

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 Ahnafield	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.

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					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	<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>
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 Nosie 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 an 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	<p>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.</p>	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 an 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>

Date	Question/Comment	Category	Resident Name	Receipt Type	Answer/ Response Provided
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	<p>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.</p> <p>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.</p>
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	<p>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.</p> <p>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.</p>

Date	Question/Comment	Category	Resident Name	Receipt Type	Answer/ Response Provided
	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	<p>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.</p> <p>No disproportionately high or adverse burden is being experienced by vulnerable populations as a result of this project.</p>
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.