

**Section 106 Update Memo #1**

# **Attachment E**

**Consulting Party Comments & Responses**



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

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**Eric Holcomb, Governor**  
**Joe McGuinness, Commissioner**

**Table E.1: I-65/I-70 North Split Interchange Reconstruction Project (Des. Nos. 1592385 & 1600808) – Consulting Party Comments & Responses as of January 3, 2018**

Comment	Response
<b>Miami Tribe of Oklahoma – Diane Hunter – September 21, 2017</b>	
<p>The Miami Tribe offers no objections to the above-mentioned project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, as this site is within the aboriginal homelands of the Miami Tribe, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. In such a case, please contact me at 918-541-8966 or by email at <a href="mailto:dhunter@miamination.com">dhunter@miamination.com</a> to initiate consultation.</p>	<p>Thank you for participating in the North Split Section 106 consultation. If any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, INDOT will contact the Miami Tribe immediately.</p>
<b>Indianapolis Historic Preservation Commission – Christopher Myers – September 25, 2017</b>	
<p>Thank you for inviting the City of Indianapolis (City) and the Indianapolis Historic Preservation Commission (IHPC) to become consulting parties for Section 106 Review of FHWA Project Nos. 1592385 and 1600808. We accept these invitations and intend to participate in the upcoming Consulting Parties Meeting on Friday October 6, 2017. In future correspondence to either of our offices or to the body of consulting parties, please remove David Baker (my supervisor), and include me (<a href="mailto:Chris.Myers@indy.gov">Chris.Myers@indy.gov</a>) and Meredith Klekotka (<a href="mailto:Meredith.Klekotka@indy.gov">Meredith.Klekotka@indy.gov</a>).</p>	<p>Thank you for participating in the North Split Section 106 consultation. David Baker has been removed from the Consulting Party list and Chris Myers from the IHPC and Meredith Klekotka from the City have been added.</p>
<b>Indianapolis Historic Preservation Commission – Christopher Myers – December 6, 2017</b>	
<p>Will design information be presented at the next Consulting Party meeting?</p>	<p>The next Consulting Party meeting is anticipated for January, but we will not have design information to present. We will discuss the HPR as well as possible traffic diversion and Area of Potential Effect (APE) expansion methodology.</p>
<p>I'm concerned that the APE had been determined without design information and could change once design information was available.</p>	<p>The APE was determined using certain assumptions based on engineering judgement for the interchange reconstruction: the highest elevation of the interchange would be 48 feet above the existing elevation which is believed to be a worst-case scenario and could be lower. It was also assumed that the portions of I-65 and I-70 outside the interchange would remain at a similar elevation as the existing with some widening primarily within the existing right-of-way. If the design shows something different, the FHWA and INDOT are willing to re-examine the APE;</p>

	however, we wanted to start consultation early and developed the APE accordingly.
I have received the Project Intent Report from INDOT which showed some design information.	The Project Intent Report is a preliminary planning document developed by INDOT's long range planning group and is not the project design. There will likely be an alternative similar to the one shown in the Project Intent Report, but we will also have other alternatives. The Project Intent Report covers three projects in an area beyond just the North Split project, which focuses only on the interchange and tying back into existing interstates.
It would be helpful to let consulting parties know that the APE could change once design information is available. It would also be helpful to let Consulting Parties know how to access the Project Intent Report and explain its purpose.	Thank you, we will explain this to the consulting parties at the next consulting parties meeting.
<b>Indianapolis Historic Preservation Commission – Christopher Myers – December 8, 2017</b>	
I heard there would be no further coordination with agencies on the project because they had not provided a letter on the project.	This is a misconception that may be related to the standard language included in the resource agency early coordination letter. Early in the NEPA process, we send out an early coordination letter to resource agencies to gather their initial input. We did not receive formal letter responses from some city agencies. However, for a project of this size we will continue to coordinate with city agencies and other resource agencies through the life of the project. Not receiving a formal letter does not mean all coordination stops. In addition, we will continue to consult with Section 106 Consulting Parties.
<b>Indianapolis Historic Preservation Commission – Christopher Myers – January 2, 2018</b>	
Could you provide a list of those who accepted Consulting Party status for the project?	Yes, the list of current Consulting Parties was provided via email on January 2, 2018.
<b>Chatham Arch Neighborhood Association – David Pflugh – October 1, 2017</b>	
I am in receipt of your notice regarding proposed reconstruction of the north split interchange. As residents of an Area of Potential Effect (APE), the Chatham Arch Neighborhood Association (CANA) definitely wants to participate in the planning process for the project. I am unable to attend the meeting Friday 10/6 in person as I will be traveling for business. However, could you please send me an electronic copy of the notice so I can join by WebEx easily? I have copied members of CANA's Urban Design Committee (UDC) so they can participate in the meeting as well.	Thank you for participating in the North Split Section 106 consultation. An electronic copy of the letter was provided on October 2, 2017 with a link to the WebEx.
<b>Holy Cross Neighborhood Association – Kelly Wensing – October 5, 2017</b>	
This is in response to the documentation sent to Holy Cross Neighborhood Association. We would like to be included as a Consulting Party for the above-mentioned project. Please include these individuals:  Pat Dubach Kelly Wensing  You have missed this organization: NESCO Land Use - David Hittle	Thank you for participating in the North Split Section 106 consultation. Pat Dubach, Kelly Wensing, Jason Rowley, and Jen Higginbotham are included on the Consulting Parties list representing the Holy Cross Neighborhood Association. David Hittle from NESCO Land Use is also now included on the Consulting Parties list.

Additionally, is there an inventory of which of the 32 bridges are: Rehabilitation, Replacement, or Widening?	Yes, please see Attachment F of the transmittal letter.
<b>Holy Cross Neighborhood Association – Patrick Dubach – October 19, 2017</b>	
I was out of town and unable to attend the meeting. Since the interstate from New York to Michigan actually goes through our community, I do want to express my concerns about the (I65/70 North Split) improvement project. Our neighborhood looks on the project as an opportunity to improve the gateway to downtown which is critical for the East Side of Indianapolis. The current roadway is very difficult to maintain. The steep grades get mowed once a year because of the degree of difficulty to maintain. It becomes a sign of blight and despair. The new and improved design would hopefully include concrete walls with flat surfaces that would support plantings and grass that could be easily maintained. (The community would take the necessary steps to maintain). A design that can be easily maintained, plus, the walkway/bikeway under the Vermont Street underpass would be a great improvement. Hopefully this makes sense. If you want any clarification, please let me know.	Your recommendations will be considered as part of the project design. The preliminary design is anticipated to use vertical retaining walls rather than the existing slope walls. We anticipate further coordination with the Holy Cross Neighborhood Association regarding landscaping and maintenance.
<b>Holy Cross Neighborhood Association – Kelly Wensing/ Patrick Dubach – October 20, 2017</b>	
What type of pavement will be used on this project? We would hate to see a stacked ramp/bridge system (4 high) have the issue of semi-trucks not being able to clear bridges after a few repaving's.	The pavement design is still underway. INDOT will consider the long-term serviceability of the bridges and ramps when determining the pavement type.
In an age when metropolitan areas are tearing down highways that cut through urban core, is there a possibility to make this stretch of highway an artistic masterpiece instead of a blight to the landscape?	INDOT is considering aesthetic treatments as part of the project design.
Is there a possibility of burying Michigan and New York Street traffic?	There are significant engineering and construction hurdles to burying streets in downtown Indianapolis (i.e. water table and conflicts with existing buried utilities). This approach would also likely require the acquisition of additional right-of-way.
We clear quite a bit of silt out from under the highway. Is there a way to incorporate the drainage in the plan so it is not exposed pipes AND a way to close the gaps so that dirt does not fall down on the sidewalk below?	The preliminary design is anticipated to use vertical retaining walls rather than the existing slope walls. This should reduce the amount of silt and drainage along the cross streets.
What is the plan for lighting both under bridges, along access roads, and on the highway?	Lighting along the interstates and under the bridges (those under INDOT's ownership) will be replaced as part of the project.
How will additional height of the highway effect the skyline views of Highland Park and the businesses/homes that are along the corridor?	The preliminary design is not complete; however, we don't anticipate significant elevation changes along the interstate near Highland Park. Elevation increases are likely to occur within the North Split interchange footprint, north of 10 <sup>th</sup> Street.
We understand that this project will keep Vermont as a pedestrian corridor. We would like to see this project become more of an asset than a barrier. We want to be a pedestrian friendly design – under bridges, along access roads, intersections, lighting, etc. The feel should fit	There is an agreement between INDOT and the City to maintain the Vermont crossing as a pedestrian corridor. The project will maintain other existing pedestrian connections through INDOT's right-of-way. Lighting along the interstates and under the bridges (those under INDOT's

<p>comfortably within the footprint provided and not feel like it is bursting at the seams or too large for the parcel.</p>	<p>ownership) will be replaced as part of the project. The design team is working to fit the proposed project within INDOT's existing right-of-way footprint where possible to avoid impacts to adjacent properties.</p>
<p>We are concerned that CSX isn't at the table. We would all like to see CSX decommission the tracks that cut through our city but we know that is most likely not going to happen in our lifetime. We do feel the bridge at Washington is in total disrepair and, considering traffic rerouting will already be in place, this would be an opportunity for CSX to stabilize that piece of their infrastructure.</p>	<p>INDOT and FHWA are developing this project. Some coordination will occur with CSX; however, this project will not address the infrastructure of a private railroad company.</p>
<p>We are concerned with rerouting of traffic along detours both commercial and commuter during the project. We already experience quite a bit of both commercial and commuter traffic on our side streets. Semi-trucks and school buses regularly take out stop signs along Highland.</p>	<p>The traffic maintenance plan is not complete. The plan will consider commercial and commuter traffic.</p>
<p>The design of the sides of the highway are a concern. We regularly maintain the side hills of the highway which tend to be a magnet for trash. We also feel like overgrown grass is more difficult to maintain than a wall, which if designed properly, could have an artistic finish making it more of an asset than eyesore. I have included several designs at the end of this document.</p>	<p>Thank you for providing the example designs. They are very helpful. INDOT is considering aesthetic treatments as part of the project design. The preliminary design is anticipated to use vertical retaining walls rather than the existing slope walls.</p>
<p>We would like to see the access roads in our community of Pine and Davidson be more pedestrian friendly. At this time, there are some areas without sidewalks and areas with sidewalks have utility poles coming out of the middle of the sidewalks. Since this area will be under construction perhaps these utilities could be buried.</p>	<p>INDOT and FHWA are developing this project. Both Pine and Davidson Streets are under the jurisdiction of the City of Indianapolis.</p>
<p>All points going under the highway that will remain or vehicular traffic should also be designed with the pedestrian/biker in mind. At this time, the intersections at Washington and New York are particularly difficult for pedestrians to cross. This can be difficult for people on public transportation who are trying to get to bus stops.</p>	<p>INDOT and FHWA are developing this project and plan to maintain pedestrian connectivity under the bridges within INDOT right-of-way where it currently exists. Areas along city streets outside of INDOT's right-of-way are under the jurisdiction of the City of Indianapolis.</p>
<p>Bridges on Washington, New York, Vermont, and Michigan all have public art – we would like to make certain that art is a part of the plan.</p>	<p>INDOT is considering aesthetic treatments as part of the project design. The project team has met with Keep Indianapolis Beautiful regarding the bridge murals.</p>
<p>Lighting is extremely important for both under the bridges and at intersections. Currently the lights under the bridges at Vermont and Michigan are very inconsistent.</p>	<p>Lighting along the interstates and under the bridges (those under INDOT's ownership) will be replaced as part of the project.</p>
<p>Safety is important for our pedestrians so making certain walking under the bridges has a safe feeling and that cars aren't right on top of the sidewalk and lighting is adequate.</p>	<p>INDOT and FHWA are developing this project and plan to maintain pedestrian connectivity under the bridges where it currently exists. Areas along city streets outside of INDOT's right-of-way are under the jurisdiction of the City of Indianapolis. Lighting along the interstates and under the bridges (those under INDOT's ownership) will be replaced as part of the project.</p>

Holy Cross Neighborhood Association – Kelly Wensing – October 22, 2017	
The ramps should they be elevated and 3 or 4 high need to be safe in ice storm and snow conditions. Cities with ramp systems stacked that high are typically warm and do not have freezing temperatures.	The interchange will be designed based on FHWA and INDOT safety and design standards.
We also want to protect the water quality of Pogues Run waterway.	The proposed project will not directly impact Pogues Run; however, it will continue to receive storm water runoff from the interstates. The project will meet INDOT and City of Indianapolis storm water requirements. Prior to roadway runoff being released, storm water runoff generated in the project area will be routed through detention ponds to protect the water quality of receiving streams.
Take into consideration the driver experience as they use the highway system.	One of the project goals is to improve the operation of the interchange and make it easier for drivers to navigate. INDOT is considering aesthetic treatments as part of the project design.
We also are interested in who will be talking to the historical property owner and businesses in those properties?	<p>As part of the Section 106 consultation process FHWA and INDOT do not formally notify every property owner within a historic district that consultation is underway. Neighborhood or district representatives are invited to participate in consultation to represent their neighborhood or district. Neighborhood representatives who participate in Section 106 consultation are encouraged to share information with the neighborhood they represent and pass along concerns from others in the neighborhood or district to the project team during consultation.</p> <p>In addition, there will be other public involvement opportunities as part of the project. There is a project website – <a href="http://www.northsplit.com">www.northsplit.com</a> – where people can sign up for the email list or submit an email with questions about the project. Consulting Party meeting presentations and meeting minutes will also be posted to the website. A Facebook page and Twitter account are currently being developed. There will be a public meeting during the first quarter of 2018 and more throughout the project. In addition, the project team is willing to present or be available for questions if neighborhoods are having scheduled meetings.</p>
<p>The historical property list should also include properties along the detours. Here are some more historical properties &amp; greenspaces:</p> <ul style="list-style-type: none"> <li>- Clemens Vonnegut Public School 9 (converted into business building), (circa 1899)</li> <li>- Midland Building - Antique Market,</li> <li>- City Fence (old Anheuser-Busch building) (circa 1900) 920-24 E. Ohio street</li> <li>- Properties boarding Angie's List</li> <li>- Highland Park</li> </ul>	<p>The official detour will likely utilize I-65, I-70, and I-465. The APE is not recommended for expansion along existing interstates because they were designed to accommodate heavy truck traffic. An expansion of the APE is proposed where patterns of increased heavy truck use could occur during construction. Please see <i>Traffic Diversion &amp; APE Expansion Methodology &amp; Maps</i> in Attachment D of the transmittal letter.</p> <p>Thank you for the list of properties. The Clemens Vonnegut School No. 9 is included in the HPR as a Notable resource in the Lockerbie Square Historic District. The Midland Building – Antique Market is included in the HPR as a Contributing resource. The old Anheuser-Busch</p>

	building, properties bordering Angie’s List, and Highland Park are all located within the Holy Cross/Westminster Historic District which is listed in the IRHSS and is recommended eligible for the NRHP.
<b>Holy Cross Neighborhood Association – Jen Higginbotham – November 7, 2017</b>	
Please keep me on the list to receive information.	Thank you for your response. We have you down as a Consulting Party as part of the Holy Cross Neighborhood Association.
<b>NESCO Land Use Committee – David Hittle – October 6, 2017</b>	
I can’t attend the meeting, but I look forward to receiving the minutes and a copy of the presentation.	Thank you for participating in the North Split Section 106 consultation. The presentation and meeting minutes for the October 6, 2017 Consulting Party meeting were sent to all Consulting Parties via email on October 26, 2017.
<b>Old Northside Homeowners Association – Travis Barnes – October 10, 2017</b>	
I am unable to attend the Section 106 Consulting Parties meeting on October 6, 2017 due to a prior commitment, but would like to be a Consulting Party and representative for the Old Northside Homeowners Association. What information is being requested for Consulting Party comments and when are comments due?	Thank you for participating in the North Split Section 106 consultation. The project team is looking for information on other consulting parties that should be invited, suggestions for a meeting location, the proposed APE, or other concerns consulting parties may have at this point in the project. Comments were due on October 20.
Is there a formula for determining what mitigation will be provided?	There is no specific formula for determining mitigation. If an adverse effect is determined, FHWA and INDOT will develop mitigation in consultation with consulting parties.
<b>Old Northside Homeowners Association – Travis Barnes – October 20, 2017</b>	
The Old Northside (ONS) neighborhood is listed on the National Historic Registrar, is subject to the regulation of the Indianapolis Historic Protection Commission, is the home of a Historic Presidential Site (Benjamin Harrison), and a standard bearer for other historic neighborhood to look up to. Moreover, the ONS is a neighborhood of friends, family, and longstanding members of the Indianapolis community. The I-65 / I-70 North Split Interchange Reconstruction Project will have substantial impacts on the Old Northside neighborhood, its residents, and its property values. Because the proximity of the project is so close to the ONS, the powers that be should take great care and planning when working on this portion of the reconstruction. While the neighborhood will have several requests for specific materials, which should be used on the portion of the project running adjacent to the ONS, we understand this is a preliminary request for concerns. Until the ONS is made aware of the materials planned on being used for the reconstruction, the following list is what we would like to see used. This is by no means a final list of materials to be used on the project, rather, a starting point. Noise reducing materials and glass embankments are at the top of our list for keeping the ONS a neighborhood the residents are proud to call home.	As we develop the preliminary design, we are considering how to minimize potential impacts to the Old Northside Historic District. We anticipate further coordination with your neighborhood association regarding the project. A noise study will be completed for the project following INDOT’s Traffic Noise Analysis Procedure to determine if noise abatement is feasible and reasonable. The results of the noise analysis will be provided to the Consulting Parties when available.
<b>Old Northside Homeowners Association – Nancy Inui – October 26, 2017</b>	
Thank you for the minutes. I would like to continue receiving them.	Thank you for your response. We have you down as a Consulting Party for the project.

Indiana Department of Natural Resources – Mitchell K. Zoll – October 19, 2017	
<p>Pursuant to Section 106 of the National Historic Preservation Act (54 U.S.C 306108), 36 C.F.R Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program in the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”), has reviewed your early coordination letter dated September 19, 2017 and received on September 20, 2017. We have no additional consulting parties to suggest. We will comment on the archaeological report and the HPR when they are received.</p>	<p>Thank you for your review.</p>
City of Indianapolis – Meredith Klekotka – October 20, 2017	
<p>Given the density of the corridor (residential and commercial) we should increase the area of impact around the entire project to ½ mile not a ¼ mile as was proposed.</p>	<p>The original APE was drawn as a 0.5-mile buffer around the entire existing North Split interchange. It is possible one of the new bridges in the interchange could be as much as 48 feet higher than the existing. The APE along the remainder of the project area was drawn as a 0.25-mile buffer based on the assumption that the elevation along these areas is not anticipated to change significantly and that there could be some widening of the road but it would largely be within the existing right-of-way. These distances were reviewed in the field by a Qualified Professional (QP) and the QP was comfortable with them under the stated assumptions.</p> <p>The project team, including a QP, again reviewed the area in the field and took photos from the edge of the APE where it was a 0.25-mile buffer. Please see Attachment G of the transmittal letter for these photographs and a map of their location. Based on the current assumptions, FHWA and INDOT are still comfortable with the size of the APE. Printouts of the photos were provided to the SHPO representative for review at a meeting on December 7, 2017. The SHPO representative indicated the size of the APE is likely appropriate under the current assumptions about the project scope. As the design evolves and our initial assumptions change, for example if a noise wall is proposed, the APE may need to be re-examined. A noise study will be completed for the project following INDOT’s Traffic Noise Analysis Procedure to determine if noise abatement is feasible and reasonable.</p>
City of Indianapolis – Meredith Klekotka – December 6, 2017	
<p>Can you share a project update?</p>	<p>We are currently working on finishing up the HPR and drafting the traffic diversion and possible APE expansion methodology. We anticipate having that out for consulting party review in the next few weeks and holding our next consulting party meeting in January. We will send an Outlook meeting invitation as soon as we get the time and date nailed down.</p>



<b>City of Indianapolis – Meredith Klekotka – December 11, 2017</b>	
What does this mean regarding alignment: scenario planning for the design of the interchange and footprint?	We are still developing the preliminary alternatives and will not have them available for review for January’s meeting. We should have them ready for the next consulting party meeting and they will also be presented at a public meeting for public review.
<b>City of Indianapolis – Meredith Klekotka – December 14, 2017</b>	
Will you keep us up to date as soon as they do release the alternatives?	Yes, we will send out an email to all consulting parties with a link to the Alternatives Screening Report and the date, time and location of the public meeting.
<b>Windsor Park Neighborhood Association – Jen Eamon – October 26, 2017</b>	
This response is to inform you that Windsor Park Neighborhood Association, Inc., a consulting party on this project, wishes to continue to receive Section 106 notifications and to consider to be listed as a consulting party. Although unable to attend the Consulting Parties meeting, we have an interest in the project and it's potential impacts on our community. As listed in the meeting preparatory notes, there are multiple historic properties within Windsor Park Neighborhood- The Prosser House and Indianapolis Parks and Boulevard System NPS listing, which includes our association-owned park, Fletcher Park, at 1428 Brookside Avenue. Not shown on the list but also impacted would be NPS listed Whittier School, owned by VanRooy, and The Spades Park Library Branch (listed last year).	Thank you for participating in the North Split Section 106 consultation. You are included on the Consulting Parties list. The HPR recommends the Windsor Park Historic District as eligible for the NRHP. The HPR includes the NRHP-listed Prosser House, Indianapolis Parks and Boulevard System, and Spades Park Library Branch. The Whittier School is outside of the APE for the project.
Also of concern are potential increases in noise from the interstate and the interruption of views of downtown, particularly if the split is raised to 45'.	A noise study will be completed for the project following INDOT’s Traffic Noise Analysis Procedure to determine if noise abatement is feasible and reasonable. Design is currently underway to determine the height of the bridges within the interchange area.
<b>St. Joseph Neighborhood Association – Pete Haupers – October 26, 2017</b>	
I apologize for my absence at the meeting. Please continue to keep me on the emails and I will spread the information to the St. Joe Neighborhood.	Thank you for your response. We have you down as a consulting party for the project.
<b>Indiana Landmarks – Chad Lethig – October 26, 2017</b>	
I would like to remain as a consulting party.	Thank you for your response. We have you down as a consulting party for the project.
<b>Indiana Landmarks – Mark Dollase – October 27, 2017</b>	
In case I didn’t respond earlier, I want to continue to be a consulting party on this project.	Thank you for your response. We have you down as a consulting party for the project.
<b>Indiana Landmarks – Marsh Davis – December 20, 2017</b>	
I just want to confirm that I am still included as a Consulting Party for the North Split Project.	Yes, you are included as a Consulting Party for the project. A test email was sent to make sure it was received.
<b>Mayor’s Neighborhood Advocate – Ruth Ruiz-Morales – October 30, 2017</b>	
I would like to keep receiving information regarding this project.	Thank you for your response. We have you down as a consulting party for the project.
<b>Cottage Home Neighborhood – Crystal Rehder – November 1, 2017</b>	
Please keep Cottage Home Neighborhood on your email list for this project.	Thank you for your response. We have you down as a consulting party for the project.

Fountain Square Neighborhood Association – Desiree Calderella – November 5, 2017	
Could you place the Fountain Square Neighborhood Association on the Consulting Parties list for the I-65/I-70 north split interchange reconstruction project?	Yes, you have been added to the I-65/I-70 North Split Interchange Consulting Party list as the representative from the Fountain Square Neighborhood Association. The Section 106 early coordination and meeting minutes and presentation for the October 6 Consulting Parties meeting were also provided.
Fountain Square Neighborhood Association – Desiree Calderella – November 8, 2017	
I realize that our neighborhood does not directly adjoin the project area but I believe that some impacts of the project, especially traffic during construction, could directly effect our neighborhood. Can the attachments you sent be shared with our neighborhood members?	Yes, you can share the information with your neighborhood members. Also, in case they are interested, there is a project website at <a href="http://www.northsplit.com">www.northsplit.com</a> . We will continue to update the website as new information becomes available and residents can sign up for the mailing list to receive information about the project. We will also have a Facebook page and Twitter account, but those are not up and running quite yet.
Historic Urban Neighborhoods of Indiana (HUNI) and Lockerbie Square – Marjorie Kienle – November 17, 2017	
Lockerbie Square got this information in a rather round about route but we wanted to let you know that we do want to participate. Historic Urban Neighborhoods of Indiana (HUNI) are working with committees in each of our affected neighborhoods. Could you please add me to the mailing list for both organizations? (and can delete the “info@lockerbiesquare.org) I would like to know about any future meetings.	Thank you for your response. We have you down as a consulting party for the project for both Lockerbie Square and HUNI. We have also updated the contact information with your email address. We do not have the next consulting party meeting scheduled, but it will likely be in late January. We will send out a meeting request once it is scheduled.
John Boner Neighborhood Centers – Jon Berg – December 13, 2017	
I represent the John Boner Neighborhood Centers and Federal Promise Zone on the Near Eastside. We have become aware that there is a significant infrastructure project that would impacts residents quality of life on the Near Eastside. Has early coordination for section 106 gone out for the project? We are interested in becoming a consulting party for the section 106 process. Please let me know how we can be involved in the process going forward.	Yes, you have been added to the I-65/I-70 North Split Interchange consulting party list as the representative from the Near Eastside Neighborhood. Attached is the Section 106 early coordination letter and the meeting minutes and presentation for the October 6 Consulting Parties meeting for your information. You will receive future information regarding the Section 106 consultation process for the project via email. We are working on scheduling our next Consulting Parties meeting in January.