appraisals as needed.
11/30/2023	I lived on Winding Ridge Avenue, Ridge Hill Trails. Every time there is construction at Morgantown and County Line, we are the detour road. Winding Ridge Road, Winding Ridge Avenue, the whole addition becomes a racetrack. We have people walking babies. We have people walking dogs. We have kids on bicycles. There is nothing we can ever do to keep the speed down. We've called the police, everything. So, I'm concerned once they close Morgantown, County Line, what are we going to do?	Maintenance of Traffic	Joyce Haughbish	Verbal	The general plan for construction of South County Line Road involves a combination of full closures, phased construction activities, and signage per the Indiana Manual for Uniform Traffic Control Devices (IMUTCD). This manual is referenced when preparing detour routes and phasing construction projects. Barricades will be staggered at the entrance of neighborhoods within the project limits in order to deter through-traffic from utilizing local roads while still allowing access to those who reside in said neighborhoods.
11/30/2023	I want to comment on that hiking trail in my front yard, practically going to be up on my front porch, and the bicycle trail on the end. I agree with him. There's no traffic. There's no walking traffic. There's no bicycles. And if you're going to take a walk or ride your bicycle, are you going to do it on the five-lane highway? I don't think so. That's just taking up a whole lot more of all of our front yards. And I live right there on County Line. It's honestly, that trail's going to be like five feet from my front porch and it's just going to be a nightmare. And I know that you all feel you need to widen the highway. I'm not happy about it, but okay. But we don't need a 10-foot hiking trail in our front yards. That's just ridiculous.	Sidewalk/Trail	Roxanne Martin	Verbal	<p>The City of Indianapolis has developed this project in accordance with its Complete Streets policy which requires the City to develop a safe, reliable, efficient, integrated, and connected multimodal transportation system to accommodate all users including pedestrians and bicyclists. The multi-use trail on the north side of County Line Road is a facility that feeds a larger network of pedestrian/bicyclist connectivity being developed on the south side of Indianapolis as part of the Indianapolis Metropolitan Development's "Indy Moves" 2018 initiative, as well as the 2016 Indianapolis/Marion County Pedestrian Plan, to increase pedestrian infrastructure throughout the City. This pedestrian/bicycle facility is being implemented as part of the state and federal funding being pledged for this project based on the intersecting work being completed by INDOT.</p> <p>For additional information see the City of Indianapolis Thoroughfare Plan https://citybase-cms-prod.s3.amazonaws.com/a1de512e70c548ad9e463348f7a4876b.pdf which includes design parameters for roadways and pedestrian facilities including the recommendation that 4 lane arterial roadways should include a 10 foot shared-use path.</p>
11/30/2023	<p>My biggest concern is I do not have sewer and I do not have water. I have a well and I have a septic. This project, I've asked many people, I came around and had a petition signed. I have not heard anything from this group.</p> <p>Are they going to put a septic or a sewer system and water system in there? That's one of my big concerns. There's several of us in a row that are not hooked up to that. If you go east of us they are, if you go west of us they are. But we've got one section like from Royal Meadow down to the gas station.</p> <p>And I was just wondering, because I've had over 100 people here sign our petition. My son and I went through to get the sewer system and the water system. The other thing, all these utilities that we're putting in. Why can't we put that underground since we're digging it all up? That way, you don't have the winter to worry about the wires going down. No electricity. If you dig a hole, put the wires in it right now. All your cables are underground. They just had all the cables come this past summer. Dug a hole all the way across our front yard and put cables under. You know, they're going to have to do it again. That's my time since I never had it start.</p>	Utilities	Harry Kay	Verbal	<p>The added travel lanes project does not include the design of the current and future service plans of utilities. The utilities are provided in the roadway and bridge plans and space within the right-of-way for relocation; however, the utility design and expansion is managed separately from this project by each utility. For water and sewer questions, please reach out to the water and utility providers that service your area.</p> <p>If the project will adversely impact a residential well or septic system, the well and septic will be replaced by the project or services provided in order to ensure the residential property is habitable. If replacement is not possible and services cannot be provided, the property would be considered a relocation.</p>
11/30/2023	Another thing I don't have, I agree with Ken and all these other ladies, about a 10-foot bike path. If you look on the east side of 135, they do not have a 10-foot bicycle path on the north side of the road. They do have a sidewalk on the south side. So if they don't have it on that side, why do we need it on our side? You know, everybody's like that. Those are some of the questions I have. You know, the trees and stuff. You're going to lose all these trees. It's like a canopy down there; they're just beautiful now. And you wait another month, you know, you're not going to have any. So that's, those are my concerns.	Sidewalk/Trail	Harry Kay	Verbal	<p>The City of Indianapolis has developed this project in accordance with its Complete Streets policy which requires the City to develop a safe, reliable, efficient, integrated, and connected multimodal transportation system to accommodate all users including pedestrians and bicyclists. The multi-use trail on the north side of County Line Road is a facility that feeds a larger network of pedestrian/bicyclist connectivity being developed on the south side of Indianapolis as part of the Indianapolis Metropolitan Development's "Indy Moves" 2018 initiative, as well as the 2016 Indianapolis/Marion County Pedestrian Plan, to increase pedestrian infrastructure throughout the City. This pedestrian/bicycle facility is being implemented as part of the state and federal funding being pledged for this project based on the intersecting work being completed by INDOT.</p> <p>For additional information see the City of Indianapolis Thoroughfare Plan https://citybase-cms-prod.s3.amazonaws.com/a1de512e70c548ad9e463348f7a4876b.pdf which includes design parameters for roadways and pedestrian facilities including the recommendation that 4 lane arterial roadways should include a 10 foot shared-use path.</p> <p>Where possible replanting of trees within the right-of-way will occur; however, utility relocation plans</p>

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					must be finalized before tree planting plans can be completed. In addition, within the Ridge Hill Trails Section 1 Historic District, trees may be planted on residential properties to replace trees which are removed for construction.
11/30/2023	So, we're right at the intersection of North Morgantown and County Line. Couple of comments, traffic noise is a huge issue even from our house. The vibration as well, we notice that. I notice traffic going down County Line, semis going down there, and it vibrates our house and we're up on the hill from the road. So that is an issue.	Noise/Vibration	Brandon Dissell	Verbal	Noise studies were performed on the corridor to assess the amount of additional noise that the added travel lanes would generate. This noise model takes into account measured traffic volumes and measured noise levels at the time of the sampling for actual existing noise levels. The study determined that the increased noise level is within acceptable parameters, and noise walls are not warranted. Vibration of structures adjacent to a roadway typically are a result of the existing roadway being uneven and having a poor subgrade or foundation. Construction of South County Line Road will include a full depth asphalt road atop a prepared subgrade treatment. The reconstruction of the roadway will increase the strength of the roadway foundation and make the roadway more resilient ultimately resulting in less vibration felt at nearby homes.
11/30/2023	My second issue would be access, ADA access specifically. We have a member in the household that is in a wheelchair. Are we going to have access to access the sidewalk or the walking trail on the north side if those go in? They're going to be moving our driveway from County Line Road to Morgantown Road, and the last thing that I want to do is walk down Morgantown Road to get to a sidewalk. So those are my big concerns.	Sidewalk/Trail	Brandon Dissell	Verbal	Pedestrian facilities along Morgantown Road are not included as part of this project.
11/30/2023	It was stated earlier that Marion County is going to maintain the drainage ditch in the areas along County Line. Who is going to maintain the areas on the Johnson County that they take? Is Marion County going to maintain, because we will have a detention area and a road now, so who's going to maintain that?	Drainage/Maintenance	Barbara Goble	Verbal	The City of Indianapolis is responsible for maintenance of drainage ditches and stormwater facilities including detention basins within the South County Line Road right-of-way.
11/30/2023	<p>I have several comments and issues. When you close, County Line Road is going to start the closure at my street and go from there. Okay. So, as I come out, I come out and I can go on the Interstate and access that, Highway 69.</p> <p>No problem. Not a problem with that. My issue, one of my issues is when they constructed Highway 69, their liquor store just west of me and they revamped my street. So, to access the turnaround to the liquor store. In other words, they'll come down County Line. They come on my street make a U turn right in the middle of County Line to go back to the liquor store, okay?</p> <p>There's several times I've been, you know, caught. You know, several things. I've had, my wife's had the ice truck block the way she couldn't get out. He motioned her, "Come on, go ahead." But in reality the ice truck has the right of way. So, she turns, he turns in front of her. She's going to be at fault for the accident. Okay. My concern is when you close County Line, people are going to come on Morris Road to access County Line.</p> <p>Or so they think. They're going to find a dead end. So, they're going to turn around, come back.</p>	Access	Bob Stanley	Verbal	<p>Morris Road will be signed "Not a Thru Route" based on its new configuration. Because the road will end in a cul-de-sac instead of another intersection, the overall thoroughfare composition is changing enough to warrant additional signing.</p> <p>U-turns will be permitted at Morris Road as the median to the west of intersection with Morris Road limits access across County Line Road.</p>
11/30/2023	People coming down Morris Road, they're going excessive rate of speed. I've almost been run over several times walking from my yard to my mailbox. We also have a handicapped child who lives across the street that walks down the street, a wheelchair and people coming up and down going to the liquor store. I mean, it's going to be bad news. So, I know they said signage, but who is going to enforce the signage? Who is going to enforce it?	Speeding	Bob Stanley	Verbal	The speed limit of South County Line Road will be posted at 40 MPH. South County Line Road is under the jurisdiction of the IMPD.
11/30/2023	The other thing, with the trees. I feel sorry for you. My yard has been raked. It has been nothing but bad news and heartache, so you have that to look forward to.	Trees	Bob Stanley	Verbal	Due to the roadway widening and the utility location very few trees within the proposed project right-of-way can be preserved. Where possible along the corridor, trees will be replanted. Additionally, funds will be provided to IDNR for tree mitigation and additional street trees will be planted within the project corridor if possible or elsewhere within the city of Indianapolis.
11/30/2023	<p>I noticed you talked about studies. Did you guys do an additional crime study? Because with a 10-foot walking path or bike path, they're going to use motorized vehicles that shouldn't be on it. So, I think that's too big. And whenever you put walking paths in places, crime increases, gives them better access to the neighborhoods.</p> <p>So, was there any study done on increasing crime? No? Okay. So I'm concerned about the</p>	Crime/Sidewalk/Trail	Derinda Bruce	Verbal	<p>A specific crime study was not completed for this project; however, many studies have been completed on rails to trails and multi-use paths with regards to crime. In general, studies have shown over time that trails do not increase crime.</p> <p>Muti-use trails are signed for pedestrian access only and vehicles are not intended to use the trail. If</p>

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	crime and the access and of course, I agree, ten foot is not reasonable. There's no vehicle that should be driving down there. You put something that big, things are going to drive down that that should be on the street.				vehicular use of the trail is an issue, bollards or other restrictions can be used to inhibit access to the trail by vehicles.
11/30/2023	I live at 8950 Ridge Hill Drive. It's on the corner of Ridge Hill and County Line Road. It's a big two-story brick thing. Right now, with just one semi or any kind of big truck pulling a load, it rattles my windows, it rattles my house. That is going to quadruple. And if anybody doesn't believe that they're whistling Dixie. It's going to be very, very loud. Most of us here are retired. We moved here a long time ago. My family has been in this house for 40 years. I've just inherited it. I, of course, was looking forward to something quiet with my lovely neighbors. I will still have my lovely neighbors. It's not going to be quiet.	Noise/Vibration	Charlene Marie Reynolds	Verbal	Noise studies were performed on the corridor to assess the amount of additional noise that the added travel lanes would generate. This noise model takes into account measured traffic volumes and measured noise levels at the time of the sampling for actual existing noise levels. The study determined that the increased noise level is within acceptable parameters, and noise walls are not warranted. Vibration of structures adjacent to a roadway typically are a result of the existing roadway being uneven and having a poor subgrade or foundation. Construction of South County Line Road will include a full depth asphalt road atop a prepared subgrade treatment. The reconstruction of the roadway will increase the strength of the roadway foundation and make the roadway more resilient ultimately resulting in less vibration felt at nearby homes.
11/30/2023	<p>And these sidewalks, bike lanes. I think all of you are insane. Don't take it personal. I know you all work for the great city of Indianapolis. I know you get told what to do. I know somebody else came down and said, "We're going to need to do this. We're going to do this. And we're going to send you out there to tell them poor people what they're going to have to put up with."</p> <p>Now, we don't need no ten-foot sidewalk. We don't need no; we don't need any of that. We, all of us have been there for 20, 30 years. I've seen one or two people walk down that road a year. Where are they walking to? They going to go down to the highway and thumb a lift? If they want to go shopping somewhere where I live, they're going to walk. My God, they're not going to walk down to where the CVS is. And the Walgreens is and places where you can buy things. They're not going to do it. Bicycles? I ride bikes. I love riding bikes. I don't ride it beside 45-mile-an-hour cars. And by the way, this 45 miles an hour, 40 miles an hour, whatever it is, nobody knows it. In front of my house alone, 3 a.m. in the morning. Every weekend there is somebody out there with their charger and their four-speed car.</p> <p>We're going to have a lot more of that because the highway is going to be really nice. And I don't think you're going to change anything.</p>	Sidewalk/Trail	Charlene Marie Reynolds	Verbal	<p>The City of Indianapolis has developed this project in accordance with its Complete Streets policy which requires the City to develop a safe, reliable, efficient, integrated, and connected multimodal transportation system to accommodate all users including pedestrians and bicyclists. The multi-use trail on the north side of County Line Road is a facility that feeds a larger network of pedestrian/bicyclist connectivity being developed on the south side of Indianapolis as part of the Indianapolis Metropolitan Development's "Indy Moves" 2018 initiative, as well as the 2016 Indianapolis/Marion County Pedestrian Plan, to increase pedestrian infrastructure throughout the City. This pedestrian/bicycle facility is being implemented as part of the state and federal funding being pledged for this project based on the intersecting work being completed by INDOT.</p> <p>For additional information see the City of Indianapolis Thoroughfare Plan https://citybase-cms-prod.s3.amazonaws.com/a1de512e70c548ad9e463348f7a4876b.pdf which includes design parameters for roadways and pedestrian facilities including the recommendation that 4 lane arterial roadways should include a 10 foot shared-use path.</p> <p>The speed limit of South County Line Road will be posted at 40 MPH.</p>
11/30/2023	<p>It's called eminent domain. It's called Republican Indiana. And you're going to do to us what we want. And I'm going to say one more thing and sit down and shut up. I'm not bragging. All of our houses are worth a lot of money in Ridge Hill Additions. Nobody lives in a piece of junk over there.</p> <p>My house was just priced at \$350,000. No, I'm not bragging. It needs a lot of work inside. That house is no longer worth \$350,000, my dear. That's if you can. You're right. Nobody wants a house on the side of a highway. Nobody. And we don't either.</p>	Property Value	Charlene Marie Reynolds	Verbal	All property acquisition associated with this project is being completed in compliance with FHWA and INDOT guidance under the Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act). This includes property appraisal and just compensation for all permanent and temporary land needed to complete construction.
11/30/2023	<p>My backyard backs right up to County Line Road. When we purchased our home about two years ago, our property, we knew that this was coming. This is not a surprise to us. We understand the road needs to be widened for safety purposes. It is very narrow, especially with some of the traffic.</p> <p>That's fine. We understand. Having a ten-foot-wide path going through our backyard, taking about a quarter of our property is not okay. It's also not okay for the city to take a large portion of our yard as a temporary easement. But also to take about 12 of our mature pine trees that serve as a sound barrier and also multiple oak trees and maple trees.</p> <p>I do understand that they are paying us a rental fee for that. However, that does not cover the replacement of mature trees. So that is something that needs to be considered</p>	Property Value	Lauren Duncan	Verbal	<p>The City of Indianapolis has developed this project in accordance with its Complete Streets policy which requires the City to develop a safe, reliable, efficient, integrated, and connected multimodal transportation system to accommodate all users including pedestrians and bicyclists. The multi-use trail on the north side of County Line Road is a facility that feeds a larger network of pedestrian/bicyclist connectivity being developed on the south side of Indianapolis as part of the Indianapolis Metropolitan Development's "Indy Moves" 2018 initiative, as well as the 2016 Indianapolis/Marion County Pedestrian Plan, to increase pedestrian infrastructure throughout the City. This pedestrian/bicycle facility is being implemented as part of the state and federal funding being pledged for this project based on the intersecting work being completed by INDOT.</p> <p>Tree appraisal as a part of right-of-way acquisition is handled by a qualified party and compensation is in line with current market value. In case of disagreement with the appraisal, then there is a process to have a second appraisal completed and that appraisal with justification is presented to the City for possible additional consideration. This is called the administrative settlement process.</p>

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	because we now have to completely relandscape our yards. We are losing property value and I'm sorry, \$25,000 does not make up for that. So, thank you.				Where possible replanting of trees within the right-of-way will occur; however, utility relocation plans must be finalized before tree planting plans can be completed. In addition, within the Ridge Hill Trails Section 1 Historic District, trees may be planted on residential properties to replace trees which are removed for construction.
11/30/2023	So as my neighbor said, you know, one of the most beautiful views we have when we walk out in our backyard is seeing all those giant trees. And it makes me sick to know that we're going to lose those. And I understand progress happens, and I'm okay with a four-foot trail for walking for safety, because you're right, we don't see people walking. But honestly, I would rather have something that people could walk on so I don't hit them at six in the morning when going to work. So, I'm okay with a four foot.	Sidewalk/Trail	Amy Coffman	Verbal	<p>The City of Indianapolis has developed this project in accordance with its Complete Streets policy which requires the City to develop a safe, reliable, efficient, integrated, and connected multimodal transportation system to accommodate all users including pedestrians and bicyclists. The multi-use trail on the north side of County Line Road is a facility that feeds a larger network of pedestrian/bicyclist connectivity being developed on the south side of Indianapolis as part of the Indianapolis Metropolitan Development's "Indy Moves" 2018 initiative, as well as the 2016 Indianapolis/Marion County Pedestrian Plan, to increase pedestrian infrastructure throughout the City. This pedestrian/bicycle facility is being implemented as part of the state and federal funding being pledged for this project based on the intersecting work being completed by INDOT.</p> <p>For additional information see the City of Indianapolis Thoroughfare Plan https://citybase-cms-prod.s3.amazonaws.com/a1de512e70c548ad9e463348f7a4876b.pdf which includes design parameters for roadways and pedestrian facilities including the recommendation that 4 lane arterial roadway should include a 10 foot shared-use path.</p>
11/30/2023	<p>But some of this other, taking all the trees, what are we doing to replace some of those trees? Like she said, three or four or \$500 for a mature tree. Drive down and look at some of our trees. There's, I don't even know how old some of them are. 30, 30 years. At least right? I bet there are at least that. I mean, they're huge. And that's one of the beauties of that neighborhood. That's one of the beauties of that whole street to drive down County Line and go over the bridge as you get to Morgantown is one of the most beautiful things you'll see because it's trees over coming. So, when all of this gets done because it's going to be done, we all know that.</p> <p>I mean, this is this is part of the red tape we got to go through. So, we're going to go through it. You're going to say, yes, this is what we're going to do, but what are you doing to appease some of us? And I agree, the settlements that have been offered, when you talk about having to put in a giant privacy fence, because I don't want someone walking through my back yard.</p> <p>I don't want them walking through my front yard. And I, I am sorry for the folks who have it coming through their front yard. I feel for you tremendously. But those of, yes, coming on your front porch, those of us with it going through our back yard, that's exactly what I want at three in the morning is looking out and seeing somebody just walking down the road in my yard, of which I will be responsible for if something happens.</p>	Trees/Fences	Amy Coffman	Verbal	<p>The City of Indianapolis has developed this project in accordance with its Complete Streets policy which requires the City to develop a safe, reliable, efficient, integrated, and connected multimodal transportation system to accommodate all users including pedestrians and bicyclists. The multi-use trail on the north side of County Line Road is a facility that feeds a larger network of pedestrian/bicyclist connectivity being developed on the south side of Indianapolis as part of the Indianapolis Metropolitan Development's "Indy Moves" 2018 initiative, as well as the 2016 Indianapolis/Marion County Pedestrian Plan, to increase pedestrian infrastructure throughout the City. This pedestrian/bicycle facility is being implemented as part of the state and federal funding being pledged for this project based on the intersecting work being completed by INDOT.</p> <p>For additional information see the City of Indianapolis Thoroughfare Plan https://citybase-cms-prod.s3.amazonaws.com/a1de512e70c548ad9e463348f7a4876b.pdf which includes design parameters for roadways and pedestrian facilities including the recommendation that 4 lane arterial roadway should include a 10 foot shared-use path.</p> <p>Tree appraisal as a part of right-of-way acquisition is handled by a qualified party and compensation is in line with current market value. In case of disagreement with the appraisal, then there is a process to have a second appraisal completed and that appraisal with justification is presented to the City for possible additional consideration. This is called the administrative settlement process.</p> <p>Where possible replanting of trees within the right-of-way will occur; however, utility relocation plans must be finalized before tree planting plans can be completed. In addition, within the Ridge Hill Trails Section 1 Historic District, trees may be planted on residential properties to replace trees which are removed for construction.</p>
11/30/2023	Still, Amy Coffman, So I forgot, and your question was great about the road. So, if you're going to raise County Line or do anything with County Line, like he said, the entrances from our Additions is horrendous. And if you're going to raise it, are you going to do anything to that front entrance or the entrances to get on? Are you going to raise the entrances in the neighborhoods or are we going to have to, you know, punch it at 60 to get, to be able to turn left if you're not putting in a roundabout or a light?	Access	Amy Coffman	Verbal	Geometric improvements to South County Line Road include incidental improvements within individual intersecting roads to adjust the approaches to within Indiana Design Manual standards (published design documentation from the Indiana Department of Transportation). The center lane is being installed to assist in turning left across oncoming traffic.
11/30/2023	Is that [drainage], is that part of it? Because also our drainage system, some genius built the drainage so that the drain is up on top of the hill. So, you have to wait for it to get all the way to the top before it drains. So, is there a chance that could be fixed? Okay.	Drainage	Amy Coffman	Verbal	Drainage design will be part of the overall project design including an enclosed storm sewer system to capture road runoff, a raised road profile to address flooding issues near Pleasant Run Creek, ditches within City of Indianapolis right-of-way, and controlled detention and release basins.
11/30/2023	So, something needs to be taken into account for that. Build our fences, build all our fences, do something, put sound barriers up, something.	Noise/Fences	Amy Coffman	Verbal	Noise studies were performed on the corridor to assess the amount of additional noise that the added travel lanes would generate. This noise model takes into account measured traffic volumes and measured noise levels at the time of the sampling for actual existing noise levels. The study

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					<p>determined that the increased noise level is within acceptable parameters, and noise walls are not warranted.</p> <p>INDOT and DPW cannot construct fences or other structures on private property to benefit a single property owner. When existing fences or other structures are impacted, INDOT and DPW will reimburse residents for impacts and the property owner can either reconstruct the fence or structure or not.</p>
11/30/2023	<p>The trailer parks make a horseshoe around me. I've lived there 51 years. And if you think there's not traffic, I understand you don't want it. I get the sidewalk on my side, and I have a big yard so I can afford it. But the people walk from the trailer park, they walk down to the gas station, they walk back, they ride bikes. I know you don't see it because it's not in front of your house. And I go out to the yard when I can see them and I said, "Get down in my yard, walk in my yard," because I don't. I used to be on the White River Fire Department, and I don't want to see any of them get hit. And yeah, I agree. Maybe it's a little extreme, but there are walkers and there are riders. I've seen kids try to ride bicycles. There's no berm on my side of the road. So, I have seen that. So, I know you don't see the riders, just put it in front of the trailer parks is all we need.</p>	Sidewalk/Trail	Pat McDaniel	Verbal	<p>The City of Indianapolis has developed this project in accordance with its Complete Streets policy which requires the City to develop a safe, reliable, efficient, integrated, and connected multimodal transportation system to accommodate all users including pedestrians and bicyclists. The multi-use trail on the north side of County Line Road is a facility that feeds a larger network of pedestrian/bicyclist connectivity being developed on the south side of Indianapolis as part of the Indianapolis Metropolitan Development's "Indy Moves" 2018 initiative, as well as the 2016 Indianapolis/Marion County Pedestrian Plan, to increase pedestrian infrastructure throughout the City. This pedestrian/bicycle facility is being implemented as part of the state and federal funding being pledged for this project based on the intersecting work being completed by INDOT.</p> <p>For additional information see the City of Indianapolis Thoroughfare Plan https://citybase-cms-prod.s3.amazonaws.com/a1de512e70c548ad9e463348f7a4876b.pdf which includes design parameters for roadways and pedestrian facilities including the recommendation that 4 lane arterial roadways should include a 10 foot shared-use path.</p>
11/30/2023	<p>I'm fairly new to the neighborhood at Ridge Hill. The big issue that I've seen here that no one is talked about and you did not put it up here. You can go there and look at the map, the entrances to our neighborhood.</p> <p>The traffic is terrible. Like, just like everyone has talked about. The entrances, the way it's laid out right now. We're going to have a hard time getting in and out of our neighborhood. There needs to be either a light put in there or a roundabout or something to slow the traffic down for us to get in and out of our neighborhood.</p> <p>I've been there almost a year. The traffic in front of my house is terrible, and I live four houses off County Line Road. I've expressed my feelings to my neighbors. I've called the police. I've called anybody that I can. This needs to be addressed. There's a traffic issue there. There is a speed limit issue there. And we have an entrance problem.</p> <p>There's going to be a lot of accidents. You build a five-lane road. How are we going to get in and out trying to cross over to go east or go to west, or try to pull in? If you go out there and sit at the end of our street during rush hour traffic, you will see firsthand exactly what we're talking about. Thank you.</p>	Access	Jeff Whitney	Verbal	<p>A robust traffic study was completed on South County Line Road at the beginning of project development with the I-69 interchange to understand and anticipate the increased traffic loading along this roadway. Multiple alternatives were assessed as to how to best manage the additional traffic volumes from I-69. Without adding an additional through-lane in each direction, South County Line Road would continue to worsen its level of service and would continue to increase travel delays. Intersection type alternatives were assessed throughout the corridor and selected as a result of this traffic study.</p> <p>The speed limit of South County Line Road will be posted at 40 MPH.</p> <p>Geometric improvements to South County Line Road include incidental improvements within individual intersecting roads to adjust the approaches to within Indiana Design Manual standards (published design documentation from the Indiana Department of Transportation). The center lane is being installed to assist in turning left across oncoming traffic.</p>
12/4/2023	<p>How am I going to get safely in and out of my neighborhood? I live in Meridian Meadows, and it is already extremely unsafe and at certain hours almost impossible to enter and exit. I cant go left on 135 after 4 and cant exit left on County Line after 4. Its very unsafe at any time of day to exit on 135. Will a light be provided for Meridian Meadows and Lincoln Park residents?</p>	Access	Suzette Leah	Email	<p>Vehicles traveling northbound on Lincoln Park Boulevard to westbound on South County Line Road will be able to turn left and utilize the center lane to safety merge into westbound traffic.</p>
12/7/2023	<p>This project should not go forward for a multitude of reasons. I have talked to many of my neighbors, and no one is in favor of this. First, we have dealt with the construction of 37 for several years now and still have at least a year to go. The newest documents you show have us dealing with more construction including completely closed roads for a period of 5 years. Where I live our only entrances are on County Line. You claim we will always have access, but after years of seeing how the crews who are working on 37 have acted, we know that to be a lie. Dump truck, semi truck, and concrete truck drivers do not care if they are blocking us from going in or out and will not move until they are done doing whatever it is they need to do. This will adversely impact all taxpayers in this area for years.</p>	Access	Jim Passmore	Written	<p>Maintenance of traffic plans have been developed for this project to permit safe passage for local residents to access their homes at all times during construction activities. Detour routes will be posted when necessary for full closures only in areas that cannot be otherwise constructed while maintaining an open roadway.</p>

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12/7/2023	Second, you are going to displace people with this in this poor economy. Mortgage rates are currently 8 percent for excellent credit. Even if you pay people market rates for their homes, you are still going to raise their mortgages by several hundred dollars a month, which most cannot afford.	Resident Impact	Jim Passmore	Written	All property acquisition associated with this project is being completed in compliance with FHWA and INDOT guidance under the Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act). This includes property appraisal and just compensation for all permanent and temporary land needed to complete construction. In addition, as needed the Mortgage Interest Differential Payment (MIDP) is available to property owners.
12/7/2023	Third, this will not help any congestion. This section of County Line gets congested during the rush hour times. That is alleviated by adding a traffic light to the Railroad Rd/Peterman and County Line intersection. Adding extra lanes to the entirety will in fact add more traffic to the area and make things worse. I assume as transportation engineers you are well aware of the fact that adding more travel lanes only allows more traffic and makes congestion worse because of the increased flow. If you have done surveys, you will have noticed there is far less traffic west of 135 than there is on County Line at any point east of 135. If you are not aware that more lanes will create worse traffic then I suggest you look up any of the many real world examples and university studies on the matter.	Traffic	Jim Passmore	Written	A robust traffic study was completed on South County Line Road at the beginning of project developments with the I-69 interchange to understand and anticipate the increased traffic loading along this roadway. Multiple alternatives were assessed as to how to best manage the additional traffic volumes from I-69. Without adding an additional through-lane in each direction, South County Line Road would continue to worsen its level of service and would continue to increase travel delays.
12/7/2023	Fourth, let me add how absolutely disgusting and racist your Environmental Justice portion of the Environmental Documentation is. This suggests that somehow the color of a person's skin determines how affected they will be by 5 years of construction. We are all created equally, and are supposed to be judged on our character, and not our skin color. None of this racism should be taxpayer funded.	Environmental Justice	Jim Passmore	Written	The South County Line Road Project was completed in accordance with Indiana Department of Transportation and Federal Highway Administration guidance for implementation of environmental justice programs and policies stemming from Executive Order 12898, issued in 1994 by President Clinton. Executive Order 12898, directed federal agencies to identify and address disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority populations and low-income populations. Environmental justice is important because it helps to ensure full and fair participation by potentially affected low income or minority communities in every phase of the transportation decision-making process. When this is accomplished, the development, construction, operation, and maintenance of transportation projects should reflect an equitable distribution of benefits and burdens.
12/7/2023	Fifth, if it is necessary to replace to repair the two bridges because of disrepair, then by all means do that. If drainage is a problem, then by all means fix that. Congestion is a problem only at rush hours and only at the Railroad/Peterman and County Line intersections. That intersection needs expanded and to have a traffic light added. We bought our house in 2014, and part of the reason we chose this location was the neighborhood was off a 2 lane road. We did not want a neighborhood off a very busy 5 lane road. We might as well live directly off Meridian or 31 if the road will be expanded as you want to do. This 5 lane road with a path is unnecessary and unwanted. It's a waste of taxpayer money and will turn into yet another boondoggle. My vote, my family's vote, and my neighbors' vote is NO.	Resident Impact	Jim Passmore	Written	Thank you for your comment.
12/15/2023	A video overview summarizing the project scope was played near the start of the November 30th public hearing. When referencing the project's goal to improve safety and reduce crashes in the corridor, the video's narrator referred to "accidents" instead of "crashes" or "collisions." The National Highway Traffic Safety Administration (NHTSA) committed to no longer using the word "accident" as far back as the 1990s, as this word obscures the preventable nature of traffic collisions and implies that a crash was somehow inevitable, thus downplaying the responsibility of motorists. We hope that in highlighting this issue, the city and consultant team will take steps to help educate their employees on how to best communicate these matters, especially as we continue to see an unprecedented rise in traffic crashes here and across the U.S. For more information, please refer to the Indianapolis Metropolitan Planning Organization's (IMPO).	Communication	Health by Design	Written	The City and consultant team are aware of the difference in terminology between accidents and crashes. The use of the term "accident" in this context should have been "crash" to align with the rest of project documentation that has been developed to date.
12/15/2023	Most members of the public who spoke on November 30th noted several existing quality-of-life concerns that they believe will be exacerbated by the completion of this project, notably: Increased noise pollution and vibrations, especially from heavy vehicles traveling to and from I-69 and SR-135 due to County Line Road's expansion from two to five lanes; Speeding traffic; Loss of mature tree canopy. We share these concerns and urge the city and consultant team to continue robust community outreach and engagement before, during, and after construction to minimize disruptions to existing residents and address these concerns with sensitivity and sincerity. Considering recent trends in fatal and	Communication/Safety	Health by Design	Written	The City will continue to maintain community outreach through the entire schedule of design and construction as it has to this date during design development. The design of South County Line Road has been developed over multiple years with safety in mind. Geometric improvements including flatter hills, two curbed median locations, wider lanes, and a center left-turn lane all are direct efforts by the City to improve safety within the corridor as more and more people turn to South County Line Road each day for their commutes.

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	incapacitating crashes involving vulnerable road users, we expect that the city will take unprecedented action to address concerns of speeding by including safety elements that complement the existing residential nature of the corridor and build for the pedestrian scale, including street trees and appropriate landscaping. The roadway should not be solely designed to expedite truck or commuter throughput.				Where possible replanting of trees within the right-of-way will occur; however, utility relocation plans must be finalized before tree planting plans can be completed. In addition, within the Ridge Hill Trails Section 1 Historic District, trees may be planted on residential properties to replace trees which are removed for construction.
12/15/2023	We question the fiscal prudence of allocating \$40 million to a 2.5-mile roadway expansion, especially given the city's inability to adequately fund maintenance on its existing network, due in part to the State of Indiana's antiquated road funding formula as well as the existence of excess lane miles on overbuilt corridors in other parts of the city. Additionally, the aforementioned public health, environmental, and safety issues will likely require future public expenditures.	Funding	Health by Design	Written	A portion of Part 1 of this project is being funded by INDOT due to the adjacent project to the west introducing a new interchange at I-69.
12/15/2023	Despite opposition voiced from members of the community present during the November 30th public hearing, HbD unequivocally supports the inclusion of a 10' multiuse path and 6' sidewalk within the project corridor. Bicycle and pedestrian accommodations are essential infrastructure, assured by the city's Complete Streets ordinance, first adopted in 2012 and updated in 2022, along with long-standing guidance from the Federal Highway Administration to prioritize safety.	Sidewalk/Trail	Health by Design	Written	The multi-use trail on the north side of County Line Road is a facility that feeds a larger network of pedestrian connectivity being developed on the south side of Indianapolis as part of the Indianapolis Metropolitan Development's "Indy Moves" 2018 initiative, as well as the 2016 Indianapolis/Marion County Pedestrian Plan to increase pedestrian infrastructure throughout the City. This pedestrian facility is being implemented as part of the state and federal funding being pledged for this project based on the intersecting work being completed by INDOT. The sidewalk width is also a function of the "Indy Moves" 2018 initiative and the 2016 Pedestrian Plan, developed based on Indiana Design Manual criteria for a pedestrian facility as well as intent from the City of Indianapolis, City of Greenwood, and Johnson County.
12/15/2023	Further, in the organization's nearly two decades of experience working and advocating in the Indianapolis area, the absence of active transportation infrastructure has long been a concern for residents of Indianapolis's south side. This is especially evident with an aging population and burgeoning Burmese refugee community who have settled in the Southport area. Older adults and immigrants are more likely to walk, bike, or ride public transportation.	Sidewalk/Trail	Health by Design	Written	The inclusion of pedestrian facilities along this corridor enables mobility in more methods than only motor vehicle. The City recognizes the need for robust pedestrian infrastructure and also recognizes the wide variety of individuals that will utilize the South County Line Road corridor.
12/15/2023	There is currently a potential sight distance issue when making a left turn from Chessie Dr. onto County Line Rd. (same issue for Glendale Trlr Ct). This issue may get worse with the additional traffic load. There is a grade change at this location, and it is difficult to see traffic approaching.	Sight Distance	Victoria Leffel	Written	Sight distance is evaluated at all intersections during design development to ensure standards are met. The intersection of Chessie Drive and County Line Road will be reconstructed as part of the project.
12/15/2023	The environmental document mentions that tree clearing may have an adverse affect on the community around County Line Rd. In particular it mentions a potential adverse affect to a vulnerable population. The project does not mention any way to improve or lessen this potential adverse affect.	Trees	Victoria Leffel	Written	The South County Line Road project has been designed to minimize impacts to all adjacent properties to the extent possible. Due to the roadway widening and the utility location, very few trees within the proposed project right-of-way can be preserved. Where possible along the corridor, trees will be replanted. Additionally, funds will be provided to IDNR for tree mitigation and additional street trees will be planted within the project corridor if possible or elsewhere within the city of Indianapolis. No disproportionately high or adverse burden is being experienced by vulnerable populations as a result of this project.
12/15/2023	Trying to submit comments using this form online wasn't easy. Those without computers, printers, or internet access may have had difficult submitting comments. This should be taken into consideration and future access should be made easier.	General	Victoria Leffel	Written	The website, email address, and comment form were provided for ease in submittal of comments; however, the use of email or the form is not required. A street address was provided and written comments submitted via US Postal Service were acceptable. A phone number was also provided in the legal notice for anyone that required additional assistance to submit comments.