



**Table 1 List of Comments to Alternative Screening Report in Alphabetical Order**

Last Name	First Name	Agency/Organization	Date Received	Comment ID
<b>Federal Agency Comments</b>				
Laszewski	Virginia	EPA	10/29/2018	AF-003
Westlake	Kenneth	EPA	10/24/2018	AF-001
Westlake	Kenneth	EPA	11/20/2017	AF-002
<b>State Agency Comments</b>				
Smith	Christopher	IDNR DHPA	10/29/2018	AS-001
<b>Community Advisory Committee Comments</b>				
Beck	Tom	Downtown Indy	10/29/2018	CA-019
Beebe	Mark	American Institute of Architects (AIA)	10/29/2018	CA-012
Chilluffo	Garry	Historic Urban Neighborhoods of Indianapolis (HUNI)	10/30/2018	CA-008, CA-010
Davis	Marsh	Indiana Landmarks	10/29/2018	CA-001
Haupers	Peter	St. Joseph Historic Neighborhood Association	10/30/2018	CA-009
Howard	Andy	Fletcher Place Neighborhood Association	10/29/2018	CA-023
Irwin	Kim	Health by Design	10/29/2018	CA-022
Jarzen	Joseph	Keep Indianapolis Beautiful	10/29/2018	CA-007
Kienle	Marjorie	Lockerbie Square and HUNI	10/29/2018	CA-011
Knapp	Paul	Rethink I-65/I-70	11/14/2018	CA-004
Knapp	Paul	The Interstate Business Group	10/29/2018	CA-013
Mullendore	Dan	Old Northside Neighborhood	10/29/2018	CA-024
Mullendore	Dan	Old Northside Neighborhood	10/29/2018	CA-025
Myers	Mark	City of Greenwood	10/30/2018	CA-021
Pflugh	David	Chatham Arch Neighborhood Association	10/29/2018	CA-002
Purnsley	Meg	Indianapolis Historic Preservation Commission	10/29/2018	CA-015



Last Name	First Name	Agency/Organization	Date Received	Comment ID
Ryan	Jordan	North Square Neighborhood Association	10/29/2018	CA-014
Schaffer	Taylor	Office of the Mayor of Indianapolis	9/28/2018	CA-026
Seiwert	Sherry	Downtown Indy	10/29/2018	CA-020
Storrow	Meg	Mass Ave Merchants Association (MAMA) and Rethink I-65/I-70	10/28/2018	CA-006
Public Comments				
Abeel	Tom	Public	10/29/2018	PI-084
Adkins	Sherril	Public	10/30/2018	PI-075
Allinson	Alexandra	Public	10/29/2018	PI-085
Allinson	Jonathan	Public	10/29/2018	PI-027, PI-084a
Andrews	Kathy	Public	10/30/2018	PI-076
Arenson	Andrew	Public	10/29/2018	PI-028
Armond	Tim	Public	10/10/2018	PI-002
Aschliman	Tad	Public	10/29/2018	PI-086
Avidor	Ken	Public	10/29/2018	PI-029
Bachle	Chris	Public	10/30/2018	PI-321
Baer	Philip	Public	10/29/2018	PI-087
Bain	Nancy	Public	10/29/2018	PI-088
Baker	Alicia	Public	10/10/2018	PI-003
Baker	Josh	Public	10/10/2018	PI-004
Beame	Reed	Public	10/29/2018	PI-089
Beatty	Jackson	Public	10/31/2018	PI-252
Bell	Mary Alice	Public	10/29/2018	PI-030
Berkemeier	Joe	Public	10/29/2018	PI-031
Berryman-Moore	Emma	Public	10/10/2018	PI-005
Biggio	Elizabet	Public	10/29/2018	PI-032
Billiard	Diane	Public	10/30/2018	PI-253
Bingham	Jen	Public	11/01/2018	PI-254
Birge	Katie	Public	10/29/2018	PI-090
Blanton	Sandra	Public	10/29/2018	PI-091
Bodem	Chris	Public	10/29/2018	PI-150a
Bouhlal	Yasser	Public	10/29/2018	PI-092
Boulware	E.W. Bob	Public	10/29/2018	PI-093
Bower-Bir	Jacob	Public	10/29/2018	PI-094



Last Name	First Name	Agency/Organization	Date Received	Comment ID
Brandt	Austin	Public	10/29/2018	PI-095
Brannen	Jane	Public	10/29/2018	PI-096
Bright	Greg	Public	10/18/2018	PI-020
Bright	Greg	Public	10/30/2018	PI-255
Brookie	Scott	Public	10/29/2018	PI-097
Browning	Bess	Public	10/29/2018	PI-098
Browning	David	Public	10/29/2018	PI-099
Buchanan	Bruce	Public	10/29/2018	PI-100
Butler	Alexander	Public	10/29/2018	PI-101
Callahan	Kathleen	Public	10/29/2018	PI-102
Chamness	Charles	Public	10/29/2018	PI-288
Chavas	Dan	Public	10/10/2018	PI-006
Cherifetz	Carl	Public	10/10/2018	PI-007
Christofferson	Jeffrey	Public	10/29/2018	PI-103
Christofferson	Jeni	Public	10/29/2018	PI-104
Clemens	Michael	Public	10/29/2018	PI-105
Coghlan	Michael	Public	10/29/2018	PI-033
Cohen	Alexander	Public	10/30/2018	PI-077
Collins	Robert	Public	10/29/2018	PI-034
Colville	Bruce	Public	10/29/2018	PI-106, PI-106a
Compton	Vernon	Public	10/29/2018	PI-289
Conklin	Cassie	Public	10/29/2018	PI-107
Corr	Christopher	Public	10/29/2018	PI-108
Corsaro	Paul	Public	10/29/2018	PI-109
Cowgill	Rachel	Public	10/29/2018	PI-035
Craft	Don	Public	10/21/2018	PI-024
Craft	Dolly	Public	10/29/2018	PI-110
Creasy	Shannon	Public	10/29/2018	PI-111
Crowder	Seth	Public	10/29/2018	PI-112
Cudby	Ali	Public	10/29/2018	PI-113
Cudby	Joseph	Public	10/29/2018	PI-114
Dafforn	Scott	Public	10/29/2018	PI-115
Dale	Melissa	Public	10/29/2018	PI-290
Dale	Tom	Public	10/29/2018	PI-116
Davey	Azure	Public	10/29/2018	PI-117
Day	Daniel	Public	10/29/2018	PI-118
Day	Logan	Public	10/29/2018	PI-036



Last Name	First Name	Agency/Organization	Date Received	Comment ID
De Waal	Cornelis	Public	10/29/2018	PI-119
Deiwert	Brian	Public	10/29/2018	PI-291
DeLozier	Amy	Public	10/30/2018	PI-256
Denari	Maggie	Public	10/29/2018	PI-120
Denari	Thomas	Public	10/29/2018	PI-120a
DeVault	Taylor	Public	10/29/2018	PI-037
Dewan	Tony	Public	10/29/2018	PI-121
Dirschell	Douglas	Public	10/12/2018	PI-017
Doll	Daniel	Public	10/29/2018	PI-122
Dunivan	Karen	Public	10/29/2018	PI-038, PI-123
Duvall	David	Public	10/29/2018	PI-039
Eberle	Kelsey	Public	10/29/2018	PI-292
Eddy	Amy	Public	10/29/2018	PI-199
Effler	Shannon	Public	10/29/2018	PI-293
Embry	Ericka	Public	10/29/2018	PI-294
Esselman	Catherine	Public	10/29/2018	PI-295
Essex	Judith	Public	10/29/2018	PI-124
Evans	Jonathan	Public	10/29/2018	PI-125
Farrar	Rex	Public	10/29/2018	PI-126
Fern	Josh	Public	10/29/2018	PI-127
Field	Angel	Public	10/29/2018	PI-128
Flynn	Kevin	Public	10/29/2018	PI-040
Forthofer	Ellen	Public	10/28/2018	PI-025
Forthofer	Tia	Public	10/29/2018	PI-129
Freeman Holb	Monica	Public	10/29/2018	PI-130
Frucci	Sarah	Public	10/29/2018	PI-131
Gibbons	Grace	Public	10/29/2018	PI-132
Gibson	Dave	Public	10/29/2018	PI-133
Giles	Sarah	Public	10/10/2018	PI-008
Gladish	Kara	Public	10/29/2018	PI-134
Godley	Mark	Public	10/29/2018	PI-296
Goloschokin	Irena	Public	10/29/2018	PI-135
Goodman	John	Public	10/29/2018	PI-136
Gordner	Louis	Public	10/29/2018	PI-041
Granieri	Laura	Public	10/29/2018	PI-137
Green	Kurt	Public	10/29/2018	PI-138
Greiff	Glory-June	Public	10/29/2018	PI-139



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Gressel	Brad	Public	10/29/2018	PI-140
Haan	Arthur	Public	10/29/2018	PI-141
Hacker	Dave	Public	10/29/2018	PI-142
Hacker	Jacqueline	Public	10/29/2018	PI-143
Hadlock	Carolyn	Public	10/29/2018	PI-144
Haines	Wendy	Public	10/30/2018	PI-257
Hall	Lise	Public	10/29/2018	PI-145
Hanes	Samuel	Public	10/29/2018	PI-146
Harris	Steven	Public	10/29/2018	PI-147
Hays	Jason	Public	10/29/2018	PI-042
Heape	Laura	Public	10/29/2018	PI-148
Heintzleman	Mike	Public	10/29/2018	PI-149
Heintzleman	Elizabeth	Public	10/29/2018	PI-150
Hendrickson	Barth	Public	10/18/2018	PI-021
Hendrickson	Barth	Public	10/29/2018	PI-151
Henkel	Beth	Public	10/29/2018	PI-152
Henkel	Dan	Public	10/29/2018	PI-153
Hess	Kristin	Public	10/29/2018	PI-154
Hieser	Kara	Public	10/29/2018	PI-258
Hieser	Shawn	Public	10/30/2018	PI-258a
Homoya	Aaron	Public	10/29/2018	PI-043
Hopper	Charlie	Public	10/29/2018	PI-155
Horn	Christine	Public	10/29/2018	PI-044
Hostetler	Joan	Public	10/29/2018	PI-156
Hostetter	Rebecca	Public	10/29/2018	PI-157, PI-297
Huck	Rick	Public	10/30/2018	PI-259
Hulsey	Derek	Public	10/29/2018	PI-158
Indiana Album	Indiana Album	Public	10/29/2018	PI-159
Jade	Rebecca	Public	10/29/2018	PI-045
James	Emily	Public	10/29/2018	PI-160
Janitz	Allyssa	Public	10/29/2018	PI-046
Jennings	Beverly	Public	10/29/2018	PI-161
Jennings	Aaron	Public	10/31/2018	PI-078
Jensen	Tim	Public	10/29/2018	PI-298
Johnston	James	Public	10/29/2018	PI-162, PI-162a
Kahn	David	Public	10/29/2018	PI-163
Kahn	Leslie	Public	10/29/2018	PI-164



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Katz	Paula	Public	10/29/2018	PI-165
Kavanaugh	Leslie	Public	10/29/2018	PI-166
Kealing	Robert	Public	10/10/2018	PI-009
Keith	Thomas	Public	10/29/2018	PI-317
Kell	Leslie	Public	10/29/2018	PI-167
Kelliher	Pam	Public	10/29/2018	PI-047
Kelly	Jessica	Public	10/29/2018	PI-299
Kendall	Lynn	Public	10/29/2018	PI-048
Kennedy	Robert	Public	10/28/2018	PI-285
Kissinger	Duncan	Public	10/29/2018	PI-300
Knapp	Paul	Public	10/29/2018	PI-049, PI-168
Knight	Sarah	Public	10/29/2018	PI-169
Kobzeff	Sarah	Public	10/30/2018	PI-260
Koers	Lisa	Public	10/29/2018	PI-170
Krebs	Margaret	Public	10/29/2018	PI-171
Krebs	Victor	Public	10/29/2018	PI-171a
Kunstman	Zachary	Public	10/29/2018	PI-172
Kuntz	Rosemari	Public	10/30/2018	PI-079, PI-261
Kurth	Eric	Public	10/29/2018	PI-173
Lake	Dan	Public	10/30/2018	PI-080, PI-262
Laker	James	Public	10/28/2018	PI-301
Langebartels	Ben	Public	10/28/2018	PI-286
Langebartels	Ben	Public	10/30/2018	PI-286a
Lapp	John	Public	10/11/2018	PI-016
Latta	Mark	Public	10/29/2018	PI-302
Latz	Gil	Public	10/29/2018	PI-174
Lehtinen	Margaret	Public	10/30/2018	PI-263
Leland	Chris	Public	10/29/2018	PI-175
Lichty	Deidre	Public	10/29/2018	PI-176
Little	Lee	Public	10/29/2018	PI-303
Livingston	Daniel	Public	10/29/2018	PI-304
Luginbill	John	Public	10/29/2018	PI-050, PI-050a
Marron	Jim	Public	10/29/2018	PI-177
Marron	Megan	Public	10/29/2018	PI-178
Martin	Daniel	Public	10/29/2018	PI-179
Maxwell	Doug	Public	10/30/2018	PI-264
May	Megan	Public	10/29/2018	PI-180



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McCabe	Janet	Public	10/29/2018	PI-181
McConnell	Mary	Nature Conservancy	10/30/2018	PI-081, PI-265
McCrae	Linda	Public	10/29/2018	PI-182
McElroy	Patrick	Public	10/18/2018	PI-022
McElroy	Patrick	Public	10/30/2018	PI-266
McGuinness	Sandra	Public	10/29/2018	PI-183
McGuinness	Sandra	Herron-Morton Place Association	10/29/2018	PI-305
McKiernan	Aidan	Public	10/29/2018	PI-184
McLin	Barbara	Public	10/29/2018	PI-185
McQuiston	James	Public	10/29/2018	PI-051
Meador	Joel	Public	10/29/2018	PI-052
Meyer	Luke	Public	10/29/2018	PI-186
Midland Art & Antiques		Public	10/29/2018	PI-187
Miles	Talia	Public	10/29/2018	PI-188
Miller	Marilyn	Public	10/30/2018	PI-267
Mineart	Hawthorn	Public	10/29/2018	PI-189, PI-189a
Mitton	Rowan	Public	10/29/2018	PI-190
Mobley	Chaney	Public	10/29/2018	PI-053
Monte	Stephen	Public	10/29/2018	PI-191
Moore	Andrea	Public	10/29/2018	PI-306
Moore	Keeley	Public	10/29/2018	PI-192
Morel	Cynthia	Public	10/29/2018	PI-193
Moriarty	Mary Jane	Public	10/29/2018	PI-194
Moss	Jayne	Public	10/29/2018	PI-195
Muir	James	Public	10/29/2018	PI-196
Muller	Kathleen	Public	10/29/2018	PI-197
Muller	Noah	Public	10/29/2018	PI-198
Nagel	Megan	Public	10/29/2018	PI-307
Nagler	Timothy	Public	10/29/2018	PI-054
Newport	Robert	Public	10/29/2018	PI-055, PI-267a
Norris	Christy	Public	10/29/2018	PI-200
Novak	Elizabeth	Public	10/10/2018	PI-010
Nystrom	Gwendolen	Public	10/30/2018	PI-268
Oakes	David	Public	10/30/2018	PI-269
Oberlies	John	Public	10/30/2018	PI-270
Obermeyer	Sean	Public	10/29/2018	PI-319



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O'Brien	Andrew	Public	10/29/2018	PI-201
Olsen	Dawn	Public	10/29/2018	PI-202
O'Neill	Ruth	Public	10/29/2018	PI-308
Osborne	Linda	Public	10/29/2018	PI-203
Osburn	Kevin	Public	10/29/2018	PI-309, PI-309a
O'Sullivan	Tim	Public	10/20/2018	PI-023
Oswalt	Janet	Public	10/30/2018	PI-271
Painton	Michael	Public	10/29/2018	PI-204
Palin	Renee	Public	10/30/2018	PI-272
Palmer	Chris	Public	10/29/2018	PI-205
Parsons	Kevin	Public	9/28/2018	PI-001
Partain	Nathan	Public	10/29/2018	PI-206
Peek	Michael	Public	10/29/2018	PI-207
Perkins	Trudy	Public	10/29/2018	PI-208
Peters	John	Public	10/30/2018	PI-273
Petry	Michael	Public	10/29/2018	PI-310
Phillips	Diane	Public	10/29/2018	PI-056
Pitts	Tracy	Public	10/15/2018	PI-018
Pliston	James	Public	10/10/2018	PI-011
Plummer	Jill	Public	10/30/2018	PI-274
Polson	Bruce	Public	10/29/2018	PI-209
Pratt	Julia	Public	10/29/2018	PI-210, PI-311
Prihoda	Nick	Public	10/29/2018	PI-211
Quinn	Shannon	Public	10/29/2018	PI-212
Rader	Andrew	Public	10/29/2018	PI-057
Rangel	Lorelei	Public	10/29/2018	PI-213
Redent	Alison	Public	10/10/2018	PI-012
Regan	Rachel	Public	10/29/2018	PI-214
Reisinger	Ralf	Public	10/30/2018	PI-275, PI-275a
Rettig	Mike	Public	10/29/2018	PI-058, PI-215
Reynolds	Janice	Public	10/29/2018	PI-216
Rice	Susan	Public	10/29/2018	PI-217
Richardson	Charles	Public	10/29/2018	PI-218, PI-312
Robertson	Nick	Public	10/29/2018	PI-059, PI-219
Robinson	Clay	Public	10/29/2018	PI-220
Rodocker	Andrew	Public	10/29/2018	PI-221
Roselee	Allyson	Public	10/29/2018	PI-060



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Ross	Ben	Public	10/29/2018	PI-222
Rowland	Eric	Public	10/29/2018	PI-223
Ruark	Mallory	Public	10/30/2018	PI-276
Ruark	Spencer	Public	10/30/2018	PI-276a
Sahm	Ray	Public	10/10/2018	PI-013
Salyer	Josh	Public	10/29/2018	PI-225
Sandvig	Steve	Public	10/29/2018	PI-226
Sandvig	Steve	Public	10/30/2018	PI-226a
Schaefer	Tom	Public	10/28/2018	PI-287
Schaefer	Nancy	Public	10/29/2018	PI-227
Schaefer	Tom	Public	10/29/2018	PI-228
Scheele	Robert	Public	10/30/2018	PI-277
Schlehuber	Tom	Public	10/29/2018	PI-229
Schluep	Brian	Public	10/29/2018	PI-230
Schneider	Cory	Public	10/29/2018	PI-061
Shafer	Paul	Public	10/29/2018	PI-062
Sherlock	J Nathan	Public	10/29/2018	PI-063
Silbert	Joshua	Public	10/29/2018	PI-313
Smith	Halley	Public	10/29/2018	PI-231
Smith	Janice	Public	10/29/2018	PI-064
Smith	Jennifer	Public	10/29/2018	PI-232
Smith	Thomas	Public	10/29/2018	PI-065, PI-233
Smithee	Alain	Public	10/29/2018	PI-066
Smoker	Joe	Public	10/16/2018	PI-083
Smurdon	Nathan	Public	10/29/2018	PI-067
Spiegel	Pauline	Public	10/30/2018	PI-278
Sprehe	Jane	Public	10/29/2018	PI-234
Sprout	Mark	Public	10/30/2018	PI-279
Starks	Michael	Public	10/29/2018	PI-235
Starling	Charlie	Public	10/28/2018	PI-026
Stevens	Justin	Public	10/29/2018	PI-236
Storrow	Meg	Public	10/29/2018	PI-314
Strain	Cheryl	Public	10/29/2018	PI-237, PI-237a
Sutphin	Ben	Public	10/29/2018	PI-238
Sweetland	Kevin	Public	10/29/2018	PI-068
Thomas	Mason	Public	10/29/2018	PI-239
Thomas	Scott	Public	10/29/2018	PI-069



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Udell	Emily	Public	10/30/2018	PI-280
Valencourt	Jesse	Public	10/29/2018	PI-070
Valentine	Alisha	Public	10/29/2018	PI-240
Van Winkle	Naomi	Public	10/29/2018	PI-071
VanTreese	Nikki	Public	10/29/2018	PI-241
Vavul	Lorraine	Public	10/10/2018	PI-014
Vavul	Lorraine	Public	10/29/2018	PI-072, PI-281
Vrazel	Jo	Public	10/29/2018	PI-242
VT		Public	10/29/2018	PI-082
Vuyovich	Daniel	Public	10/29/2018	PI-073
Wagner	Wes	Public	10/29/2018	PI-320
Ware	Craig	Public	10/29/2018	PI-243
Weber	Karen	Public	10/30/2018	PI-282
Weiper	Christopher	Public	10/29/2018	PI-283
Werle	Joe	Public	10/15/2018	PI-019
Wesner	David	Public	10/29/2018	PI-244
Whitaker	Beth	Public	10/10/2018	PI-015
Whitaker	Beth	Public	10/29/2018	PI-315
White	Jill	Public	10/29/2018	PI-245
Whitsett	Joseph	Public	10/29/2018	PI-318
Wigton	Lauren	Public	10/29/2018	PI-246
Wilson	Beth	Public	10/30/2018	PI-284
Wolen	Yetta	Public	10/29/2018	PI-316
Wolfe	Rylan	Public	10/29/2018	PI-224
Worthington	John	Public	10/29/2018	PI-247
Wright	Michael	Public	10/29/2018	PI-074
Yothment	Meg	Public	10/29/2018	PI-248
Zetzl	Matthew	Public	10/29/2018	PI-249
	Annique	Public	10/29/2018	PI-250
	Joey	Public	10/29/2018	PI-251

**Response to Comments from Agencies and Groups  
North Split Alternatives Screening Report**

(AF=Federal Agency, AS=State Agency, CA=Member of the Community Advisory Committee, PI=Public Individual)

Comment ID	Sub	Last Name	First Name	Agency/ Organization	Date Received	Comment	Response
<b>Federal Agency</b>							
AF-001	01	Westlake	Kenneth	EPA	10/24/2018	<p>The U.S. Environmental Protection Agency (EPA) reviewed Indiana Department of Transportation's (INDOT) referenced alternatives screening report (Report) and participated in INDOT's October 17, 2018, <i>Resource Agency Meeting #3 - Alternatives Screening Report</i> via WebEx. The EPA previously provided early coordination comments regarding the proposed North Split project in our letter to the Federal Highway Administration (FHWA) and INDOT dated November 20, 2017 (copy enclosed). Our comments are submitted pursuant to Section 309 of the Clean Air Act and Section 102 (2)(c) of the National Environmental Policy Act (NEPA). EPA comments are in addition to our early coordination comments.</p> <p><i>The purpose of the North Split Alternatives Screening Report is to identify a preliminary preferred alternative to be evaluated in the Environmental Assessment (EA) for the project (page 1-1). The report identifies Alternative 4c Efficient Interchange - Partial Meridian/Pennsylvania and Meridian/Delaware Ramp Access (Alternative 4c) as INDOT's preliminary preferred alternative. No additional through lanes would be constructed for Alternative 4c. The report presents the process and the rationale INDOT used to help them identify Alternative 4c as their preliminary</i></p>	Comment noted.

						preferred alternative to be analyzed in detail in the EA.	
AF-001	02	Westlake	Kenneth	EPA	10/24/2018	<p><u>Alternative 4c and West Street:</u> According to the report and Resource Agency Meeting #3 discussions, implementation of Alternative 4c would most likely add additional traffic on West Street. EPA understands there may be residences and environmental justice (EJ) communities in the West Street area. Increased traffic would introduce increased vehicles emissions, noise, and possibly safety concerns for children that live, attend school, and/or play in the West Street area.</p> <p><u>Recommendation:</u> EPA recommends air quality, noise, and safety concerns associated with increased traffic on West Street, due to the North Split project, be addressed and mitigation identified in the EA.</p>	Impacts to minority and low-income populations, including avoidance, minimization, and mitigation measures incorporated into the project are addressed in the EA. The evaluation considered air quality, noise, and safety impacts, among other factors.
AF-001	03	Westlake	Kenneth	EPA	10/24/2018	<p><u>Construction/Demolition Air Quality:</u> Diesel powered equipment will most likely be used during construction and demolition.</p> <p><u>Recommendation:</u> To protect air quality and human health in the project area during project construction/demolition, we recommend INDOT consider strategies to reduce diesel emissions, such as project construction/demolition contracts that require the use of equipment with clean diesel engines and the use of clean diesel fuels. See the enclosed Diesel Emission Reduction Checklist for additional information. Also, Tony Maietta, Air and Radiation Division, is our clean diesel program contact. He can provide further clean construction/diesel information and answer any questions. Tony may be reached by email at <a href="mailto:Maietta.anthony@epa.gov">Maietta.anthony@epa.gov</a>, or by phone at (312) 353-8777.</p>	Comment noted. Short-term air quality impacts during construction and proposed mitigation measures are addressed in the EA.
AF-001	04	Westlake	Kenneth	EPA	10/24/2018	The Alternatives Screening Report is not clear whether existing structures, such as ramps and bridges, that would be modified or	The potential for encountering lead paint and/or asbestos materials during project

						<p>removed might contain lead paint and/or asbestos materials.  <u>Recommendation:</u> We recommend the EA address the potential for encountering lead paint and/or asbestos materials during project construction/demolition. If applicable, identify the mitigation measures that INDOT will undertake to protect the health of project workers and the public.</p>	<p>construction/demolition and potential mitigation actions are addressed in the EA.</p>
<b>AF-001</b>	05	Westlake	Kenneth	EPA	10/24/2018	<p><u>Landscaping/Lighting/Noise/Air Quality:</u> Alternative 4c would be contained within existing rights-of-ways and have a smaller footprint.  <u>Recommendations:</u> EPA recommends the use of energy efficient lighting, including the use of solar powered lights when feasible. We also recommend incorporating native saplings and shrubs into the landscape plan for the right-of-way, to help reduce noise, and maintain air quality for nearby residences and trail users. For additional information, see EPA's Recommendations for Constructing Roadside Vegetation Barriers to Improve Near-Road Air Quality at: <a href="https://www.epa.gov/sites/production/files/2016-08/documents/recommendations_for_constructing_roadside_vegetation_barriers_to_improve_near-road_airquality.pdf">https://www.epa.gov/sites/production/files/2016-08/documents/recommendations_for_constructing_roadside_vegetation_barriers_to_improve_near-road_airquality.pdf</a></p>	<p>Comments noted. The project will replace the existing interstate lights with new LED lights. The LED lights are more energy efficient than the existing lights. Impacts to roadside vegetation and proposed landscaping are addressed in the EA.</p>
<b>AF-002</b>	01	Westlake	Kenneth	EPA	11/20/2017	<p>EPA comments are based on our review of the preliminary project information provided in the October 18, 2017, letter from Kia Gillette, HNTB on behalf of INDOT and during the FHWA/INDOT November 3, 2017, resource agencies project introduction meeting/WebEx. FHWA/INDOT indicate a Draft EA will not be released for public and agency review and comment.  <u>Recommendation:</u> EPA recommends the EA identify the specific mitigation measure commitments that INDOT will undertake in</p>	<p>The EA will be published for public and agency review. If substantive changes are required after the public and agency comment period, they will be included in an Additional Information (AI) NEPA document. The EA identifies environmental commitments that INDOT will undertake to protect the environment and public health during the project's design, construction and operation.</p>

						order to protect the environment and public health during project design, construction and operation.	
AF-002	02	Westlake	Kenneth	EPA	11/20/2017	<p><u>Cultural Resources:</u> Preliminary information identifies 2 National Historic Landmarks, 9 National Register- listed Historic Districts, and 30 National Register-listed individual properties are within the Section 106 Area of Potential Effects for the project.</p> <p><u>Recommendation:</u> We recommend the EA document compliance with the National Historic Preservation Act (NHPA). If applicable, identify mitigation measures in the EA. Interagency correspondence related to NHPA compliance should be included as an appendix to the EA.</p>	Compliance with Section 106 of the National Historic Preservation act of 1966 as amended (Section 106) and its implementing federal regulation, 36 CFR 800, are addressed in the EA.
AF-002	03	Westlake	Kenneth	EPA	11/20/2017	<p><u>Water Resources:</u> Preliminary information indicates 28 potential wetlands, and 2 potential streams in the study area. Additional coordination with USACE and IDEM on jurisdiction.</p> <p><u>Recommendations:</u> EPA recommends the EA document coordination with USACE and IDEM on jurisdiction. We recommend the EA identify the various water resources in the project area, disclose other existing conditions, and quantify impacts associated with each alternative/interchange. We recommend the water resources information and discussion in the EA demonstrate that the elements of the proposed project avoid wetland and stream impacts, to the extent feasible. Where water resources cannot be avoided, the EA should discuss how impacts to water resources will be minimized. The rationale and justification for recommending or selecting an alternative/ interchange option or component over others should be presented in the EA. We recommend the EA include draft wetland and stream mitigation</p>	The EA identifies impacts to water resources, including measures to avoid, minimize, and mitigate impacts. The project will not impact streams. Draft wetland mitigation plans are not included in the EA, because the proposed mitigation includes purchasing credits through a mitigation bank or from the Indiana In-Lieu Fee Mitigation Program. Coordination with USACE and IDEM is documented in the EA.

						plans, for those impacts that cannot be avoided.	
AF-002	04	Westlake	Kenneth	EPA	11/20/2017	<p><u>Flooding and Drainage Control:</u> Preliminary information indicates FHWA/INDOT will coordinate with Indianapolis Department of Public Works (DPW) and Citizens Energy Group (CEO) on stormwater. The project will most likely result in an increase in impervious surfaces in the study area. EPA understands the public has informed FHWA/INDOT of drainage issues in and near the project study area.</p> <p><u>Recommendations:</u> EPA recommends the EA document coordination with the Indianapolis DPW and CEO regarding stormwater; The EA should clearly describe water bodies, streams, and ground water resources, wellhead protection areas (WHPAs) and locations of drinking water intakes within the analysis areas. In addition, we recommend the EA identify and assess potential for adverse impacts to drinking water supplies for all WHPAs and drinking water intakes that have the potential to receive project area construction and/or operation stormwater and/or hazardous material spills; Impacts of the various alternative/interchange options on water quality should address, but not be limited to, a water body's designated use and compliance with Indiana's Water Quality Standards and CWA, Section 401 Water Quality Certification. The EA should also identify whether or not water bodies located in or near the study area, or that would eventually receive roadway runoff are listed by Indiana as impaired, and, if so, are part of a Total Maximum Daily Load (TMDL) plan. If impaired waters are identified, the EA should identify the impairment/s and the reasons for the impairments. The Project's impacts on TMDL's should be analyzed and disclosed</p>	Coordination with the Indianapolis DPW and Citizens Energy Group regarding stormwater is documented in the EA. The EA addresses potential project impacts to water bodies, streams, ground water resources, wellhead protection areas (WHPAs), and drinking water systems. The EA also addresses potential project impacts to impaired streams.

						<p>in the EA, and mitigation identified. We recommend giving special attention to work that would occur in or near an identified well head (drinking water) protection zone, or upstream of a drinking water intake. Potential impacts to public and private drinking water supply intakes and wells should be evaluated and mitigation measures identified, if applicable. For information regarding stormwater management and stormwater management best practices see EPA's website:  <a href="http://www.epa.gov/areeningepa/stormwater/best_practices.htm">http://www.epa.gov/areeningepa/stormwater/best_practices.htm</a>.</p>	
AF-002	05	Westlake	Kenneth	EPA	11/20/2017	<p><u>Increased Frequency and Intensity of Precipitation Events</u>: Increased frequency and intensity of precipitation events can be anticipated during construction and operation of the project.</p> <p><u>Recommendation</u>: We recommend the EA identify and discuss how such precipitation events might impact the proposed project during construction and operation. We recommend that the EA identify and discuss possible adaptation measures. For example, discuss the effects that predicted increases in the number and/or intensity of precipitation events may have on sizing bridge spans, culvert openings, and stormwater management measures in order to accommodate such events and ensure project longevity, public health, and safety. Due to surface water quality issues, we recommend stormwater from roadway surfaces not be discharged directly to Waters of the U.S. Rather, stormwater should be channeled toward green infrastructure, such as bioswales, that would allow first flush road pollutants to be captured prior to discharge to surface waters, particularly</p>	<p>The EA addresses stormwater impacts and best management practices incorporated into the project in accordance with INDOT and FHWA procedures. Projections regarding increases in frequency and intensity of precipitation events during construction and operation of the project are beyond the scope of the analysis.</p>

						those surface waters that connect to drinking water intakes.	
AF-002	06	Westlake	Kenneth	EPA	11/20/2017	<p><u>Hazardous Materials:</u> Approximately 250 potential hazardous material concern sites have been identified in the project area. Phase I Environmental Site Assessments will be completed. Phase II soil and groundwater sampling will be completed if recommended. In addition, events such as construction equipment spills of hazardous or toxic materials could result in substantial adverse impacts to surface and ground water quality and aquatic habitats. The construction and operation of roadways can result from accidental releases of oil or hazardous materials due to accident related spills.</p> <p><u>Recommendations:</u> We recommend the EA discuss the frequency or likelihood of such events, and describe spill prevention and spill and release response capabilities. We also recommend the EA disclose how INDOT intends to prevent potential non-point sources of pollution from project proposed activities be designed into the project and identified in the EA. We recommend the EA describe these spill prevention measures and capabilities, along with any necessary emergency plan or mitigation of spills in emergencies for all sections of the roadway and all construction and use phases of the roadway's life.</p>	<p>The EA addresses impacts to sites with hazardous materials and regulated substances, commitments for materials handling and disposal during construction, and commitments for worker training and protection.</p> <p>During construction, the contactor will prepare and implement a Hazardous Materials Management Plan that provides specific guidance for managing, handling, transporting, and disposing of hazardous and regulated materials that may be encountered within the right-of-way or brought on-site by the contractor, and for protecting the health and safety of all on-site personnel and the general public. The Hazardous Materials Management Plan will also include a spill prevention plan.</p>
AF-002	07	Westlake	Kenneth	EPA	11/20/2017	<p><u>Noise Impacts:</u> Noise Analysis will be completed following INDOT's 2017 Procedure. Construction and/or operational activities associated with the project may cause an increase in local noise levels.</p> <p><u>Recommendation:</u> EPA recommends that INDOT consult with the communities in the project area regarding noise impacts and mitigation. Include the results of the noise analysis and community input in the EA.</p>	Noise impacts, potential mitigation measures, and coordination with residents and businesses who would benefit from potential mitigation measures are addressed in the EA.

						Identify the noise mitigation measures that INDOT will implement during project construction and operation. Mitigation measures may include, but are not limited to, the use of noise walls/barriers, placement of trees and shrubs, sound-proofing structures, and the use of construction equipment that emit the lowest levels of noise possible.	
AF-002	08	Westlake	Kenneth	EPA	11/20/2017	<p><u>Air Quality</u>: The preliminary information identifies a CO (carbon monoxide) Maintenance Area along 11th' St., south of 1-65. An interagency consultation for possible hot spot analysis is proposed.</p> <p><u>Recommendation</u>: Include the results of the interagency consultation in the EA. Tony Maietta is the EPA Region 5 Air and Radiation Division contact for this project and may be reached by phone at 312/353-8777 or by email at maietta.anthony@epa.gov.</p>	Air quality impacts and the results of interagency consultation are addressed in the EA.
AF-002	09	Westlake	Kenneth	EPA	11/20/2017	<p><u>Environmental Justice (EJ)/Public Involvement</u>: Preliminary census data review indicates potential populations of EJ concern within and near the project area. An EJ analysis will be completed for the project. Significant public involvement will be completed. Executive Order 12898 directs Federal agencies to identify and address disproportionately high and adverse human health or environmental effects of their actions on minority and/or low-income populations. Tools are available to assist the project team in their ES analysis for the EA. The Inter-agency Workgroup for ES released a report entitled, "Promising Practices for EJ Methodologies in NEPA Reviews." The report includes examples of methodologies used across the Federal government for EJ analyses and community involvement in the NEPA process. In addition, EPA released "EJSCREEN," which is a publically-available mapping tool designed to screen for</p>	Compliance with Executive Order 12898, including targeted community outreach activities, are addressed in the EA.

						<p>potential impacts to communities living with or vulnerable to ES concerns. Environmental Justice Interagency Working Group "Promising Practices for EJ Methodologies in NEPA Reviews" is available at: <a href="https://www.epa.gov/environmentaljustice/ej-iwg-promising-practices-ej-methodologies-nepa-reviews">https://www.epa.gov/environmentaljustice/ej-iwg-promising-practices-ej-methodologies-nepa-reviews</a>. EPA's EJSCREEN Environmental Justice and Mapping Tool is available at: <a href="https://www.epa.gov/ejscreen">https://www.epa.gov/ejscreen</a>.</p> <p><u>Recommendations:</u> The EA should document the detailed community outreach strategy developed to gain local input from all communities that are affected, and specify the targeted activities to reach low income and/or minority communities. Describe how input was used to inform project development. Provide specific measures to avoid, minimize, and mitigate any anticipated adverse impacts to communities. Provide documentation in the EA that ensures that the project would not have disproportionately high and adverse human health or environmental effects on minority and/or low-income populations</p>	
AF-002	10	Westlake	Kenneth	EPA	11/20/2017	<p><u>Health impacts:</u> The National Environmental Policy Act (NEPA) calls on the federal government to improve and coordinate federal plans, functions, programs, and resources to "assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings," and "attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences" (Sec. 101 [42 USC § 4331]). In order to meet these objectives, it is important for FHWA/INDOT to analyze the proposed project's potential impacts on human health. Seeking public and</p>	<p>Potential impacts to public health are discussed in the EA. The EA also addresses impacts to public facilities and services, including hospitals/emergency services, schools, recreational facilities, and trails.</p>

					<p>stakeholder input on potential health concerns serves several important purposes, including: (1) providing local knowledge regarding existing conditions and potential health impacts that may or may not be evident in publicly-available datasets, (2) identifying the health impacts that are of greatest importance to the affected community, and (3) introducing alternatives/interchange options or mitigation measures that stakeholders would consider to be effective ways to address key health concerns. <u>Recommendations</u>: Seek input from the potentially impacted communities regarding any health concerns related to the proposed project during the scoping process and when developing mitigation measures; Identify the locations of schools, private and public day care facilities, senior citizen assisted living and nursing homes facilities; Discuss whether the proposed action may impact human health. Consider the following: changes to land use impacting exercise such as parks, and trails provided for walking and biking; changes to traffic patterns impacting vehicle emissions, air quality, noise levels and pedestrian accidents; Describe the baseline health status in the affected population that may be influenced by the proposed action. This might include, but is not limited to, rates of asthma and cardiovascular disease; Describe the determinants of health in the affected population that may be influenced by the proposed action or should be considered during stakeholder engagement. Consider poverty, access to health services, linguistic isolation, access to healthy foods, employment; Identify existing health inequities in populations affected by the proposed action and its alternatives/interchange options, including</p>	
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						minority, tribal, low income, and other vulnerable populations; Analyze relevant health impacts and include findings in the NEPA document; If the project could result in adverse health impacts, commit to measures to protect public health; Consider project elements that could benefit public health, and enhance such features where feasible; Evaluate and ensure that the proposed project would not disproportionately harm health in communities with environmental justice concerns, children, or other sensitive populations.	
<b>AF-002</b>	11	Westlake	Kenneth	EPA	11/20/2017	<p><u>Threatened / Endangered / Species of Concern</u>: Preliminary information identifies the project is anticipated to qualify for the application of the U.S. Fish and Wildlife Service (USFWS) range-wide programmatic informal consultation for the Indiana bat and northern long-eared bat and USFWS project information form will be provided to USFWS for review separately.</p> <p><u>Recommendation</u>: EPA recommends the EA include documentation that coordination and, if applicable, consultation with USFWS has taken place. If applicable, include mitigation measures. EPA also recommends the EA discuss the feasibility of using pollinator promoting plants and/or plant seed mixtures for reclamation of disturbed areas associated with project construction/modification activities.</p>	The EA addresses threatened and endangered species, coordination with USFWS, and impacts to vegetation. The EA also addresses the preparation of landscaping plans for the project area. The potential use of pollinator plants and/or plant seed mixtures will be considered through that process.
<b>AF-002</b>	12	Westlake	Kenneth	EPA	11/20/2017	<p>U.S. Environmental Protection Agency - Diesel Emission Reduction Checklist</p> <ul style="list-style-type: none"> <li>• Use low-sulfur diesel fuel (15 ppm sulfur maximum) in construction vehicles and equipment.</li> <li>• Retrofit engines with an exhaust filtration device to capture diesel particulate matter before it enters the construction site.</li> <li>• Position the exhaust pipe so that diesel</li> </ul>	The USEPA Diesel Emission Reduction Checklist is noted for reference during the project's design and construction. Short-term air quality impacts during construction and proposed mitigation measures are addressed in the EA.

fumes are directed away from the operator and nearby workers, reducing the fume concentration to which personnel are exposed.

- Use catalytic converters to reduce carbon monoxide, aldehydes, and hydrocarbons in diesel fumes. These devices must be used with low sulfur fuels.

- Use enclosed, climate-controlled cabs pressurized and equipped with high efficiency particulate air (HEPA) filters to reduce the operators' exposure to diesel fumes. Pressurization ensures that air moves from inside to outside. HEPA filters ensure that any incoming air is filtered first.

- Regularly maintain diesel engines, which is essential to keep exhaust emissions low. Follow the manufacturer's recommended maintenance schedule and procedures. Smoke color can signal the need for maintenance. For example, blue/black smoke indicates that an engine requires servicing or tuning.

- Reduce exposure through work practices and training, such as turning off engines when vehicles are stopped for more than a few minutes, training diesel-equipment operators to perform routine inspection, and maintaining filtration devices.

- Repower older vehicles and/or equipment with diesel- or alternatively-fueled engines certified to meet newer, more stringent emissions standards. Purchase new vehicles that are equipped with the most advanced emission control systems available.

- Use electric starting aids such as block heaters with older vehicles to warm the engine reduces diesel emissions.

- Use respirators, which are only an interim measure to control exposure to diesel emissions. In most cases, an N95 respirator is adequate. Workers must be trained and fit-

						<p>tested before they wear respirators. Depending on work being conducted, and if oil is present, concentrations of particulates present will determine the efficiency and type of mask and respirator. Personnel familiar with the selection, care, and use of respirators must perform the fit testing. Respirators must bear a NIOSH approval number. Per Executive Order 13045 on Children's Health, EPA recommends operators and workers' pay particular attention to worksite proximity to places where children live, learn, and play, such as homes, schools, daycare centers, and playgrounds. Diesel emission reduction measures should be strictly implemented near these locations in order to be protective.</p>	
AF-003	01	Laszewski	Virginia	EPA	10/29/2018	<ol style="list-style-type: none"> <li>1. Due date for comments regarding the Alternatives Screening Report?</li> <li>2. Name, street address and email address to send to send comments to?</li> <li>3. On the projects website: where exactly does one find all the public and agencies comments regarding this project since its inception?</li> <li>4. Thank you.</li> </ol>	<p>These comments were submitted via the comment form on the North Split project website.</p> <p>An e-mail response was sent to the commenter on October 5, indicating that that the Alternatives Screening Report comments were due October 29, 2019. Updates were also made to the project website and the Alternatives Screening Report fact sheet to clarify the due date for comments and instructions for submittal of comments. The e-mail response clarified that only comments received during formal comment periods are published, and this information is typically included as part of meeting summaries. A link to the meeting summary for the System-Level Analysis was provided in the e-mail response.</p> <p>Early coordination letter responses and Section 106 consultation documentation are posted to the website. Links to these</p>

							documents were provided in the email response to the commenter.
<b>AF-003</b>	02	Laszewski	Virginia	EPA	10/29/2018	<p>1. Why haven't I received a response to my first inquiry?</p> <p>2. Where on this project's website may a citizen find a copy of EPA, Region 5's Early Coordination Letter (dated 11/20/2017) addressed to FHWA/INDOT regarding the proposed I-65/I-70 North Split Interchange Reconstruction Project?</p> <p>3. Please advise, thank you.</p>	See the response to Comment ID AF-003-01.
<b>State Agency</b>							
<b>AS-001</b>	01	Smith	Christopher	IDNR DHPA	10/29/2018	<p>Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108); implementing regulations at 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" ("Indiana Minor Projects PA"); and also pursuant to Indiana Code 14-21-1-18 and 312 Indiana Administrative Code ("IAC") 20-4, the staff of the Indiana State Historic Preservation Officer and of the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology, has reviewed INDOT's letter, with attachments and the enclosed aforementioned alternatives screening report, received on September 28, 2018.</p> <p>Thank you for providing a copy of the alternatives screening report for review. The Indiana SHPO appreciates the effort expended in its preparation, and the detailed comments offered by consulting parties. The project to improve functioning and safety of</p>	Comment noted.

						the North Split has garnered significant interest from those most directly affected near the project area, not to mention policymakers and the many thousands of daily users of the downtown transportation system.	
AS-001	02	Smith	Christopher	IDNR DHPA	10/29/2018	<p>The Indiana SHPO notes that a number of alternatives were identified by consulting parties and other stakeholders during the System-Level Analysis that concluded this summer. Alternatives identified included Transportation System Management (TSM) and traffic diversion, upgrading the entire inner loop interstate, depressing the interstate, at-grade boulevards or boulevards in combination with interstate tunnels, and construction of a new I-65 west leg. These creative solutions offered the potential to greatly improve the downtown interstate system to address community concerns for connectivity, sustainability, and economic vitality of the city and its neighborhoods; however, the time and cost estimates for implementation of the most sophisticated solutions to maintain an adequate level of service were high. At the conclusion of this study, it was determined that the North Split interchange would be designed to integrate with the existing interstate system, and some of the more transformative system-level alternatives would not be advanced at this time.</p> <p>In the September 21, 2018 alternatives screening report, we note that alternatives 4 and 5 have been deemed the only options that meet both purpose and need, with additional variations of Alternative 4 further refined and developed. Although the preliminary preferred alternative 4C does not increase capacity to meet projected future needs nor does it completely satisfy every</p>	Comment noted.

						possible concern with the project, it appears to be responsive to the comments received from consulting parties, particularly in minimizing the impact of interstate widening and the introduction of retaining walls. We believe that the recommended combination of shorter walls, with some regrading of the embankments, and inclusion of other context sensitive design solutions is a good strategy to minimize impact to historic properties within the area of potential effects, as provided by both alternatives 4B and 4C.	
AS-001	03	Smith	Christopher	IDNR DHPA	10/29/2018	As a practical matter, we have some concern about potential loss of local access and concentrating interstate access at fewer, more congested entry-exit points in Alternative 4C. We would encourage INDOT to conduct a more detailed traffic analysis of city streets to ascertain local impacts and carefully consider whether traffic would be significantly worsened by diversion to fewer key interchanged and feeder streets, particularly during peak times. This may result in unintended impacts to historic districts, particularly properties beyond the immediate footprint of the interstate that experience heightened traffic detouring and local congestion. It may be worth giving further consideration to Alternative 4B, which provides many of the minimization elements of Alternative 4C while also preserving local access to the fullest extent with all existing ramps remaining open.	Subsequent to the Alternatives Screening Report, the preliminary preferred alternative was refined to reestablish the connection of I-65 southbound to the C-D road serving the east side of downtown. The preferred alternative will remove the westbound I-70 exit at the Pennsylvania Street ramp and the I-65 southbound/C-D road entrance from Meridian Street/Delaware Street. These access changes were a trade-off to minimize the footprint of the roadway, which was an expressed desire of the local communities. The access changes will, however, divert traffic to other interchanges and local roadways. Approximately 16,800 vehicles are forecasted to exit the interstates in the downtown area during the AM peak hour in 2041. Due to the changed access conditions, the project will alter the travel patterns of approximately 6.7 percent of this traffic (1,130 vehicles), as it will require use of alternative exits. Likewise, 12,300 vehicles are forecasted to enter the interstates within the downtown area during the PM peak hour in 2041. The project will alter the travel patterns of approximately 3.6 percent of this traffic (440 vehicles). However, the downtown

							street network is well-developed, and there are multiple routes available to accommodate the diverted traffic. The resulting changes in travel patterns will increase traffic on some local streets and decrease it on others, but the total volume of traffic in the downtown area is not anticipated to substantially change from the No Build condition. Therefore, no impacts to historic districts from permanent traffic changes are anticipated.
<b>AS-001</b>	04	Smith	Christopher	IDNR DHPA	10/29/2018	The retention of all current interchanges and movements and/or addition of interchanges should be further analyzed to ensure sufficient local access for business and resident, uniform dispersion of traffic, avoidance of excessive detouring through the city, and to provide alternative routes for exit or highway closures and other emergency situations (which seem to happen with some frequency).	See the response to Comment ID AS-001-03.
<b>AS-001</b>	05	Smith	Christopher	IDNR DHPA	10/29/2018	We note that allowing travelers to enter or exit at a point closest to their intended destination improves efficiency and reduces overall street congestion throughout the city. Satisfactory level of service, safety and avoidance of gridlock and traffic backups are a shared concern for downtown residents, businesses, workers and commuters alike; however, these goals must be balanced against potential environmental impacts including that all of these issues will continue to be considered as part of this process.	The National Environmental Policy Act (NEPA) requires federal agencies to prepare an Environmental Assessment (EA) when they are planning a project that may significantly affect the environment. The EA describes why the transportation project is needed, the alternatives studied, potential effects (both positive and negative), and public and agency comments. This allows environmental effects to play a key role – alongside other considerations such as feasibility and cost – in decisions made about a project. INDOT has prepared an EA for the North Split Project. The EA will be made available for public and agency review, and a public hearing will be held for the project. INDOT will consider all the comments received during this process before making a final decision about the

							project. See also the response to Comment ID AS-001-03.
AS-001	06	Smith	Christopher	IDNR DHPA	10/29/2018	Furthermore, we note the historic property report addendum. We concur with the conclusions of the addendum regarding the eligibility and ineligibility of the identified resources in the expanded area of potential effects.	Comment noted.
AS-001	07	Smith	Christopher	IDNR DHPA	10/29/2018	In regard to archaeological resources within the project area, it is our understanding, from Harry Nikides's (ASC Group, Inc.) October 26, 2018, email message to Wade Tharp (INDNR-DHPA), that an archaeological report will be provided to our office in coming weeks. We will await a full report of the archaeological investigations for our review and comment. Once this information has been received, the Indiana SHPO will resume identification and evaluation procedures for this project.	Comment noted. A Phase 1b Archaeological Survey Report, Phase 1a Archaeological Records Check and Survey Report, and Addendum to the Phase 1a Archaeology Report were subsequently provided to IDNR DHPA.
<b>Community Advisory Committee</b>							
CA-001	01	Davis	Marsh	Indiana Landmarks	10/29/2018	I submit the following comments on behalf of Indiana Landmarks regarding the North Split Alternatives Screening Report. First, I want to be clear in expressing appreciation to the HNTB team and INDOT for listening to the concerns of the community and the numerous organizations, businesses, neighborhood Associations, and the Rethink Coalition. Alternative 4c as depicted in the Screening Report represents a major improvement over the project's earlier iterations. Thank you.	Comment noted.
CA-001	02	Davis	Marsh	Indiana Landmarks	10/29/2018	We continue to have major concerns about some aspects of the direction the project is heading which I shall express in non-technical language. Alternative 4c does not adequately address the four principles agreed upon and set forth by the City, the Indy Chamber, and the Rethink Coalition. Of greatest concern to	The preferred alternative minimizes impacts to adjacent neighborhoods, but does not eliminate them entirely. The proposed roadway will be closer to adjacent homes and businesses in some areas. For example, the Pennsylvania Street ramp from I-65 will be reconstructed as

						<p>Indiana Landmarks is the widening of the west leg of the I-65 that passes on the south side of the Indiana Landmarks Center at 12th and Central. The last information I have from INDOT/HNTB calls for a 37-foot widening of the footprint of the interstate (22 feet on the north side) and the installation of walls, albeit shorter in height than originally planned. In those regards alternative 4c falls short of containing the footprint and eliminating walls. It also fails to improve neighborhood connectivity. In fact, it further impedes connectivity. We therefore urge HNTB and INDOT to continue the good work of refining the project to minimize to the extent possible any widening of the footprint and construction of walls.</p>	<p>part of the preferred alternative. Although this work will occur within the existing right-of-way, the reconstruction will move the proposed roadway approximately 25 feet closer to adjacent homes and businesses. On the other hand, the proposed roadway will be further from homes and businesses in some areas. For example, the exit ramp from I-70 westbound to Pennsylvania Street and the northernmost bridge over College Avenue will be removed, which will move the proposed roadway in this area approximately 175 feet further from existing homes and businesses. Retaining walls (ranging in height from 8 to 12 feet) will be required in some areas to avoid property impacts.</p> <p>Existing pedestrian and bicycle connections under existing bridges – such as greenways, sidewalk connections, and on-street bicycle lanes – will be maintained or enhanced. The preferred alternative will also enhance pedestrian and bicycle safety and mobility by building wider bridge openings, replacing or installing new lighting under the bridges, and building wider sidewalks.</p>
CA-001	03	Davis	Marsh	Indiana Landmarks	10/29/2018	<p>From a broader perspective—understanding constraints of funding and timing—we feel that segmenting the overall redesign of the interstate system around Indianapolis will reduce the possibilities of innovation in planning and design. Segmentation also holds the disadvantage of a less rigorous review of the multifaceted impacts of the project on our community.</p> <p>Indiana Landmarks was pleased to join community leaders, and the Indy Chamber and businesses in supporting the upcoming (November 12) visit to Indianapolis by Arup.</p>	<p>In 2018, INDOT completed a System-Level Analysis to assess the performance, cost, and impact of seven large-scale changes to I-65 and I-70 through downtown Indianapolis. Proposals presented by ARUP Corporation were reviewed in November 2018, consisting of estimated financial impacts of development opportunities associated with a concept of depressing the full downtown interstate system with parallel collector-distributor roads. The System-Level Analysis concluded that, as a matter of public safety, the North Split</p>

						<p>This presents an extraordinary opportunity for all involved in planning the North Split and subsequent phases to interface with consultants of stellar international repute. We urge HNTB and INDOT to participate in these meetings and to take into account Arup's findings as you continue work on the North Split project notwithstanding the public comment deadline of October 29.</p>	<p>interchange needs to be reconstructed in the next two to four years. The interchange will need to work effectively with the interstate system that currently exists. Major changes to the configuration of the Indianapolis inner loop system will take many years to plan, study, design, and implement. The improvements under consideration for the North Split interchange project do not prohibit or limit options for the future system. Therefore, INDOT determined that the North Split Project should proceed as a multilevel interchange.</p>
CA-002	01	Pflugh	David	Chatham Arch Neighborhood Association	10/29/2018	<p>I represent the Chatham Arch Neighborhood Association (CANA). CANA members are residents, business owners and interested persons in the larger Chatham Arch-Massachusetts Avenue District (CAMA). CAMA is located immediately south of Interstate 65 (I-65) and west of the combined I-65/I-70 Collector/ Distributor on the east side of Indianapolis. Chatham Arch was listed on the National Register of Historic Placed in 1980 and CAMA was listed in 1982. Because of Chatham Arch's location, the members of CANA are particularly concerned about INDOT's plans for reconstruction of the North Split Interchange. We have been intently following the evolution of INDOT's plans for the project, and I would like to register some comments and concerns regarding INDOT's latest Preferred Alternative on behalf of CANA. The PA addresses safety concerns while keeping costs low and minimizing the addition of the retaining walls. However, the PA fails to adequately account for stated desire of the downtown neighborhoods for increased connectivity. Instead, the PA preserved the discontinuity between our</p>	<p>The construction of the Indianapolis inner belt shaped the historic growth patterns in the downtown area, including the adjacent residential neighborhoods. I-69, I-70, and I-65 were originally planned as radial interstate routes which were intended serve the Indianapolis urban area. The North Split Project includes portions of I-65 and I-70 that were completed in the 1960s and 1970s. Construction of the radial interstates displaced residents and created a barrier effect between the adjacent residential neighborhoods and the Indianapolis Central Business District.</p> <p>The preferred alternative will be built entirely within the existing transportation right-of-way with no residential or commercial relocations. The project will not construct additional through traffic lanes, but the interstate will be widened and/or shifted in some locations. As a result, the interstate will be approximately 25 feet closer to neighborhoods previously impacted by the original interstate construction, specifically along I-65 west of the interchange. In addition, the project will build retaining walls and potentially</p>

						neighborhoods resulting from the original construction of the interstates fifty years ago. The discontinuity is not something that can be remediated through additional work on the current design.	noise barriers adjacent to neighborhoods that were previously impacted by the original interstate construction. Context Sensitive Solutions (CSS) design elements have been incorporated into the project to help minimize potential negative effects to neighborhoods. INDOT has developed preliminary design treatments for certain components of the project and has solicited feedback from project stakeholders, including affected residents. See also the response to Comment ID CA-001-02.
CA-002	02	Pflugh	David	Chatham Arch Neighborhood Association	10/29/2018	INDOT has presented studies to the Consulting Parties showing the majority of vehicle traffic on the downtown interstates originated or terminates within the approximate mile square city center. This data appears to have been overlooked in the creation of the new PA design. which instead seems to encourage, even promote, through traffic.	<p>The preferred alternative was designed to accommodate existing and projected future traffic volumes in the project area. The traffic simulation model used to evaluate traffic needs is a derivative of the Indianapolis Metropolitan Planning Organization (MPO) nine-county TransCAD travel demand model. The traffic modeling used in this analysis was coordinated with Indianapolis MPO staff and reviewed and approved by FHWA.</p> <p>The traffic simulation model for 2041 includes proposed roadway improvements in the Indianapolis MPO Long Range Transportation Plan and future IndyGo transit projects. Origin-destination trip information is forecasted based on population and employment estimates provided by the Indianapolis MPO. See also the response to Comment ID CA-022-06.</p>
CA-002	03	Pflugh	David	Chatham Arch Neighborhood Association	10/29/2018	I propose INDOT conduct further studies on expressways which transition to at-grade boulevards or a collector/distributor route through the downtown area. If possible, express routes could be built beneath the CD, but as the closure of a section of I-65 in July demonstrated, express routes through the city are merely a convenience, not a	In 2018, INDOT completed a System-Level Analysis to assess the performance, cost, and impact of seven large-scale changes to I-65 and I-70 through downtown Indianapolis. At-grade boulevards, tunnels, collector-distributor roadway systems, and other options for the complete system of downtown interstates were analyzed in the

						<p>necessity for workers and visitors to access downtown businesses.</p> <p>An at-grade route would satisfy all the stated objectives of the state and many local residents: slowing or re-routing traffic to increase safety, removing barriers between neighborhoods, and promoting dissemination of economic opportunities to a wider section of the city, all while keeping construction and maintenance costs at a minimum.</p>	<p>previously prepared System-Level Analysis. With respect to boulevards, the traffic analysis showed very high delays in the interstate corridors and on virtually all downtown streets and roadways due to traffic diversion from the high capacity interstates and the inability of boulevard intersections to accommodate the high volumes of cross traffic.</p> <p>The System-Level Analysis concluded that, as a matter of public safety, the North Split interchange needs to be reconstructed in the next two to four years. The interchange will need to work effectively with the interstate system that currently exists. Major changes to the configuration of the Indianapolis inner loop system will take many years to plan, study, design, and implement. The improvements under consideration for the North Split interchange project do not prohibit or limit options for the future system.</p>
CA-002	04	Pflugh	David	Chatham Arch Neighborhood Association	10/29/2018	<p>In summary, CANA supports in principle the objectives of the Rethink I-65/I-70 Coalition. To that end, CANA formally requests an Economic Impact Study (EIS) for the North Split Reconstruction project. CANA feels an Environmental Assessment (EA) only is not sufficient to determine the effect of the project on our nationally-recognized historic neighborhood. CANA appreciates the partnership demonstrated by INDOT to date, and we hope to continue working together to further the vision of a successful and vibrant downtown Indianapolis.</p>	<p>FHWA has determined that the North Split Project meets the requirements for an Environmental Assessment (EA). After the EA is complete and the public comment and hearing process has concluded, FHWA will determine if the project has a significant impact on the natural and human environment. If FHWA determines there are no significant impacts, then it will issue a Finding of No Significant Impact (FONSI), concluding the National Environmental Policy Act (NEPA) process. If FHWA determines there are significant impacts, INDOT will continue the environmental process by preparing an Environmental Impact Statement (EIS). Also see the response to Comment ID AS-001-05.</p>
CA-003	01					Left intentionally blank.	

CA-004	01	Knapp	Paul	Rethink I-65/ I-70	11/14/2018	Dear Commissioner McGuinness, On behalf of the Rethink 65/70 Coalition and its supporters, I am attaching the presentation deck we presented to the public on the evening of November 12th. You will see that it contains drawings depicting a new design concept for the north, east, and south legs of the Inner Loop interstates in downtown Indianapolis along with economic analysis provided by Arup Advisors which shows the enormous positive impact the Coalition's design could have on Central Indiana for decades to come.	Receipt of the presentation deck is acknowledged.
CA-004	02	Knapp	Paul	Rethink I-65/ I-70	11/14/2018	We ask that the North Split Alternative 4c preliminary design that INDOT has designated as its preferred direction be modified during the final design stages so that it can accommodate the depressed highway design concept presented by the Rethink 65/70 Coalition and allow for the associated connectivity and economic development benefits.	See the response to Comment ID CA-001-03.
CA-004	03	Knapp	Paul	Rethink I-65/ I-70	11/14/2018	Finally, we would welcome the opportunity to meet with INDOT engineers and project managers, as well as INDOT's outside engineers with HNTB, to work collaboratively to combine the North Split Alternative 4c preliminary design with the Coalition's design. Thank you for your consideration.	Meetings were held with the Coalition leadership subsequent to completion of the North Split Alternatives Screening Report. These meetings were held on February 26, 2019; March 25, 2019; and October 1, 2019.
CA-005	01					Left intentionally blank.	
CA-006	01	Storrow	Meg	Mass Ave Merchants Association (MAMA)	10/28/2018	The Mass Ave Merchants Association (MAMA) thanks the State of Indiana for encouraging citizens to participate and comment on the North Split. We are serious about collaborating with INDOT on achieving a solution that improves transportation in Indianapolis. Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.	Comment noted.

CA-006	02	Storrow	Meg	MAMA	10/28/2018	<p>Proposed Performance Measures shown in Table 5-7, page 5-9:</p> <p>a. INDOT proposes elimination of some connections to local streets to resolve safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. We believe the Area of Potential Effects (APE) should be expanded to include the exit/entry areas that may be impacted, such as West Street and Fletcher Ave.</p>	<p>See the response to Comment ID AS-001-03.</p> <p>The APE was reviewed, but was not expanded after the North Split Alternatives Screening Report was completed in September 2018.</p>
CA-006	03	Storrow	Meg	MAMA	10/28/2018	<p>b. Alternative 4C, INDOT's Preferred Alternative, proposes eliminating access at Meridian/Pennsylvania and the Meridian/Delaware ramps from I-70 westbound traffic and the Ohio/Michigan exits via the collector-distributor ramp from I-70. We find it unacceptable that access to the downtown core would no longer be available to thousands of travelers and we believe this will deter our customer base and their patronage of Mass Ave.</p>	<p>See the response to Comment ID AS-001-03.</p>
CA-006	04	Storrow	Meg	MAMA	10/28/2018	<p>c. MAMA supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but that also remove the visual and physical connectivity divides between existing neighborhoods. Mass Ave was cut at 10th Street and no longer connects to north Mass Ave when the North Split was constructed. The northeast end of Mass Ave subsequently struggled for years to be economically viable. We urge INDOT to consider an inner loop design that reconnects the street grid to provide</p>	<p>As documented in the Alternatives Screening Report, 27 bridges are estimated to have less than 10 years of remaining life. Of these, 11 bridges are estimated to have 5 years of remaining life. Seven of these bridges underwent immediate repair in 2018/2019 to allow continued operation until the North Split project can be completed. "Stabilizing" these 27 bridges for a 5-10 year period awaiting further system studies is not considered to be practical.</p>

						connectivity and encourage economic development.	
CA-006	05	Storrow	Meg	MAMA	10/28/2018	Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, and the Mass Ave Commercial District, all listed on the National Register of Historic Places. This additional separation is unacceptable and misses the opportunity to correct past mistakes.	See the responses to Comment ID's CA-002-01 and CA-001-02.
CA-006	06	Storrow	Meg	MAMA	10/28/2018	Added pavement width: The additional pavement width of up to 24 feet exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods and the Mass Ave District. Many of our workers live in adjacent districts and walk or bike to work.	See the responses to Comment ID's CA-001-02 and CA-002-01.
CA-006	07	Storrow	Meg	MAMA	10/28/2018	Economic Development Potential: a. The INDOT Proposal is does not promote or enhance economic development potential. MAMA agrees with the Rethink 65/70 Coalition that new mixed-use development districts created from relinquished interstate right-of-way space made available by a reduced interstate footprint could be transformative for downtown. As independent merchants and restaurant owners, we need continued means to grow our customer base to effectively compete with suburban malls.	Economic development is not a component of the North Split Project's Purpose and Need, nor is the project expected to alter existing land use trends. Local developments will continue to be governed by the existing market, availability of vacant land and utilities, and City of Indianapolis' land use policies and regulations.
CA-006	08	Storrow	Meg	MAMA	10/28/2018	b. MAMA supports the Rethink 65/70 Coalition request that INDOT redesign the northside leg as a depressed Interstate	See the response to Comment ID CA-001-03.

						<p>between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.</p> <p>c. We understand from a study that the Rethink 65/70 Coalition prepared, that over 38.7 acres of new area can be gained on the northside segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space. This would greatly enhance the viability of MAMA businesses.</p>	
CA-007	01	Jarzen	Joseph	Keep Indianapolis Beautiful (KIB)	10/29/2018	<p>On behalf of Keep Indianapolis Beautiful, Inc. (KIB), please accept the following comments to be included for consideration in review of the Indiana Department of Transportation (INDOT) project with funding from the Federal Highway Administration (FHWA) proposing a preferred alternative to the I-65/1-70 North Split Interchange Reconstruction Project in the City of Indianapolis, Marion County (Des. Number (Nos.) 1592385 &amp; 1600808). KIB hopes that any project at this site will balance improving current infrastructure conditions, provide a sustainable solution to traffic needs through and around Indianapolis beyond the next 50 years, and improve or at least not further harm quality of life for the City and the neighborhoods adjacent to the interstate, which include but are not limited to economic investment opportunities and improved environmental impacts. KIB believes that this project can minimize adverse effects by considering how the project will impact the character of the neighborhood's setting, whether that be visual, atmospheric and audible elements.</p>	<p>A Context Sensitive Solutions (CSS) process is being carried out as part of the North Split National Environmental Policy Act (NEPA) process to identify ways the project can be positively integrated into the community, to maintain and enhance the natural environment through retention or addition of landscape features, and to define elements of the overall design that improve connectivity and quality of life in the community. Pedestrian and bicycle connectivity, aesthetics, landscaping, and provision for public art as they relate to the North Split project have been discussed as part of this CSS process. KIB is one of the agencies invited to participate in the CSS process. See also the response to Comment ID AS-001-05.</p>

CA-007	02	Jarzen	Joseph	KIB	10/29/2018	<p>One way to address the visual, atmospheric and audible elements of a neighborhood's character is to preserve existing trees and plant additional native plants and trees throughout the project area. A mature tree canopy is prevalent throughout the adjacent neighborhoods. Maintaining and growing the tree canopy along the interstate impacts the aesthetic look of the neighborhoods, which will continue that historic character and soften the division line between the neighborhood and where it meets the interstate. An intentionally planted and expanded natural barrier will also significantly impact the annual benefits of carbon sequestration and other greenhouse gas mitigation, increase stormwater interception and reduce noise impacts. National studies prove the positive impacts of trees. The Green Heart Project by the University of Louisville (<a href="https://louisville.edu/greenheart">https://louisville.edu/greenheart</a>) proves the impact of large trees upon a school along a highly traveled street. Results show mature trees provide significant benefits on air quality and health of students at the school. It is critical to ensure there is an increase in net green to accommodate high traffic counts that will exist by maintaining an interstate through downtown. These comments are submitted responding to the preferred Alternative 4C shared during October 2018. Immediately adjacent to the project site are approximately 1,225 1-2" caliper trees that were planted as far back as 2007. Many of these trees are reaching maturity and having clear environmental and aesthetic impacts. Growing taller than the surface elevation of the interstate, these trees will continue to have significant impact if allowed to continue to thrive.</p>	<p>The preferred alternative will change landscaping within the existing right-of-way. In the existing condition, brush and small trees in the right-of-way provide some visual screening of the highway. It is anticipated that some of the existing vegetation will be removed from within the right-of-way, including some mature trees along the north side of I-65 near the Old Northside neighborhood. However, some areas of existing trees and shrubs will be marked as "Do Not Disturb" and will not be impacted by construction. INDOT is developing a tree and vegetation replanting plan as part of the Context Sensitive Solutions (CSS) process. See also the response to Comment ID CA-007-01.</p>
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CA-007	03	Jarzen	Joseph	KIB	10/29/2018	In addition to the trees, KIB has also invested time, money and resources into 11 murals on underpasses throughout the project site. Note that the value of all these investments totals \$1,055,113 (including cost for planting and maintaining trees, and preparation and creation of 11 murals).	The existing murals under the bridges will be removed during the construction activities; however, there will likely be opportunities for new artwork under the new bridges. See the response to Comment ID CA-007-01.
CA-007	04	Jarzen	Joseph	KIB	10/29/2018	KIB understands that Preferred Alternative 4C has a large project site that will impact many of these resources. As a result, we would request the following be included in construction and budgetary plans for this project. 1. Preserve and protect as many mature trees as possible. While the construction site may not be able to avoid some mature trees, particularly on the west leg of the interstate from the North Split west through Central Ave., KIB wishes that as many mature trees are protected as possible throughout the construction. a. Trees along Davidson St. appear to be outside of any proposed expansion within the ROW. If possible, these trees should be preserved and clearly protected through construction within the project site and staging areas. It should be clearly noted and considered in all bidding documents	See the response to Comment ID CA-007-02.
CA-007	05	Jarzen	Joseph	KIB	10/29/2018	2. Replace removed mature trees with mature native trees. Any trees that are lost should be replaced to match the number of trees removed. In order to match tree size, take the square inch of the cross section/diameter at breast height (DBH) to determine what size the new tree should match. Larger size trees will require substantially more water and this is determined by taking the DBH times 10, which equals the number of gallons per week the tree should receive.	See the response to Comment ID CA-007-02.

CA-007	06	Jarzen	Joseph	KIB	10/29/2018	3. Plant new native trees. Alternative 4C does widen the interstate within the existing ROW, however, it preserves some greenspace compared to some of the other alternatives. In light of this, there will likely be substantial plantable space. In these areas, new native trees should be planted with a preferred size of 1-2" caliper trees, including a three year maintenance plan to ensure survivability (15 gallons of water a week per tree, with appropriate pruning in subsequent years).	See the response to Comment ID CA-007-02.
CA-007	07	Jarzen	Joseph	KIB	10/29/2018	4. Plant native plants. In the design of Alternative 4C, there appears to be substantial plantable space within the North Split itself and along the berms. The land that will be opened up along O'Bannon Park to the north will also be expanded with the condensing of the split. In all of these areas, KIB would encourage the planting of native plants that would support migratory patterns of insects, birds and butterflies, provide environmental benefits such as stormwater runoff mitigation, and create a more attractive aesthetically appealing welcome to the crossroads of America. a. Additional art installations should be considered in the space as well, similar to that which is seen with the RNA molecule at the 1-70 exit ramp onto Madison Ave. The Idle, overlooking the south split off Virginia Ave., is a good model to make an inaccessible place a bit more accessible and unique.	See the responses to Comment ID's CA-007-01 and CA-007-02.
CA-007	08	Jarzen	Joseph	KIB	10/29/2018	5. Accommodate and install new community driven murals. It appears that all eleven Vibrant Corridor murals will be lost through Alternative 4C. In light of this, KIB believes murals should also be replaced under every underpass. Murals are one method to create a better experience that is safer, more inviting and community oriented. Designs	The existing murals under the bridges will be removed during the construction activities; however, there will likely be opportunities for new artwork under the new bridges. See the response to Comment ID CA-007-01.

						should be driven by the community and implemented with local artists who will respond to and include suggestions from the community.	
CA-007	09	Jarzen	Joseph	KIB	10/29/2018	6. Additional quality of life installations. Through this process, there have been a number of recommendations from a variety of organizations focused on ways to consider how to mend the divide between neighborhoods and their relationship with downtown. These suggestions need to be considered further. Lighting, bike lanes, pavement treatment, signage, green walls (exterior of walls planted to maximize opportunities for plants) and others not listed here should all be included in any improvements to this alternative.	See the response to Comment ID CA-001-02.
CA-007	10	Jarzen	Joseph	KIB	10/29/2018	KIB was founded in 1976 and is the largest most comprehensive affiliate of Keep America Beautiful. KIB is a private nonprofit organization with a mission to engage diverse communities to create vibrant public places, helping people and nature thrive. Its work spans community engagement through programs focused on litter mitigation, increasing the tree canopy, creating with local neighborhoods natural and artistically designed places rooted in community, supporting habitat restoration throughout the City and providing meaningful opportunities for youth development from elementary school through college. KIB hopes to clean our air and water by planting 30,000 trees by 2025, support a more biodiverse environment by restoring 100 acres of landscapes by 2020 and inspire 100,000 people to care for the environment by 2022. The aim is to have an interstate that can as best as it possibly can, respond to the local heritage of the city, allow for city level	Comment noted. See also the responses to Comment ID's CA-007-01 and CA-007-02.

						connections for people, and put into place mitigation techniques that will lessen the negative environmental impacts that a high traveled, high speed corridor will have upon the adjacent community. Ensuring context sensitive solutions play an integral part in the design is essential. A significant amount of KIB's financial and social capital will be negatively impacted by this project, and without the above considerations, this project can have uninvited impacts upon the community. KIB supports the exploration of opportunities that increase the tree canopy, plant more native plants, create an aesthetically inviting, artistically created environment that engages neighborhoods in the process. These are all items that need to be added into the design for Alternative 4C.	
CA-008	01	Chilluffo	Garry	Historic Urban Neighborhoods of Indianapolis (HUNI)	10/30/2018	We are encouraged that INDOT has made improvements to the design of the North Split in the preferred Alternative 4c but it also sheds light on its shortcomings from a mobility, connectivity, economic/community development perspective. INDOT must improve this latest concept, minimize impacts due to widening, and commit to high quality design standards for walls, underpasses, lighting, sound mitigation, buffering, landscape treatments, etc. AND to added community amenity (park expansion, trails, connectivity, etc.) made possible by the reduction in size of the interchange, particularly on its north side.	See the response to Comment ID CA-007-01.
CA-008	02	Chilluffo	Garry	HUNI	10/30/2018	The APE should be expanded to include the West St / MLK interchange and address the current and future traffic issues that are sure to ensue.	See the response to Comment ID CA-006-02.
CA-008	03	Chilluffo	Garry	HUNI	10/30/2018	INDOT should consider the recommendations of the Rethink 65/70 coalition. Please capture the Rethink Coalition's guiding principles for	The preferred alternative will not increase the number of through lanes on the interstates. See also the responses to

						reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically: 1. No above grade walls; 2. No expansion of the existing number of through lanes; 3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates; 4. Increased opportunities for inclusive economic development along the path of the interstates	Comment ID's CA-001-03, CA-001-02, and CA-006-07.
<b>CA-008</b>	04	Chilluffo	Garry	HUNI	10/30/2018	INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.	See the response to Comment ID CA-001-02.
<b>CA-008</b>	05	Chilluffo	Garry	HUNI	10/30/2018	INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.	See the response to Comment ID AS-001-03.
<b>CA-008</b>	06	Chilluffo	Garry	HUNI	10/30/2018	We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid. The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.	See the response to Comment ID CA-001-03.
<b>CA-008</b>	07	Chilluffo	Garry	HUNI	10/30/2018	INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project	See the responses to Comment ID's CA-001-03, CA-006-07, and AS-001-03.

						<p>areas. We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development. INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution. We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.</p>	
<b>CA-009</b>	01	Haupers	Peter	Saint Joseph Historic Neighborhood Association	10/30/2018	<p>The St. Joseph Historic Neighborhood thanks the HNTB Project Team for their efforts since the series of meetings on the System Level Analysis in May 2018. In September, we were surprised to learn that the seven concepts had developed into one INDOT preferred alternative (4C). We were expecting a thorough review of several high quality alternatives. We believe there are more concerns to be addressed, but most importantly, we believe this project requires an Environmental Impact Study (EIS) rather than the minimum Environmental Assessment (EA) level of environmental consideration.</p>	See the responses to Comment ID's CA-002-04 and AS-001-05.
<b>CA-009</b>	02	Haupers	Peter	Saint Joseph Historic Neighborhood Association	10/30/2018	<p>Please find our commentary on the INDOT Alternatives Screening Report: Lack of High Quality Alternatives: In May, we were shown seven concepts. In September, we were shown four poor quality alternatives and one preferred alternative. Although they likely met the technical definition of an alternative, we would argue that several of these alternatives were designed to not be selected which hinders the integrity of the alternatives process. To have three of five not even meet the Purpose &amp; Need is not a</p>	The alternatives analysis for the North Split Project has been conducted in accordance with the requirements of the National Environmental Policy Act (NEPA). See also the response to Comment ID AS-001-05.

						<p>quality selection. The alternative selection process was not the objective exercise we had hoped. It appeared like an obvious multiple-choice question:</p> <p>Alternative 1 – No Build: A baseline is not an alternative, nor should it be treated like one. A baseline is inherent in any scientific analysis as a control group. Any alternative would look better than letting the bridges collapse.</p> <p>Alternative 2 – TSM: In the System Level Analysis, this concept was discussed and several comments indicated that TSM could be incorporated into another concept to be a true alternative. We understand that tolls cannot repair infrastructure. This is not a stand-alone alternative. Alternative 3 – In Kind Interchange: This is what Alternative 1 should have been.</p> <p>Alternative 4 – Efficient Interchange: We consider the three sub-alternatives to be the only worth consideration among the five.</p> <p>Alternative 5 – Full Interchange: It is felt this alternative was added to simply announce that through lanes were no longer in consideration. We thank the Project Team for eliminating this, as it was the most destructive to our Neighborhood.</p>	
CA-009	03	Haupers	Peter	Saint Joseph Historic Neighborhood Association	10/30/2018	<p>Recent Focus on Safety to Support Alternative 4C: The recent Alternatives Screening meetings have begun with a heavier focus on safety as compared to prior meetings. It was felt that the Project Team was attempting to rebrand the Project’s original purpose from repairing infrastructure to safety. While we agree that safety is a critical aspect of the Project and should be prioritized, the level of focus on safety at this time is meant to support Alternative 4C. Safety is an important</p>	<p>The purpose of the North Split Project is to rehabilitate and improve the existing interstate facilities within the North Split project area. The I-65/I-70 North Split project must meet the following transportation needs:</p> <ul style="list-style-type: none"> <li>• Correct deteriorated bridge conditions.</li> <li>• Correct deteriorated pavement conditions.</li> <li>• Improve safety.</li> <li>• Improve interchange operations and reduce congestion.</li> </ul>

						inherent component to this Project, not the sole reason for the Project.	The project's purpose and need were developed in cooperation with FHWA to meet the requirements of the National Environmental Policy Act (NEPA).
CA-009	04	Haupers	Peter	Saint Joseph Historic Neighborhood Association	10/30/2018	Project Team's Lack of Consideration for the ARUP Study: During the meeting, members of the Rethink 65-70 Coalition asked an HNTB Project Team Member how the ARUP Study would be used by the Project Team. The response was that it would be a "highly relevant public comment". It is felt that more weight should be given to this study because it provides the critical information not addressed in the INDOT System Level Analysis.	See the response to Comment ID CA-001-03.
CA-009	05	Haupers	Peter	Saint Joseph Historic Neighborhood Association	10/30/2018	Missed Opportunity to Learn from INDOT's Summer I-65/I-70 Closures: INDOT closed sections of I-65/I-70 this summer. At the 10/9/18 CAC Meeting, we asked if any study had been completed to see where traffic dispersed during this time in order to provide actual data (not model analyses) on how to plan for the impending years of construction. The response from a Project Team Member indicated that no analysis had been performed, no relevant data had been gathered, and no comparisons to the HNTB model had been made to study accuracy. Big miss.	<p>The North Split interchange serves more than 214,000 vehicles per day. A complete or partial closure of the North Split interchange during construction will require this traffic to find alternative routes to access downtown. The potential range of alternative routes varies greatly and depends, in large part, upon the origins and destinations of the traffic. Based on current projections, traffic increases on local streets will range from 200 to 5,000 vehicles during the AM and PM peak hours.</p> <p>During construction, traffic will temporarily increase in some neighborhoods. Residents and businesses along detour routes will experience temporary increases noise and vehicular emissions, as well as longer travel times due to the increased congestion. Community events will be impacted because regional travelers will also experience increased travel times and distances. These effects will be more pronounced for those using the interchange daily for commuting to and from work.</p>

							<p>INDOT is preparing a Mobility Management Plan (MMP), which will address maintenance of traffic on local streets with the goal of minimizing delay and disruption in the construction area. The plan is being developed in coordination with the Indianapolis Department of Public Works, IndyGo, and the Central Indiana Regional Transportation Authority. The plan will be reviewed and adjusted as necessary throughout the construction process. The MMP will evaluate road closures, detour routes (including any required adjustments to signal timing, the number of lanes, on-street parking, or pavement conditions), coordination with other projects, optimal construction staging and sequence, and communication platforms and procedures. As part of the MMP, INDOT will also coordinate with major employers to promote strategies such as working remotely or flexible work schedules to alleviate traffic congestion during construction.</p>
CA-009	06	Haupers	Peter	Saint Joseph Historic Neighborhood Association	10/30/2018	<p>Please find our additional commentary: Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.</p> <p>1.0 Purpose and Need Statement: The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention.</p>	See the response to Comment ID CA-009-03.
CA-009	07	Haupers	Peter	Saint Joseph Historic Neighborhood Association	10/30/2018	<p>Comments:</p> <p>a. The Alternatives Screening Report Purpose and Need statement is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project</p>	Logical termini are defined as rational end points for a transportation improvement and rational end points for a review of the environmental impacts. The layout and condition of connecting roadways are considered in defining the logical termini of

						<p>such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. This is most notable by using the east end of the Alabama Street bridge and Meridian Street ramps as convenient rather than logical termini.</p>	<p>the project. To the east, the logical terminus is where I-70 crosses over Valley Avenue, where bridge reconstruction and pavement replacement east of the bridge was performed in 2007. To the west, the logical terminus of the project area is I-65 near Alabama Street for the mainline, and Illinois Street for the ramps on each side of I-65 to provide local access both north and south. The I-65 pavement reconstruction would terminate just short of the long bridge over several local roads (Alabama, Delaware, Pennsylvania, Meridian, Illinois Streets; Capitol and Senate Avenues). This bridge was recently repaired and does not require replacement. South of the interchange, the logical terminus is the Washington Street interchange, to include improvements for a series of deteriorated bridges. The pavement was replaced south of Washington through the South Split interchange.</p> <p>The North Split Project has independent utility. The project will improve deteriorated pavement and bridge conditions and correct safety and operational problems associated with the North Split interchange. It will improve existing problems, even if no additional transportation improvements in the area are implemented.</p> <p>The logical termini for the North Split Project were established in cooperation with FHWA to meet NEPA requirements.</p>
CA-009	08	Haupters	Peter	Saint Joseph Historic Neighborhood Association	10/30/2018	<p>b. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of</p>	<p>See the response to Comment ID CA-009-07 and CA-006-02.</p>

						Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project Segmentation.	
CA-009	09	Haupers	Peter	Saint Joseph Historic Neighborhood Association	10/30/2018	c. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states "Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR's in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, <u>though design must be coordinated closely</u> . ....at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg." <i>Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study.</i>	See the responses to Comment ID's CA-009-07 and CA-002-04.
CA-009	10	Haupers	Peter	Saint Joseph Historic Neighborhood Association	10/30/2018	d. Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.	See the responses to Comment ID's CA-002-01 and CA-006-07.

CA-009	11	Haupers	Peter	Saint Joseph Historic Neighborhood Association	10/30/2018	2.0 Proposed Performance Measures shown in Table 2-4, page 2-15 Comments: a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.	See the responses to Comment ID's CA-002-03 and CA-022-06.
CA-009	12	Haupers	Peter	Saint Joseph Historic Neighborhood Association	10/30/2018	b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and should be considered in the APE.	See the responses to Comment ID's AS-001-03 and CA-006-02.
CA-009	13	Haupers	Peter	Saint Joseph Historic Neighborhood Association	10/30/2018	c. Bridge Condition & Remaining Service Life: the community supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.	See the response to Comment ID CA-006-04.
CA-009	14	Haupers	Peter	Saint Joseph Historic	10/30/2018	3.0 Traffic Mobility Comments a. Chapter 2 of the attached ARUP Strategic	See the responses to Comment ID's AS-001-03 -and CA-002-03.

				Neighborhood Association		Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.	
CA-009	15	Haupers	Peter	Saint Joseph Historic Neighborhood Association	10/30/2018	<p>4.0 Economic Development Potential Comments:</p> <p>a. The INDOT Proposal is not compatible with the Coalition’s principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.</p> <p>b. The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.</p> <p>c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.</p>	See the responses to Comment ID’s CA-001-03 and CA-006-07.

						d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.	
CA-009	16	Haupers	Peter	Saint Joseph Historic Neighborhood Association	10/30/2018	<p>5.0 Connectivity Comments</p> <p>Comments:</p> <p>a. The INDOT Proposal is not compatible with the Coalition’s principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.</p> <p>b. This will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.</p> <p>c. This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.</p> <p>d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.</p> <p>e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that</p>	See the response to Comment ID CA-002-03.

						have, or are planning to, reconstruct their interstates.	
CA-009	17	Haupers	Peter	Saint Joseph Historic Neighborhood Association	10/30/2018	6.0 Economic/Social Justice Comments Comments: a. The INDOT Proposal is not compatible with the Coalition’s goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.	Under FHWA Order 6640.23A, FHWA and INDOT are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations, also known as environmental justice (EJ) populations of concern. An EJ Analysis was conducted for the North Split Project. The analysis concluded the temporary and permanent impacts to populations of EJ concern are not anticipated to be greater or more severe in magnitude that those borne by non-EJ populations. In addition, populations of EJ concern have been – and will continue to be – provided full and fair participation in the transportation decision-making process. Furthermore, several mitigation measures will be incorporated into the project to reduce adverse effects. Therefore, the North Split Project will not result in a disproportionately high and adverse effect to low-income and/or minority populations.
CA-009	18	Haupers	Peter	Saint Joseph Historic Neighborhood Association	10/30/2018	7.0 Preferred Alternate 4C Comments: a. Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from I-70 westbound traffic proposal: we find it unacceptable that access to Indianapolis’ primary street to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips.	See the response to Comment ID AS-001-03 regarding I-65 access to downtown exits.
CA-009	19	Haupers	Peter	Saint Joseph Historic	10/30/2018	b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old	See the responses to Comment ID’s CA-002-01 and CA-001-02.

				Neighborhood Association		Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.	
CA-009	20	Haupters	Peter	Saint Joseph Historic Neighborhood Association	10/30/2018	c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.	See the responses to Comment ID's CA-001-02 and CA-002-01.
CA-010	01	Chilluffo	Garry	Historic Urban Neighborhoods of Indianapolis (HUNI)	10/30/2018	Historic Urban Neighborhoods of Indianapolis, representing the historic districts of Marion County appreciates and is encouraged that INDOT has attempted to improve the North Split design with the preferred Alternative 4c. While it attempts to address the Rethink Coalition's 4 guiding principles, it falls short with principals #1 and #2 as it widens the footprint of the west leg by 24 feet, and does not accommodate principles #3 and #4 with increased connectivity of neighborhoods and areas of commerce divided by the interstates and increased opportunities for inclusive economic development along the path of the interstates.	See the responses to Comment ID's CA-001-03, CA-001-02, and CA-006-07.
CA-010	02	Chilluffo	Garry	HUNI	10/30/2018	This is a defining project for the City of Indianapolis for the next 50 years. The Indianapolis community, historic districts and businesses have expressed their interest in exploring the opportunities that this project offers and desires INDOT to truly invest in studying options that would make this project aspirational and forward thinking. We agree that the integrity and safety of the	See the response to Comment ID CA-001-03.

						interstate is paramount, but we must also consider the aspects of human health, quality of life, the benefits of improved connectivity and the opportunity for economic development. To that end, INDOT specifically indicated that they would welcome a study to be prepared by the Rethink Coalition. With a coalition of businesses, organizations and Indy Chamber, a study was indeed enacted upon and self funded. This is truly monumental, with community acting in good faith to help guide this process in a collaborative manner. INDOT now seems reluctant to seriously consider the ARUP Report, by an internationally acclaimed engineering firm. We find INDOT's stonewalling to be frustrating, bewildering and disrespectful of the communities interests. We looked forward to the ARUP Report to inform this process and find common ground with which to work.	
<b>CA-010</b>	03	Chilluffo	Garry	HUNI	10/30/2018	We request that the APE be expanded to include the West St/ MLK interchange. INDOT has indicated that the interchange needs to be addressed. With the added traffic and change of routes, this must be included in the project to make the system efficient.	See the responses to Comment ID's AS-001-03 and CA-006-02.
<b>CA-010</b>	04	Chilluffo	Garry	HUNI	10/30/2018	1.0 Purpose and Need Statement: The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention.	See the response to Comment ID CA-009-03.
<b>CA-010</b>	05	Chilluffo	Garry	HUNI	10/30/2018	a. The Alternatives Screening Report Purpose and Need statement is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. This	See the response to Comment ID CA-009-07.

						is most notable by using the east end of the Alabama Street bridge and Meridian Street ramps as convenient rather than logical termini.	
CA-010	06	Chilluffo	Garry	HUNI	10/30/2018	b. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project Segmentation.	See the responses to Comment ID's CA-009-07 and CA-006-02.
CA-010	07	Chilluffo	Garry	HUNI	10/30/2018	c. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states "Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR's in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ....at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg." Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study.	See the responses to Comment ID's CA-009-07 and CA-002-04.

CA-010	08	Chilluffo	Garry	HUNI	10/30/2018	d. Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.	See the responses to Comment ID's CA-002-01 and CA-006-07.
CA-010	09	Chilluffo	Garry	HUNI	10/30/2018	2.0 Proposed Performance Measures shown in Table 2-4, page 2-15 a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.	See the responses to Comment ID's CA-002-03 and CA-022-06.
CA-010	10	Chilluffo	Garry	HUNI	10/30/2018	b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and should be considered in the APE.	See the responses to Comment ID's AS-001-03 and CA-006-02.
CA-010	11	Chilluffo	Garry	HUNI	10/30/2018	c. Bridge Condition & Remaining Service Life: the community supports measures to	See the response to Comment ID CA-006-04.

						stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.	
<b>CA-010</b>	12	Chilluffo	Garry	HUNI	10/30/2018	3.0 Traffic Mobility Comments a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.	See the responses to Comment ID's AS-001-03 and CA-002-03.
<b>CA-010</b>	13	Chilluffo	Garry	HUNI	10/30/2018	4.0 Economic Development Potential a. The INDOT Proposal is not compatible with the Coalition's principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint. b. The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value	See the responses to Comment ID's CA-001-03 and CA-006-07.

						<p>capture area for economic development.</p> <p>c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.</p> <p>d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.</p>	
CA-010	14	Chilluffo	Garry	HUNI	10/30/2018	<p>5.0 Connectivity Comments</p> <p>a. The INDOT Proposal is not compatible with the Coalition’s principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.</p> <p>b. This will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.</p> <p>c. This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.</p> <p>d. By shrinking the footprint of the interstate, a continuous transit connector and</p>	See the response to Comment ID CA-002-03.

						<p>multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.</p> <p>e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.</p>	
<b>CA-010</b>	15	Chilluffo	Garry	HUNI	10/30/2018	<p>6.0 Economic/Social Justice Comments</p> <p>a. The INDOT Proposal is not compatible with the Coalition's goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.</p>	See the response to Comment ID CA-009-17.
<b>CA-010</b>	16	Chilluffo	Garry	HUNI	10/30/2018	<p>7.0 Preferred Alternate 4C</p> <p>a. Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from I-70 westbound traffic proposal: we find it unacceptable that access to Indianapolis' primary street to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips.</p>	See the response to Comment ID AS-001-03.
<b>CA-010</b>	17	Chilluffo	Garry	HUNI	10/30/2018	<p>b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.</p>	See the responses to Comment ID's CA-002-01 and CA-001-02.

CA-010	18	Chilluffo	Garry	HUNI	10/30/2018	c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.	See the responses to Comment ID's CA-001-02 and CA-002-01.
CA-011	02	Kienle	Marjorie	Lockerbie Square and HUNI	10/29/2018	There will still be walls with 4c but not so high and with green space that can be designed as parklike. There will be no through lanes but there will be an expansion of the roadbed, encroaching upon historic properties that are still worrisome. But the continued opportunities lie in working toward principles 3 and 4. I think that we can do better.	See the response to Comment ID CA-001-02.
CA-011	03	Kienle	Marjorie	Lockerbie Square and HUNI	10/29/2018	Further, the lack of participation by INDOT in the meetings with Arup is very distressful. This study was funded by private money, much of which was a small donation from many people. The lack of participation is extraordinarily disrespectful and surprising. We have made good progress trying to find something that will be win-win. We are not there yet.	See the response to Comment ID CA-001-03.
CA-012	01	Beebe	Mark	American Institute of Architects (AIA)	10/29/2018	The Indiana Chapter of the American Institute of Architects (AIA Indiana) thanks the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years. The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT	Comment noted.

						to get to that aspirational place. We are serious about collaborating for a solution that befits the Hoosier State and that becomes a model for other States. Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.	
CA-012	02	Beebe	Mark	AIA	10/29/2018	1.0 Purpose and Need Statement: The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention to fully address the significance of this project.	See the response to Comment ID CA-009-03.
CA-012	03	Beebe	Mark	AIA	10/29/2018	Comments a. Logical Termini The Alternatives Screening Report Purpose and Need statement is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. This is most notable by using the east end of the Alabama Street bridge and Meridian Street ramps as convenient rather than logical termini.	See the response to Comment ID CA-009-07.
CA-012	04	Beebe	Mark	AIA	10/29/2018	b. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project Segmentation.	See the responses to Comment ID's CA-009-07 and CA-006-02.
CA-012	05	Beebe	Mark	AIA	10/29/2018	c. We base these comments on the 2016 Project Intent Report which makes it clear	See the responses to Comment ID's CA-009-07 and CA-002-04.

						<p>that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states: <i>“Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR’s [Interstate Access Request’s] in steps or phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, <u>though design must be coordinated closely.</u> ....at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg.”</i> Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study unless this is fully address prior to submission to FHWA.</p>	
CA-012	06	Beebe	Mark	AIA	10/29/2018	<p>b. Cumulative Impacts Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. FHWA has the responsibility to address and consider direct, indirect, and cumulative impacts in the NEPA process. INDOT’s approach circumvents FHWA’s responsibility to address the incremental impact of an action when added to other past, present, and reasonably foreseeable future actions. Cumulative impacts can result from individually minor but collectively</p>	<p>See the responses to Comment ID AS-001-05. Indirect and cumulative effects are addressed in the project’s Environmental Assessment (EA).</p>

						significant actions taking place over a period of time (40 CFR § 1508.7)	
<b>CA-012</b>	06a	Beebe	Mark	AIA	10/29/2018	c. Financing The Tolling Implementation Study currently underway should inform Inner Loop rebuild strategies to include logistics infrastructure and the potential revenue resources from tolling that could impact design, project extents and logical termini. The current project is based on available local funds to match federal dollars, which has thus constrained the project from a comprehensive approach.	The North Split Project does not include tolling. See also the response to Comment ID CA-025-04.
<b>CA-012</b>	07	Beebe	Mark	AIA	10/29/2018	2.0 Proposed Performance Measures shown in Table 5-7, page 5-9 Comments a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue: separation of local and destination traffic from freeway-to-freeway interstate traffic, with a new local arterial distributor system established at the surface level to connect with the local street grid.	See the responses to Comment ID's CA-002-03 and CA-022-06.
<b>CA-012</b>	08	Beebe	Mark	AIA	10/29/2018	b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied, such as West Street and Fletcher Ave.	See the response to Comment ID AS-001-03.

CA-012	09	Beebe	Mark	AIA	10/29/2018	c. We support measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.	See the response to Comment ID CA-006-04.
CA-012	10	Beebe	Mark	AIA	10/29/2018	3.0 Traffic Mobility Comments Comments: a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.	See the responses to Comment ID's AS-001-03 and CA-002-03.
CA-012	11	Beebe	Mark	AIA	10/29/2018	4.0 Economic Development Potential Comments: a. The INDOT Proposal is not compatible with the Coalition's principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint. b. The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a	See the responses to Comment ID's CA-001-03 and CA-006-07.

						<p>depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.</p> <p>c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.</p> <p>d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.</p>	
CA-012	12	Beebe	Mark	AIA	10/29/2018	<p>5.0 Connectivity Comments</p> <p>Comments:</p> <p>a. The INDOT Proposal is not compatible with the Coalition’s principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.</p> <p>b. This will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.</p> <p>c. This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their</p>	See the response to Comment ID CA-002-03.

						<p>destinations and continue their journey and avoid congestion points.</p> <p>d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.</p> <p>e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.</p>	
<b>CA-012</b>	13	Beebe	Mark	AIA	10/29/2018	<p>6.0 Economic/Social Justice Comments</p> <p>Comments:</p> <p>a. The INDOT Proposal is not compatible with the Coalition’s goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.</p>	See the response to Comment ID CA-009-17.
<b>CA-012</b>	14	Beebe	Mark	AIA	10/29/2018	<p>7.0 Preferred Alternate 4C</p> <p>Comments:</p> <p>a. Alternative 4C proposes eliminating access at Meridian/Pennsylvania and Meridian/Delaware Ramps from I-70 westbound traffic and the Ohio/Michigan exits via the collector-distributor ramp from I-70 proposal. We find it unacceptable that access to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips and deter economic development in downtown.</p>	See the response to Comment ID AS-001-03.
<b>CA-012</b>	15	Beebe	Mark	AIA	10/29/2018	<p>b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old</p>	See the responses to Comment ID’s CA-002-01 and CA-001-02.

						Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, and the Mass Ave Commercial District, all listed on the National Register of Historic Places. This additional separation is unacceptable and misses the opportunity to correct past mistakes.	
CA-012	16	Beebe	Mark	AIA	10/29/2018	c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.	See the responses to Comment ID's CA-001-02 and CA-002-01.
CA-012	17	Beebe	Mark	AIA	10/29/2018	8.0 Agreement on Design Interventions and the Section 106 Process Any design interventions agreed to through the Section 106 process should be thoroughly developed and incorporated into bidding documents. The "Design Build Best Value" process should not be allowed to reject any agreed upon measures due to cost during construction.	Commitments made during the Section 106 process are included in the environmental commitments in the Environmental Assessment (EA) prepared for the project. INDOT will be responsible for documenting that all environmental commitments for the project are met.
CA-013	01	Knapp	Paul	The Interstate Business Group	10/29/2018	This submission is being made on behalf of the Interstate Business Group (IBG), a group of nearly 60 businesses and organizations along the path of I-65/I-70 who have come together over the last year after learning of INDOT's plans to completely reconstruct I-65 and I-70 in downtown Indianapolis. The members of IBG are listed below. IBG is a part of and joins in the concerns and objections to INDOT's new design (Alternative 4c) submitted or to be submitted by the Rethink 65/70 Coalition. We incorporate, as if recited here, all of Rethink Coalition's comments.	Comment noted. See also the responses to Comment ID's CA-004-01, CA-004-02, and CA-004-03.

CA-013	02	Knapp	Paul	The Interstate Business Group	10/29/2018	In summary, without limitation, here are some of our major concerns with INDOT's preferred design Alternative 4c: Although it has been said that Alternative 4c does not expand through lanes, the width of the interstate does indeed expand beyond the current width at a crucial point between two historic neighborhoods and encroaching ever closer to one of the crown jewels of our community, the Indiana Landmarks building.	See the response to Comment CA-001-02.
CA-013	03	Knapp	Paul	The Interstate Business Group	10/29/2018	Alternative 4c eliminates certain entrances and exits to the interstate thereby making certain commercial and non-commercial traffic more difficult AND also causing MORE congestion at the now fewer remaining entrances and exits to the downtown from the interstates. This fact really calls for INDOT to not approach the reconstruction of the Inner Loop in a segmented approach but more holistically.	See the response to Comment ID AS-001-03.
CA-013	04	Knapp	Paul	The Interstate Business Group	10/29/2018	We call on INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid. This also calls for the North Split to be largely depressed also.	See the responses to Comment ID's CA-001-03, CA-002-03, and PI-031-01.
CA-013	05	Knapp	Paul	The Interstate Business Group	10/29/2018	When the legs of the interstate are reconstruction as dictated by the Alternative 4c design of the North Split, it will yield very little opportunity for new land for economic development. This is a shortsighted design. The approach presented by Rethink/Arup will yield well over 50 acres of new land for economic development and permanent new jobs while reconnecting neighborhoods and commercial districts. Thank you for consideration of these comments and objections.	See the response to Comment ID CA-006-07.

CA-014	01	Ryan	Jordan	North Square Neighborhood Association	10/29/2018	The North Square Neighborhood Association thanks the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years. The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place. We are serious about collaborating for a solution that befits the Hoosier State and that becomes a model for other States.	Comment noted.
CA-014	02	Ryan	Jordan	North Square Neighborhood Association	10/29/2018	*We are disappointed that NSNA's request to have the public commenting period deadline extended until after the release of the Arup engineering study was declined. INDOT is rushing the process and denying the public the ability to make informed decisions with all information available.	See the response to Comment ID CA-001-03.
CA-014	03	Ryan	Jordan	North Square Neighborhood Association	10/29/2018	Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018. 1.0 Purpose and Need Statement: The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention.	See the response to Comment ID CA-009-03.
CA-014	04	Ryan	Jordan	North Square Neighborhood Association	10/29/2018	a. The Alternatives Screening Report Purpose and Need statement is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it	See the response to Comment ID CA-009-07.

						must fully consider true logical termini. This is most notable by using the east end of the Alabama Street bridge and Meridian Street ramps as convenient rather than logical termini.	
CA-014	05	Ryan	Jordan	North Square Neighborhood Association	10/29/2018	b. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project Segmentation.	See the responses to Comment ID's CA-009-07 and CA-006-02.
CA-014	06	Ryan	Jordan	North Square Neighborhood Association	10/29/2018	c. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states "Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR's in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ....at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg." Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study.	See the responses to Comment ID's CA-009-07 and CA-002-04.

CA-014	07	Ryan	Jordan	North Square Neighborhood Association	10/29/2018	d. Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.	See the responses to Comment ID's CA-002-01 and CA-006-07.
CA-014	08	Ryan	Jordan	North Square Neighborhood Association	10/29/2018	2.0 Proposed Performance Measures shown in Table 2-4, page 2-15 a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.	See the responses to Comment ID's CA-002-03 and CA-022-06.
CA-014	09	Ryan	Jordan	North Square Neighborhood Association	10/29/2018	b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and should be considered in the APE.	See the responses to Comment ID's AS-001-03 and CA-006-02.

CA-014	10	Ryan	Jordan	North Square Neighborhood Association	10/29/2018	c. Bridge Condition & Remaining Service Life: the community supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.	See the response to Comment ID CA-006-04.
CA-014	11	Ryan	Jordan	North Square Neighborhood Association	10/29/2018	3.0 Traffic Mobility Comments a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.	See the responses to Comment ID's AS-001-03 and CA-002-03.
CA-014	12	Ryan	Jordan	North Square Neighborhood Association	10/29/2018	4.0 Economic Development Potential a. The INDOT Proposal is not compatible with the Coalition's principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint. b. The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a depressed Interstate between College	See the responses to Comment ID's CA-001-03 and CA-006-07.

						<p>Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.</p> <p>c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.</p> <p>d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.</p>	
CA-014	13	Ryan	Jordan	North Square Neighborhood Association	10/29/2018	<p>5.0 Connectivity Comments</p> <p>a. The INDOT Proposal is not compatible with the Coalition’s principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.</p> <p>b. This will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.</p> <p>c. This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.</p>	See the response to Comment ID CA-002-03.

						<p>d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.</p> <p>e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.</p>	
CA-014	14	Ryan	Jordan	North Square Neighborhood Association	10/29/2018	<p>6.0 Economic/Social Justice Comments</p> <p>a. The INDOT Proposal is not compatible with the Coalition’s goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.</p>	See the response to Comment ID CA-009-17.
CA-014	15	Ryan	Jordan	North Square Neighborhood Association	10/29/2018	<p>7.0 Preferred Alternate 4C</p> <p>a. Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from I-70 westbound traffic proposal: we find it unacceptable that access to Indianapolis’ primary street to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips.</p>	See the response to Comment ID AS-001-03.
CA-014	16	Ryan	Jordan	North Square Neighborhood Association	10/29/2018	<p>b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation</p>	See the responses to Comment ID’s CA-002-01 and CA-001-02.

						is unacceptable and misses the opportunity to correct past mistakes.	
CA-014	17	Ryan	Jordan	North Square Neighborhood Association	10/29/2018	c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.	See the responses to Comment ID's CA-001-02 and CA-002-01.
CA-015	01	Purnsley	Meg	Indianapolis Historic Preservation Commission	10/29/2018	<p>Thanks to you and your team for working with the CAC and Consulting Parties. Regarding the North Split Alternatives Screening Report, I respectfully provide the following comments.</p> <p>The number of historic resources, both locally and nationally designated, that are impacted by this project are extraordinary. In 1963, local preservationists were aware of the threat the interstate was going to have on historic preservation, and this project became the impetus for Indiana Landmarks purchasing the Morris Butler House as formed a Lockerbie Square Committee to support State legislation creating the IHPC Indianapolis Historic Preservation Commission. Here we are five decades later, having a similar conversation on how the interstate impacts historic resources.</p> <p>Although I commend you and your team for working hard towards trying to mitigate the impact this project might have on historic structures and neighborhoods, but it would be contrary to our mission to provide any indication of support for the alterative as proposed. The widening of the physical interstate will set it significantly closer, 20 feet in some areas, to significant historic neighborhoods such as the Old Northside which includes the Indiana Landmarks Center, St. Joseph, Chatham Arch-</p>	See the response to Comment ID CA-001-02.

						<p>Massachusetts Avenue, Fletcher Place, Cottage Home and Lockerbie Square among others.</p> <p>It strikes me that more time is needed to determine answers to several unanswered questions about the project, including, but not limited to, possible other alternative design options. Indianapolis has lived with the positive and negative impacts of the introduction of the interstate for 50 years, so allowing a reasonable amount of additional time to sort through the design questions and mitigation efforts would be the responsible thing to do.</p> <p>Thanks for your time.</p>	
<b>CA-016</b>	01					Left intentionally blank.	
<b>CA-017</b>	01					Left intentionally blank.	
<b>CA-018</b>	01					Left intentionally blank.	
<b>CA-019</b>	01	Beck	Tom	Downtown Indy	10/29/2018	<p>On behalf of Downtown Indy, Inc. I am submitting the attached public comment document pertaining to INDOT's North Split Alternatives Screening Report. We appreciate all of the work that HNTB and INDOT have been doing related to this critically important infrastructure project in downtown Indianapolis.</p>	<p>The referenced public comment was designated Comment ID CA-020. See the responses to Comment ID's CA-020-01 through CA-020-07.</p>
<b>CA-020</b>	01	Seiwert	Sherry	Downtown Indy	10/29/2018	<p>Downtown Indy, Inc. appreciates the opportunity to provide comments pertaining to INDOT's Alternatives Screening Report dated September 21, 2018. We also appreciate and encourage INDOT's ongoing promotion of strong citizen involvement and participation in the planning process for improving the North Split and the ongoing reconstruction of the entire downtown inner loop Interstate corridor. We look forward to continuing to collaborate with INDOT on achieving a rebuild solution that improves transportation in Indianapolis benefiting both through and local travelers using our</p>	<p>Comment noted.</p>

						Interstates as well as providing benefits and minimizing negative impacts for the businesses and residents located in the central core area of Indianapolis.	
CA-020	02	Seiwert	Sherry	Downtown Indy	10/29/2018	Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report: We encourage INDOT to work to develop design plans for construction that - <ul style="list-style-type: none"> <li>• Have no above grade walls - or if necessary, have minimal height designed to be as unobtrusive as possible</li> <li>• Have no expansion of the existing number of through lanes</li> <li>• Provide increased connectivity of neighborhoods and areas of commerce divided by the interstates</li> <li>• Provide increased opportunities for inclusive economic development along the path of the interstates</li> </ul>	See the response to Comment ID CA-008-03.
CA-020	03	Seiwert	Sherry	Downtown Indy	10/29/2018	INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further separating a densely populated and vibrant area from the downtown core. Efforts to minimize right-of-way width should be pursued.	See the responses to Comment ID's CA-001-02 and CA-002-01.
CA-020	04	Seiwert	Sherry	Downtown Indy	10/29/2018	INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods. Reductions in downtown access should be minimized where possible.	See the response to Comment ID AS-001-03.
CA-020	05	Seiwert	Sherry	Downtown Indy	10/29/2018	We encourage INDOT to consider adopting all or portions of the design presented in the joint Rethink. The reconstruction planning of the North Split should consider opportunities to be largely depressed below grade to allow	See the response to Comment ID CA-001-03.

						for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.	
CA-020	06	Seiwert	Sherry	Downtown Indy	10/29/2018	INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas. To address this concern, we encourage INDOT to look for opportunities to minimize right-of-way width for the project and consider ways to maximize economic growth on newly developable land made available by more efficient land use planning for the corridors. Strategies to do this will be presented in the design strategies proposed by the Rethink Coalition / Arup Report which will be made available to INDOT. We encourage INDOT to strongly consider the types of economic development opportunities presented in this report.	See the responses to Comment ID's CA-001-03 and CA-006-07.
CA-020	07	Seiwert	Sherry	Downtown Indy	10/29/2018	INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution. We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70 to better reflect the interconnectivity of the various areas that are part of the downtown Interstate inner-loop region.	See the response to Comment ID CA-009-07.
CA-021	01	Myers	Mark	City of Greenwood	10/30/2018	I would like to show my communities support for the upgrades and improvements known as option 4C for the I-65/I-70 North Split. As Mayor of Greenwood, many of our residents use this roadway each and every day. They are either commuting to their place of employment or going downtown to	Comments noted.

						<p>view one of the many different athletic events or shopping in the Indy area. As we live in a regional economy, many residents invest in the Indy Metro area in retail, restaurants and other economic development areas. I personally visit Indy on almost a daily basis and I know how important this project is to our region. Most importantly of all is the Public Safety factor in repairing this area. We all know of the many issues with these bridges and the roadway in the North Split. They are in dire need of repair and I support INDOT and Commissioner McGuinness in the quest to repair this area to make it safer for all who commute on these roadways on a daily basis.</p>	
CA-022	01	Irwin	Kim	Health by Design	10/29/2018	<p>I am writing, on behalf of the Health by Design coalition, to provide input on the North Split Alternatives Screening Report. Here are my questions and comments, some of which echo my June input (below): The analysis fails to account for the overall interstate system through Indianapolis' urban core. The project seems segmented and modular, with results that may work for the confined area of the North Split, but offer no indication of impacts to the broader city/county.</p>	See the responses to Comment ID's CA-001-03 and CA-009-07.
CA-022	02	Irwin	Kim	Health by Design	10/29/2018	<p>The multimodal connectivity of neighborhoods, retail and services remains of highest priority, and walking, biking and transit options will be impacted by several aspects of this proposal. Neither these modes nor discussion of their integration within the local street grid are adequately addressed in this report. Both Indianapolis' and INDOT's Complete Streets policies must be referenced and followed through all phases and aspects of this project, including maintenance of traffic during construction.</p>	<p>The preferred alternative will replace or rehabilitate bridges throughout the project area. Existing pedestrian and bicycle facilities under existing bridges – such as greenways, sidewalk connections, and on-street bicycle lanes – will be maintained or enhanced. The preferred alternative will also enhance pedestrian and bicycle safety and mobility by building wider bridge openings, replacing or installing new lighting under the bridges, and building wider sidewalks.</p>

							<p>Current plans for three bus rapid transit lines and IndyGo service improvements have been included in transportation models used for North Split planning, and coordination meetings have been held throughout the development process with IndyGo and the Indianapolis MPO to fully consider transit in the North Split Project development process.</p> <p>INDOT is preparing a Mobility Management Plan, which will address maintenance of traffic on local streets with the goal of minimizing delay and disruption in the construction area and maintaining pedestrian and bicycle access. The plan is being developed in coordination with the Indianapolis Department of Public Works, IndyGo, and the Central Indiana Regional Transportation Authority. Strategies to promote transit usage during construction will be addressed through this process.</p>
CA-022	03	Irwin	Kim	Health by Design	10/29/2018	The cost estimates provided do not have a corresponding 'value capture' measure detailing the potential economic development returns through reclaimed land available in various project alternatives.	See the response to Comment ID CA-006-07.
CA-022	04	Irwin	Kim	Health by Design	10/29/2018	I'm curious of the air quality trade-off(s) between less congestion and added capacity.	Air quality analysis completed for the North Split Project showed that the project will generate minimal air quality impacts for ozone, carbon monoxide, and mobile source air toxics. A discussion of the project's air quality impacts is provided in the project's Environmental Assessment (EA).
CA-022	05	Irwin	Kim	Health by Design	10/29/2018	To reiterate from June, we request that the Environmental Assessment process look broadly at measures of public health, public safety, quality of life, environment and community economic development. Topics such as noise, vegetation/greenery, lighting	See The responses to Comment ID's AF-002-01, AS-001-05, and CA-007-01. Representatives of Health by Design and the Marion County Public Health Department are included on the

						and public art must be considered. Please include at least one representative of the public health community on the EA project team. It would be helpful to receive information about the specific steps and timeline for the EA process.	Community Advisory Committee and the CSS Resource Team.
CA-022	06	Irwin	Kim	Health by Design	10/29/2018	Lastly, the specific question I'd asked below was never answered, and I'm not aware the info is available online. Please respond with that information. INDOT's North Split materials state that during peak times, only a small percentage of traffic is traveling to/from outside 465. What is the overall percentage of through-traffic throughout the day, including non-peak times?	Only 10 percent of trips on the downtown interstates in peak periods are through trips (from outside I-465 to outside I-465).
CA-023	01	Howard	Andy	Fletcher Place Neighborhood Association	10/29/2018	The Fletcher Place Neighborhood Association (FPNA) thanks the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years. The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place. We are serious about collaborating for a solution that befits the Hoosier State and that becomes a model for other States.	Comment noted.
CA-023	02	Howard	Andy	Fletcher Place Neighborhood Association	10/29/2018	Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018. 1.0 Purpose and Need Statement: The purpose and need statement accurately includes condition, safety and congestion.	See the response to Comment ID CA-009-03.

						However, we believe there are gaps in the statement that still require attention.	
CA-023	03	Howard	Andy	Fletcher Place Neighborhood Association	10/29/2018	a. The Alternatives Screening Report Purpose and Need statement is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. This is most notable by using the east end of the Alabama Street bridge and Meridian Street ramps as convenient rather than logical termini.	See the response to Comment ID CA-009-07.
CA-023	04	Howard	Andy	Fletcher Place Neighborhood Association	10/29/2018	b. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project Segmentation.	See the responses to Comment ID's CA-009-07 and CA-006-02.
CA-023	05	Howard	Andy	Fletcher Place Neighborhood Association	10/29/2018	c. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states "Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR's in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ....at this time, the order of the 3 sections completion should be (1	See the responses to Comment ID's CA-009-07 and CA-002-04.

						the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg.” Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study.	
<b>CA-023</b>	06	Howard	Andy	Fletcher Place Neighborhood Association	10/29/2018	d. Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.	See the responses to Comment ID’s CA-002-01 and CA-006-07.
<b>CA-023</b>	07	Howard	Andy	Fletcher Place Neighborhood Association	10/29/2018	2.0 Proposed Performance Measures shown in Table 2-4, page 2-15 a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.	See the responses to Comment ID’s CA-002-03 and CA-022-06.
<b>CA-023</b>	08	Howard	Andy	Fletcher Place Neighborhood Association	10/29/2018	b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those	See the responses to Comment ID’s AS-001-03 and CA-006-02.

						issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and should be considered in the APE.	
<b>CA-023</b>	09	Howard	Andy	Fletcher Place Neighborhood Association	10/29/2018	c. Bridge Condition & Remaining Service Life: the community supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.	See the response to Comment ID CA-006-04.
<b>CA-023</b>	10	Howard	Andy	Fletcher Place Neighborhood Association	10/29/2018	3.0 Traffic Mobility Comments a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.	See the responses to Comment ID's AS-001-03 and CA-002-03.
<b>CA-023</b>	11	Howard	Andy	Fletcher Place Neighborhood Association	10/29/2018	4.0 Economic Development Potential a. The INDOT Proposal is not compatible with the Coalition's principles of promoting and enhancing economic development potential.	See the responses to Comment ID's CA-001-03 and CA-006-07.

						<p>The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.</p> <p>b. The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.</p> <p>c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.</p> <p>d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.</p>	
CA-023	12	Howard	Andy	Fletcher Place Neighborhood Association	10/29/2018	<p>5.0 Connectivity Comments</p> <p>a. The INDOT Proposal is not compatible with the Coalition’s principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.</p> <p>b. This will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy</p>	See the response to Comment ID CA-002-03.

						<p>continuum and buffer.</p> <p>c. This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.</p> <p>d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.</p> <p>e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.</p>	
<b>CA-023</b>	13	Howard	Andy	Fletcher Place Neighborhood Association	10/29/2018	<p>6.0 Economic/Social Justice Comments</p> <p>a. The INDOT Proposal is not compatible with the Coalition’s goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.</p>	See the response to Comment ID CA-009-17.
<b>CA-023</b>	14	Howard	Andy	Fletcher Place Neighborhood Association	10/29/2018	<p>7.0 Preferred Alternate 4C</p> <p>a. Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from I-70 westbound traffic proposal: we find it unacceptable that access to Indianapolis’ primary street to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips.</p>	See the response to Comment ID AS-001-03.

CA-023	15	Howard	Andy	Fletcher Place Neighborhood Association	10/29/2018	b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.	See the responses to Comment ID's CA-002-01 and CA-001-02.
CA-023	16	Howard	Andy	Fletcher Place Neighborhood Association	10/29/2018	c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.	See the responses to Comment ID's CA-001-02 and CA-002-01.
CA-024	01	Mullendore	Dan		10/29/2018	Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically: 1. No above grade walls 2. No expansion of the existing number of through lanes 3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates 4. Increased opportunities for inclusive economic development along the path of the interstates	See the response to Comment ID CA-008-03.
CA-024	02	Mullendore	Dan		10/29/2018	INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.	See the response to Comment ID CA-001-02.

CA-024	03	Mullendore	Dan		10/29/2018	INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.	See the response to Comment ID AS-001-03.
CA-024	04	Mullendore	Dan		10/29/2018	We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.	See the response to Comment ID CA-001-03.
CA-024	05	Mullendore	Dan		10/29/2018	The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.	See the response to Comment ID CA-001-03.
CA-024	06	Mullendore	Dan		10/29/2018	<p>INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.</p> <p>We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.</p> <p>INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.</p> <p>We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.</p>	See the responses to Comment ID's CA-006-07, CA-001-03, and CA-009-07.
CA-025	01	Mullendore	Dan		10/29/2018	Feedback on Option 4c. This is a vast improvement over the what might have	See the response to Comment ID AS-001-03. The weaving sections in the

						been, but I am still disappointed that options to drop the north split below grade were not seriously explored. I have not been able to download an option 4c map with enough detail to explain why there is no exit option from I70 west bound to Meridian / Pennsylvania or why access to the feeder lanes from I65 was eliminated. One of the goals should be to increase connectivity to the street grid, and not eliminate connection points. I understand the safety issues, but if safety were such a driving factor, why were changes not made 10 years ago during "hyper fix". The accident rate has remained steady for many years.	North Split interchange were not addressed in the Hyperfix project because it replaced pavement on a section of I-65/I-70 south of the North Split. The North Split interchange was not included in the Hyperfix project area.
CA-025	02	Mullendore	Dan		10/29/2018	The 4c option also does not explore the potential economic development that might happen as the right of way shifts to the south near college avenue. It also ignores the potential economic development that shrinking the foot print and creating a two layer system might generate.	See the response to Comment ID CA-006-07.
CA-025	03	Mullendore	Dan		10/29/2018	While above grade retaining walls have been mitigated, they have still crept into the plan.	See the response to Comment ID CA-001-02.
CA-025	04	Mullendore	Dan		10/29/2018	The overall plan does not explore the effect of off loading traffic from the inner loop to the outerloop with thru traffic tolling.	Of the total vehicles that travel the interchange in the morning and evening peaks, only a small percentage is traveling through (outside I-465 to outside I-465). This is based on traffic modeling and has been confirmed by real-world location-based services data from smart phones. Furthermore, because only 10 percent of trips on the downtown interstates in peak periods are through trips, tolls are not anticipated to result in substantial diversion away from the North Split.
CA-026	01	Schaffer	Taylor	Office of the Mayor of Indianapolis	9/28/2018	Following today's announcement by INDOT outlining their preliminary preferred alternative for the reconstruction of the I-65/I-70 North Split, the below statement can	Comments noted.

						<p>be attributed to Mayor Joe Hogsett:          “This preliminary design is a testament to the legitimate concerns of Indianapolis neighborhoods who have felt the generational impact of the urban interstate system, and INDOT’s genuine willingness to listen and ensure their plans reflected that feedback. Residents should be encouraged by this kind of collaboration, and we can be proud of the initial plans it has resulted in. I want to thank Commissioner Joe McGuinness for his continued work to bring this much-needed project to fruition, and I applaud the community groups who have tirelessly advocated city and state officials to ensure this infrastructure investment does not impede the livability and growth of our urban neighborhoods.”</p>	
<b>Public Individuals</b>							
<b>PI-001</b>	01	Parsons	Kevin	Public	9/28/18	<p>The ‘preferred alternate’ announced today was a big disappointment to many of us, and probably will be a major disappointment to a larger share of commuters who haven’t even realized yet what it will do their commutes downtown. Deleting the westbound I-70 exit in the vicinity of Penn-Meridian will make the West Street exit a living nightmare for those needing to exit into downtown. Once the commuters coming in from the north and east realize they can no longer exit at Penn-Meridian, Binford and Fall Creek Parkway will become grid locked in a volume overload. Although, the elimination of the weaves at both the Penn-Meridian exits and the Delaware on ramp are very good solutions and need to both occur, they just need to occur with the full design of the interchange and not a partial design/construction approach.</p>	<p>See the response to Comment ID AS-001-03.</p> <p>The existing Meridian Street interchange with I-65 is a spread diamond with access to Illinois Street, Meridian Street, Pennsylvania Street, and Delaware Street. FHWA granted conditional approval of the use of a partial interchange in a Determination of Engineering and Operational Acceptability on August 12, 2019. Final approval will be provided after the NEPA process has been completed. See also the response to Comment ID AS-001-05.</p>

<b>PI-001</b>	02	Parsons	Kevin	Public	9/28/18	This alternate seems to be a placated compromise to the NIMBY's that started this whole 'rethink' movement. I still support an entire new interchange that will solve all the problems that currently exists out there. If INDOT and the City of Indy are going to move forward for the next several decades with this north split, then we can't just do a portion of the improvements. We must do the full reconstruction now. This city has a reputation for 'half-assing' projects because some folks didn't like it, and the project becomes compromised. INDOT needs to remain strong and do what's best for the community at large and the state! This alternative is only a partial fix, please do the full fix!	Comment noted. See also the response to Comment ID AS-001-05.
<b>PI-002</b>	01	Armond	Tim	Public	10/10/18	I saw little evidence that you took to rethink about 65,70. I saw mention of the Chamber of Commerce. I saw mention of the mayor, but didn't see all those great drawings and all those great ideas that we've been bringing to INDOT for all these months. I didn't see any of the that at the present, so I'd like to hear about that.	See the response to Comment ID CA-001-03.
<b>PI-003</b>	01	Baker	Alicia	Public	10/10/18	I appreciate that there won't be any widening of the freeway - however - access to the near eastside is hampered significantly. It already is difficult to get from the eastside to downtown because of the freeway & the railroad tracks. Taking the I-65 C-D access out will only make this worse.	See the response to Comment ID AS-001-03.
<b>PI-003</b>	02	Baker	Alicia	Public	10/10/18	I would like there to be a comprehensive study that takes economic development into consideration as well, which has not been completed to my knowledge.	See the response to Comment ID CA-006-07.
<b>PI-004</b>	01	Baker	Josh	Public	10/10/18	Thank you for putting forth an option that doesn't include higher walls and wider roads. But I feel that the constraints of the current road design make the options limited. Which	See the response to Comment ID AS-001-03.

						is why I would hope complete overhauls would be considered. To me, cutting off access to the already hard-to-get-to near eastside is concerning in this plan. But, again, thanks for the effort put forth in to listen to what the people of downtown want and need for the interstate.	
PI-005	01	Berryman-Moore	Emma	Public	10/10/18	I appreciate that this plan doesn't include higher walls of increased through lanes. However, going southbound it is/will be very difficult to access the near eastside which already faces many transportation barriers, which I find very concerning.	See the response to Comment ID AS-001-03.
PI-005	02	Berryman-Moore	Emma	Public	10/10/18	Other concerns: has there been any sort of study on the economic impacts/ economic development opportunities? I haven't heard of any and would love to see that happen.	See the response to Comment ID CA-006-07.
PI-006	01	Chavas	Dan	Public	10/10/18	Preferred alternative seems nice. The loss of the I-65 Michigan/Ohio exit access from the NW isn't a big deal - I drive home from Purdue 3-4 days/week and Waze has be exit at 113 always, except when there is zero traffic in which case it is only 30 seconds faster so I don't even bother. Glad this does not add lanes! Now I want to see the underpasses made beautiful and inviting for pedestrians! Allocate budget, bring in exterior decor and art, and make these spaces modern 21st century and something Indy can be proud of for decades.	See the responses to Comment ID's CA-001-02 and CA-007-01.
PI-007	01	Cherifetz	Carl	Public	10/10/18	I'm disappointed that movements were eliminated. WB 70 to Meridian and SB 65 to CD. Those are movements that are needed so as not to overwhelm West St or Illinois. Also, the weave at the south end doesn't appear to be fixed. So increased speeds on mainline and then exit to Lilly will have to weave w/ CD road. How can we get all movements back?	See the response to Comment ID AS-001-03. The preferred alternative will improve safety by addressing the top four crash sites in the project area. <ul style="list-style-type: none"> <li>• I-65 NB at Meridian/Pennsylvania exit ramp weave (west leg);</li> <li>• I-65 SB at Meridian/Delaware entrance Ramp weave (west leg);</li> </ul>

							<ul style="list-style-type: none"> <li>• I-65 SB and I-70 WB merge point (south leg);</li> <li>• I-70 EB curve from south leg to east leg.</li> </ul>
<b>PI-008</b>	01	Giles	Sarah	Public	10/10/18	I am a commuter. I travel about 50 miles along I-65 for work. While traffic is an annoying problem it is also a sign of a robust economy and a good thing. Infrastructure to move cars as quickly and efficiently as possible is worth the investment. I would like to see more lanes. And if a solution could be found to increase lanes and meet local residents needs I could see the justification of spending more. I am a hoosier and tolls are a bad word here but I could justify a small toll for a fixed length of time.	The Alternatives Screening Report evaluated several alternatives for improving the North Split. The alternatives presented in the Alternatives Screening Report included widening, extending, removing, or consolidating ramps; closing ramps; and adding lanes on interstates and ramps. INDOT concluded that the preferred alternative provided the best balance of meeting access, mobility, and safety needs while minimizing the project footprint and costs.
<b>PI-009</b>	01	Kealing	Robert	Public	10/10/18	Noise is already a major problem. You almost cannot be outside without some kind of hearing protection. If you expand the highway 22' closer to my property please consider some kind of sound wall.	Noise impacts were analyzed in accordance with the INDOT Traffic Noise Policy (INDOT, 2017). Based on the Traffic Noise Technical Report and the Addendum for Noise Barrier 3 West (INDOT, 2019), noise impacts were predicted for 259 receptors. Five noise barriers ranging in height from 10 to 20 feet were recommended to mitigate predicted noise impacts. INDOT solicited viewpoints of benefited receptors in accordance with its noise policy to determine if the recommended noise barriers are desired to mitigate the predicted noise impacts. INDOT will also use longitudinal grooving for the new concrete pavement and bridge decks. Longitudinal grooving is generally quieter than transverse grooving and will help reduce air-borne noise (National Concrete Pavement Technology Center 2012).
<b>PI-010</b>	01	Novak	Elizabeth	Public	10/10/18	I don't understand why all this effort and financial resources are being poured into "fixing" a system (highway) which is fundamentally flawed. I see shocking little consideration for the longevity of these repairs or and fifty-year vision for	Comment noted.

						transportation in & through this area. It has been said multiple times by multiple people- this is a generation opportunity for change that is being squandered for the status quo.	
<b>PI-011</b>	01	Pliston	James	Public	10/10/18	I appreciate the work you have done on the safety, the durability aspects. A lot of work has gone into it; however, highways are supposed to be safe. They're supposed to be durable. I would view those as duties as opposed to virtues. For 50 years, the interstate has been carving its way through the city, and I've been driving for 30 years to see it has ravaged neighborhoods. The City, HNTB, this is your city. This is your town. You have been delivered probably the greatest urban renewal, urban planning project in a generation, and it still appears as this is being treated largely as an infrastructure transportation problem. You mentioned your purpose and need, but the purpose and need seems to be extremely constrained. You showed the map, and it was surrounded by historic neighborhoods, yet aside from the sections you have shown have shown of varying wall heights, it appears that your consideration of neighborhoods is very constrained for this section of the interstate. I would encourage you to say that you have this incredible opportunity to seize it and make something that we can remember in 50 years as a landmark of design and planning.	The preferred alternative is not anticipated to negatively affect quality of life in local neighborhoods. The project will be constructed entirely within the existing transportation right-of-way with no residential or commercial displacements. The project will not affect interactions among persons and groups, nor will it change social relationships and patterns. In some areas, the width of the highway will increase and/or the roadway will shift, but it will remain within the existing right-of-way. The preferred alternative will not permanently impact schools, parks, trails, religious facilities, police/fire/medical facilities, or other transportation infrastructure. The visual landscape will be slightly altered due to changes in roadway height and location, steeper side slopes and/or retaining walls, removal of existing vegetation, and possible construction of noise barriers. The retaining walls for the preliminary preferred alternative are anticipated to be 8 to 12 feet high. INDOT has evaluated the effects to historic properties and districts. The project team has engaged local neighborhoods, as appropriate, during that process.  See also the response to Comment ID CA-007-01.
<b>PI-012</b>	01	Redent	Alison	Public	10/10/18	Does this interchange set us up to be able to consider other possibilities at a system level? - bringing it at grade?	See the response to Comment ID CA-002-03.
<b>PI-013</b>	01	Sahm	Ray	Public	10/10/18	I am concerned that 4C Plan will REALLY remove I-65 south access to 4 exit ramps. If	See the response to Comment ID AS-001-03.

						you remove access to CD Michigan, Ohio, Fletcher and East.	
<b>PI-014</b>	01	Vaval	Lorraine	Public	10/10/18	I am hopeful INDOT goes further to address the connectivity of between the downtown neighborhood cut off by the interstate and to re-create the grid system to help traffic flow. I also strongly hope a depressed interstate will be studied in earnest so that additional economic development opportunities can be created along the interstate as well as the potential of "lids" in places and the recreation of the grid.	See the responses to Comment ID's AS-001-03 and CA-002-03.
<b>PI-015</b>	01	Whitaker	Beth	Public	10/10/18	My name is Beth Whitaker, and I would like to echo the statements that were just said. I'm concerned about the community impact of these plans. It's taken over 50 years for us as a city to recover from the devastation of cutting off our neighborhoods, and I appreciate that you're not continuing that by widening things and continuing that divide. Most of our roads right now lead to dead-ends at the interstate. So with that, that means that we, as the neighborhood residents, have to use the interstate to get to and from within our own city. So some of my concerns are looking at the closing of the exits along where 65 and 70 combine, particularly looking at our south neighborhoods of Fletcher and East Street.	See the responses to Comment ID's CA-002-01 and AS-001-03.
<b>PI-016</b>	01	Lapp	John	Public	10/11/18	I for one would argue that removing any current exits from the existing system would not only create a larger problem somewhere else (like west street) but doesn't really eliminate or reduce the current problems trying to be addressed. I'm a northside resident and often use the interstates to get to work on the northside of downtown. By removing my ability to exit at Pennsylvania/ Meridian/ Illinois/ Capitol I would be forced to exit at West Street or take Fall Creek all the way in town. There are no plans to fix Fall	See the responses to Comment ID's AS-001-03 and CA-009-02.

						<p>Creek/Binford from the northside so we need the alternative option. Pushing me, and everyone else that currently utilize that exit to easily get to work on the north end of downtown would be nothing short of an all out disaster. Not to mention the additional amount of “weaving” that would be required for all of “us” to get to the West Street exit. There really is no solid argument that could be made to remove this exit from “us”. Based on the map, you will have plenty of room to still allow “us” to exit off to the right of the I-70/I-65 split. You can still utilize the existing bridges over College and you could still have the free flow you promote to I-65 northbound. Please reconsider this option to include this exit! At least show a possible drawing that incorporated it so people could voice their opinions, it feels like you are just sweeping the removal of this under the rug and trying to make it seem like this is part of the solution when it could just as easily remain and still be a part of the solution.</p>	
PI-017	01	Dirschell	Douglas	Public	10/12/18	<p>I received the text from you last week and thought I understood the map that was at the link and was fine with what proposal 4c entailed. After your meeting on the 10th, which I didn't attend because I thought I agreed with the option I am a bit dismayed because I have learned from the power point presentation that wasn't accessible through the link that was sent out that the map was not very clear. This proposal may make the wait times times on the interstate lower but it will severely impact the surface traffic in residential areas surrounding the interstates. It makes absolutely no sense to eliminate the access to 3 major thoroughfares (Michigan, Ohio and New York). This would directly affect many people that live on the Near East side immensely, not to mention the</p>	<p>See the response to Comment ID AS-001-03.</p>

						<p>businesses that have flooded into the East side of the mile square. I use this ramp almost daily in my commutes and the closing of the ramp would add at least 10 minutes travel time to my home 1 mile East of 65/50 on New York. I would have to go around to either East or Fletcher and backtrack through all the rush hour traffic trying to access the interstate at Washington, Ohio and New York. After years of neglect these neighborhoods are finally coming back and this would be a dagger in their heart. Anyone coming down 65 to access the thriving restaurant and entertainment districts along Massachusetts would be relegated to taking the Meridian exit and thus adding traffic to another area that is already congested.</p>	
<b>PI-017</b>	02	Dirschell	Douglas	Public	10/12/18	<p>You will also be shifting a the dangerous weave to another area since all the traffic from the Meridian/Delaware on ramp will have to use the CD collector to access I 65 South and all the I65 traffic that can't exit at the CD collector will be taking the East or Fletcher street exit to access downtown. You are just shifting the weave to a shorter section of the interstate.</p>	See the response to Comment ID PI-007-01.
<b>PI-017</b>	03	Dirschell	Douglas	Public	10/12/18	<p>I am for rebuilding the intersection mostly as is and enforcing the speed limit and texting law. Not having to swerve to avoid the canyon potholes alone would eliminate some of the accidents, enforcing the laws would do far more towards the end goal of a safer intersection.</p>	<p>The poor pavement condition through the interchange area is largely a result of age and extended wear and tear. One of the purposes of the project is to replace deteriorated pavement and bridges. Enforcement of local traffic laws will continue to be directed by local law enforcement.</p>
<b>PI-017</b>	04	Dirschell	Douglas	Public	10/12/18	<p>We have not been happy with the way the State of Indiana is going and have just sold one of our properties. Not being able to easily access our others will just be putting another check mark in the column titled "reasons to leave Indiana"</p>	Comment noted.

<b>PI-018</b>	01	Pitts	Tracy	Public	10/15/18	Please consider adding new signage to inform southbound traffic to exit at Meridan St to access Michigan, Ohio, Fletcher exits, via new CD lane at Delaware ramp. [Photograph of exit included.]	The preferred alternative will replace guide signs throughout the project area to provide wayfinding in accordance with federal and state standards. During final design, the project team will evaluate where the project overlaps local streets or provides access to pedestrian, bicycle, or transit facilities. The signing plan for the project will provide signing for these features, as appropriate.
<b>PI-019</b>	01	Werle	Joe	Public	10/15/18	332 n. Arsenal I use the ramp to Michigan Ohio every day. I also like to enter I 65 at Michigan and exit at Penn and Meridian. I often use I 65 south and exit to Mich- Ohio. DO NOT Close or block those ramps either on or off. If there are too many accidents the public needs to drive more carefully or adjust their work schedules.	See the response to Comment ID AS-001-03.
<b>PI-020</b>	01	Bright	Greg	Public	10/18/18	My name is Greg Bright, I live in Fletcher Place and this North Split alternative 4c does nothing to address the need for better connectivity between neighborhoods. It is apparent that you care very little, if at all, for the people who live downtown and their well-being. You have shown yourself to be an organization with no care for innovation. I strongly suggest and urge you to go back to the drawing board as alternative 4c is not good enough. You have not addressed my concerns or those of the people downtown to ensure historic neighborhoods are connected and/or reconnected. Indianapolis can be a great city and needs to continue to improve, alternative 4c does not do that. Please, I beg you, rethink this split. Be Innovative. Show America that Indianapolis is a great city, not one that is too cowardly to lead the way in new infrastructure ideas. Reject Alternative 4c!	See the responses to Comment ID's CA-001-02, CA-007-01, and PI-011-01.

<b>PI-021</b>	01	Hendrickson	Barth	Public	10/18/18	<p>The alternatives for allowing green space to remain in the roadway sections is a positive development over walls. Thank you for eliminating the wall options. Although a detailed comment, the remaining soil outside the roadway would be best placed at less than 200 psi in order to accommodate plants and their root systems rather than compact it; heavily plant the edges with a diverse species palette of hardy and native woody, flowering and evergreen trees and grasses and forbes in a healthy soil.</p> <p>Highly visible interchange open spaces have the opportunity to be beautifully and intentionally designed landscapes that are functional in how they manage stormwater to sustain the landscape rather than simple grass seed with rock swales. Please implement a landscape approach that is innovative and memorable for citizens of Indianapolis and passers by.</p>	See the responses to Comment ID's CA-007-01 and CA-007-002.
<b>PI-021</b>	02	Hendrickson	Barth	Public	10/18/18	Connectivity to neighborhoods is much improved. Connectivity to future IU Health Development is in need of improvement.	See the response to Comment ID CA-001-02.
<b>PI-022</b>	01	McElroy	Patrick	Public	10/18/18	<p>I am a resident of the Holy Rosary neighborhood of SE downtown, abutting 65/70. This impending investment in our aging roads presents us with an extraordinary opportunity to change the face and feel of our city for the better. Please adjust the current plans, and add more neighborhood connectivity cross the 65/70 split. In much the same way that open trade and increased access to markets has made an enormous impact on the global economy, lifting hundreds of millions of people out of poverty, a more connected Indy across The Split will foster connection and economic growth. Consider the economic and social impact of the Cultural Trail. This connective artery has forged connections across various</p>	See the responses to Comment ID's CA-001-02, CA-006-07, and PI-011-01.

						<p>economic growth pockets throughout downtown. Consider the potential ROI on structural investments tied to the 65/70 rehab that would allow more non-vehicle connectivity across the highways. Individual investments in the neighborhoods of Fountain Square, Holy Cross, Woodruff Place, and the Old Northside illustrate a groundswell of interest by the citizenry in the economic growth and revitalization of these neighborhoods. Connecting these pockets to the warming economic engine fo downtown Indy could have enormous positive impact on the economic vitality of the city. From increased tax revenue, to improved usability and accessibility of more downtown and downtown-adjacent neighborhoods, this is a major investment today that will have significant long term benefits. If done well, catering for these additional connections across the 65/70 split, Indy will realize economic growth, and overall beautification and attractiveness of Indy to visitors and investors alike. Please do not let this crucial moment pass, doing only the minimum repaid and upgrade needed for the road itself. Please commit the additional dollars that will infuse our city with major economic benefits - please increase green space and non-vehicle (or not exclusively vehicular) connectivity among neighborhoods that span 65/70.</p>	
<b>PI-023</b>	01	O'Sullivan	Tim	Public	10/20/18	<p>First off, I want to say I appreciate the efforts of the design team and project leaders to listen to public feedback about this project. The Alternative 4c as proposed is definitely an improvement over the original concepts of vastly widening the interstates. I believe this newer concept is a much smarter approach to traffic and safety management, versus simply throwing pavement at the</p>	<p>See the response to Comment ID AS-001-03.</p>

						<p>problem and hoping that solves it (which it usually does not). That being said, I do have a major issue with Alternative 4c as proposed, and this concerns the ability of traffic from I-65 Southbound to exit onto the C-D for Michigan, Ohio, and Fletcher streets. Eliminating access from I-65 to the C-D is a terrible idea. You are effectively cutting off the east side of downtown (Mass Ave) and the near east side outside the interstate from receiving traffic, including both citizens who live in these parts of town as well as visitors from elsewhere who wish to frequent businesses here. You are isolating the east side. Frankly, you need to continue to think about the design here and figure how you can keep the I-65S to C-D access available to traffic. The decision to eliminate it was clearly made by someone who never uses it. If you insist of closing access to the C-D from I-65 proper, then the alternative that will be used is for drivers to exit off I-65 at Meridian/Illinois St, go straight, and then get back on at Delaware, so they can go to the C-D. This stretch of roadway would be, in effect, an extension of the interstate. I would suggest embracing this concept. Rework the roadway and markings on 11th street and re-time all the lights at the intersections of 11th and Illinois, Meridian, Penn, and Delaware to maximize the smooth, continuous flow of traffic off the interstate and back on to it. I-65 Southbound must have access to the east side of downtown, somehow.</p>	
PI-024	01	Craft	Don	Public	10/21/18	<p>Noise Noise Noise -- So, slow down, let's say 45 mph inside 465, or within 2 miles of the North Split. But how can it be enforced? Not the way enforcement has been handled for the last 100 years. Other States/Cities do it -- electronics and cameras. And the revenue could fund the cost of the system. And no</p>	<p>See the response to Comment ID PI-009-01. Enforcement of local traffic laws – including the use of alternative enforcement technology – will continue to be directed by local law enforcement.</p>

						officers exposed to cars flying by or cars swerving over to give a lane clearance to officers who have pulled someone over.	
<b>PI-025</b>	01	Forthofer	Ellen	Public	10/28/18	I have reviewed INDOT's preferred plan for the north split (alternative 4c), and as an urban planner who wants the best design for her community and a resident at Alabama & 12th for the past 3 years, I think more can and should be done than what is in alternative 4c. This alternative does almost nothing to correct the past wrongs of building an interstate through dense, urban fabric in the first place, and does not represent the highest and best use of land in this area. Please consider an alternate plan that either depresses the highway and offers opportunity for at-grade street crossings and caps that provide connections to downtown neighborhoods, or an at-grade, multi-modal boulevard that eliminates the interstate in this section of town altogether. We have a unique opportunity to do this right in Indy. Please don't make another mistake that will affect future generations to come. To be clear, I am against alternative 4c.	See the responses to Comment ID's CA-001-03 and CA-002-03.
<b>PI-026</b>	01	Starling	Charlie	Public	10/28/18	If the selected alternative does not lower the interstates to ground level or below grade, then I recommend proceeding with the full interchange project with maintained access as is available today, and additional vehicle capacity. I would be in favor of a below grade option, but if the selected alternate is elevated, then make it the best elevated alternate. The visual and physical imposition on the neighborhoods seems to be, in my opinion, nearly equal in both options 4 and 5, so I would prefer to build the alternate that provides the greatest long term capacity and maintains access to downtown as it is today. As a downtown (Fletcher Place) resident, eliminating I-65 SB access to the C-D lanes is	See the responses to Comment ID's CA-001-03 and AS-001-03.

						<p>upsetting. The C-D lanes not only allowed access to Michigan, New York, Ohio, and Fletcher, but it's also the best and safest way to access East St, as the weave from SB I-65 to East St is dangerous. Given the amount of traffic that will be forced to access downtown via East St, that weave with vehicles leaving the CD lanes (and weaving over to I-65 SB) will be even more dangerous. It also seems like the interchange could relatively easily add a ramp along the I-70 CD lanes in the north which would connect to the I-65 NB exit ramp to Meridian/Pennsylvania. The elimination of this access from I-70 is disappointing.</p>	
<b>PI-026</b>	02	Starling	Charlie	Public	10/28/18	<p>Additionally, I do use the parking under the Interstate while attending church at Traders Point Christian Church at 12th &amp; Delaware, so I would hope that this valuable parking area could be maintained.</p>	<p>The I-65 bridge over Delaware Street will not be modified as part of the North Split Project. Some parking restrictions under the bridge will be required during construction.</p>
<b>PI-027</b>	01	Allinson	Jonathan	Public	10/29/18	<p>I, as well as my neighbors in the Cottage Home neighborhood where I live and the Fletcher Place neighborhood where I work, thank you for your work to redesign the 65/70 Interstate with the wishes of those individuals who will be affected by it the most in mind. In the last round of feedback, I expressed a concern that widening these Interstates and constructing above-grade walls were antiquated ideas and out-of-touch design decisions that would set back, rather than further advance, our city and region. While I appreciate that, for the most part, these damaging and dividing roads will not be widened and surrounded with walls, I am still of the belief that this redesign is not as forward-looking as it should be. This is a once-in-a-lifetime opportunity to redefine how people experience downtown Indianapolis, whether they are residents, workers, visitors, or just travelers passing</p>	<p>See the responses to Comment ID's CA-001-02, PI-008-01, and PI-011-01.</p>

						through. This new proposal squanders this opportunity to reconnect historic neighborhoods, increase economic development opportunities, improve air and noise pollution, and be recognized as a national leader in truly multimodal transportation by replicating the status quo of the mid-20th century.	
<b>PI-027</b>	02	Allinson	Jonathan	Public	10/29/18	Beyond the opportunity cost of not doing something truly great, I find it unacceptable that access to Indianapolis' primary street (Meridian Street) will no longer be available to thousands of travelers by eliminating the Meridian/Pennsylvania and Meridian/Delaware ramps from I-70 Westbound. Similarly, access to the collector-distributor road should not be eliminated from I-65. People need to be able to access these neighborhoods.	See the response to Comment ID AS-001-03.
<b>PI-027</b>	03	Allinson	Jonathan	Public	10/29/18	Additionally, the proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.	See the responses to Comment ID's CA-001-02, CA-002-01, and PI-011-01.
<b>PI-027</b>	04	Allinson	Jonathan	Public	10/29/18	Lastly, I am concerned that additional pavement width in areas like St. Clair Street will exacerbate the separation between historic districts and impact the comfort and safety of cyclists and pedestrians.	See the responses to Comment ID's CA-001-02, CA-007-01, CA-022-02, and PI-011-01.
<b>PI-027</b>	05	Allinson	Jonathan	Public	10/29/18	Again, I appreciate the steps that were taken from the previous designs to this proposal. However, issues like neighborhood connectivity and economic development are just as important and need to be taken just	See the responses to Comment ID's CA-001-02, CA-006-07, and PI-011-01.

						<p>as seriously. This must be addressed. Furthermore, this entire proposal misses the mark in terms of rebuilding these arteries for the future and correcting the mistakes from the 1950s-1970s, rather than making the same mistakes yet again.</p> <p>I look forward to continued collaboration to ensure that these Interstates are rebuilt in a way that befits city, the region, and the entire state of Indiana, and that improves quality of life for all who live, work, and play in the area.</p>	
<b>PI-028</b>	01	Arenson	Andrew	Public	10/29/18	<p>I'd love to see the downtown freeways removed. Failing that, can we please keep them to a minimum? Let's make sure we're connecting neighborhoods as much as possible. Let's avoid adding lanes and putting in taller walls that are closer to buildings.</p>	See the responses to Comment ID's CA-002-03 and CA-001-02.
<b>PI-029</b>	01	Avidor	Ken	Public	10/29/18	<p>I reside in Indianapolis. Please remove the highways in downtown Indianapolis. Our neighborhoods are for living in, not driving through. Also, according to the recent IPCC report on climate change, we should be drastically reducing greenhouse gas emissions to avoid catastrophic changes to the planet's ecosystem. Your plans do not reduce emissions, they encourage more emissions.</p>	See the responses to Comment ID's CA-001-03, CA-002-03, AS-001-05, and CA-022-04.
<b>PI-030</b>	01	Bell	Mary Alice	Public	10/29/18	<p>Please take the more forward-thinking option to build tunnels instead of walls. It took visionary thinkers to get downtown Indianapolis to its current state. Please don't take us backward.</p>	See the response to Comment ID CA-001-03.
<b>PI-031</b>	01	Berkemeier	Joe	Public	10/29/18	<p>I am writing to express my concerns with alternative 4C for the North Split. The plans I have seen still leave the neighborhood split apart and limits the economic development prospects and livability of the area. I would like to see further work done to reduce the impact of the north split,</p>	Of the total vehicles that travel the interchange in the morning and evening peaks, only a small percentage is traveling through (outside I-465 to outside I-465). This is based on traffic modeling and has been confirmed by real-world location-based services data from smart phones.

						including converting both the North and South Splits into spurs only suitable for commuting traffic. Too often during morning/afternoon rush hour I am slowed by semi traffic clearly headed to out-of-state destinations. This traffic should be diverted to an upgraded I-465.	Furthermore, because only 10 percent of trips on the downtown interstates in peak periods are through trips, diverting through traffic will not result in substantial diversion away from the North Split.  See also the responses to Comment ID's CA-001-02, CA-002-03, CA-006-007, and CA-007-01.
<b>PI-032</b>	01	Biggio	Elizabet	Public	10/29/18	The reduction of access from southbound I-65 to the near east and southeast sides in the preliminary preferred alternative is disappointing. There is no attempt to mitigate either the huge swath put in isolation or the increased traffic inevitably imposed on the remaining exits, largely Meridian St. The project should serve downtown neighborhoods too.  I would hope to see the EA fully analyzes the cumulative impact of this project for the entirety of Indianapolis' interstate system as well as downtown pedestrian infrastructure, historic properties, and economic development. This project will be the precedent for how the I-65/I-70 projects are treated moving forward and they should be treated as large scale environmental issues.	Cumulative impacts are addressed in the EA. See also the responses to Comment ID's AS-001-03, AS-001-05, and CA-001-02.
<b>PI-033</b>	01	Coghlan	Michael	Public	10/29/18	I want INDOT to adopt the design presented by the Rethink Coalition to better connect the local street grid by pushing the interstate down and have local access traffic be separated from interstate traffic.  You need to be looking ahead to allow for the continued growth of neighborhoods near downtown. I know you are focused on the over-burdened north split, but you ought to expand the plan to consider work at the West Street access.	See the responses to Comment ID's CA-001-03 and CA-009-07.
<b>PI-034</b>	01	Collins	Robert	Public	10/29/18	I am concerned about the lack of downtown exits on southbound I-65 contemplated in the preferred alternative for the North Split. I	See the responses to Comment ID's AS-001-03 and PI-008-01.

						<p>drive this route every day. As I understand alternative 4c, there are no exits between Meridian Street and East Street. I believe that our interstates in Indianapolis already have too few exits, creating bottlenecks at the few exits and routing more cars through city streets to reach the interstates. Here are the problems I see in this plan to reduce the number of exits downtown: With no exits on the east side of downtown, all southbound I-65 traffic will have to travel farther to reach East Street or one of the exits off I-70 on the south edge of downtown. This will ADD traffic to the inner loop.</p> <p>There is considerable congestion around the inner loop. Now INDOT has proposed a 50-year plan to reduce congestion that will not add any lanes, staking the whole plan on reducing weaving. But reaching the available exits from the new configuration of I-65 will require considerable weaving - cutting across at least two lanes of I-70 traffic. So the plan is not reducing weaving - it's just moving the weave farther south.</p> <p>I have two requests:  INDOT should reconsider how access might be provided from southbound I-65 to the Michigan/Ohio/Fletcher exits, or some alternative access from the east side of downtown.</p> <p>If INDOT does not add such access, it should consider how to make the Meridian Street exit more efficient to accommodate the increased traffic it will have to handle - e.g., providing more direct access to Pennsylvania and/or Capitol.</p>	
PI-034	02	Collins	Robert	Public	10/29/18	<p>I believe that the goal to reduce congestion has been lost in the concern about affecting nearby neighborhoods. I understand that concern, but I think that INDOT has not been creative enough in developing a solution that</p>	<p>See the responses to Comment ID's AS-001-03, CA-009-03, and PI-008-01.</p>

						also reduces congestion. In general, I believe the design of the interstates in and around Indianapolis is klunky and ugly. I look at the I-70 interchange at Indianapolis International Airport - the kind of elegant and efficient highway design that seems to be common in other states - and wonder why there is nothing like that anywhere else in this city. I am afraid that INDOT has gone with a cheap alternative for the North Split, appeasing opponents by not adding lanes but not really building infrastructure to meet the future needs for traffic to reach downtown Indianapolis.	
<b>PI-035</b>	01	Cowgill	Rachel	Public	10/29/18	Based on what I had originally read regarding the planned upgrades it seemed that the Rethink campaign has a positive influence on the direction for the north split. It has now become clear that many of the things I deeply oppose are still planned. Of greatest concern are the retaining walls: The proposed retaining walls of up to 11 feet tall is just a terrible idea. This is unacceptable and misses the opportunity to correct past mistakes.	See the responses to Comment ID's CA-001-02 and CA-002-01.
<b>PI-035</b>	02	Cowgill	Rachel	Public	10/29/18	The focus should be on needed repairs to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives. We do not need walls and other things that further separate our communities.	See the response to Comment ID CA-006-04.
<b>PI-035</b>	03	Cowgill	Rachel	Public	10/29/18	The plans also still overlook the potential economic gain and chance to reconnect our downtown vibrant communities.	See the responses to Comment ID's CA-006-07 and CA-001-02.
<b>PI-035</b>	04	Cowgill	Rachel	Public	10/29/18	We should not be catering to through-traffic and commuters that do not pay taxes in our district.	See the response to Comment ID PI-031-01.
<b>PI-036</b>	01	Day	Logan	Public	10/29/18	Please consider a more strict adherence to the principles outlined by the Rethink 65/70 Coalition. A redesign of the interstate system	See the responses to Comment ID's CA-001-03, CA-002-01, and CA-002-03.

						in downtown Indianapolis which provides for more connectivity and engagement by eliminating above-grade walls and other barriers will help to establish a more thriving downtown area.	
<b>PI-037</b>	01	DeVault	Taylor	Public	10/29/18	I encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.	See the response to Comment ID CA-001-03.
<b>PI-038</b>	01	Dunivan	Karen	Public	10/29/18	I am a resident of the Fountain Square neighborhood in Indianapolis, as I'm sure you are aware, Fountain Square was the most negatively impacted neighborhood by I65's original construction. I have looked at the plans for reconstruction of the north split and believe it continues to harm Fountain Square and Indianapolis. The lack of easy access to local exits will make it difficult to access Fountain Square from the interstate. It will create a bottleneck in the downtown area of our city as people look for an alternative solution and the resulting stop and go traffic will contribute to already poor air quality. I ask that you give further consideration to ways to help our city and neighborhoods and not cause them further harm.	See the responses to Comment ID's AS-001-03, CA-002-01, CA-022-04, and PI-011-01.
<b>PI-039</b>	01	Duvall	David	Public	10/29/18	This responds to comment period regarding revised "North-Split" alterations proposed for I-65/70 in Indianapolis. I will simply restate my comment provided at the roll-out. It is time to recognize the incredible damage to the city center and its connectivity and development resulting from the initial mistake of the connecting leg on the east side of downtown. This mistake was typical of its era, but should now be reversed by its total removal.	See the response to Comment ID CA-002-01.

<b>PI-040</b>	01	Flynn	Kevin	Public	10/29/18	i appreciate the revised Alternative Plan and your willingness to listen to the public on the North Split project. I am concerned that the elimination of both the Meridian ST exit on I-70 Westbound and the entrance to I-65 South from Delaware will be a major negative impact on traffic on city streets at other entrances and exits. Congestion occurs on an interstate due to too few entrances/exits. This will be worse. please reconsider.	See the response to Comment ID AS-001-03.
<b>PI-041</b>	01	Gordner	Louis	Public	10/29/18	4c eliminates the ability of those who live East and near North East to easily access the northside of downtown. Given the fact that fall creek seems to be indefinitely screwed by the DOT, why eliminate yet another way to access downtown. I and my family need access from I-70 Westbound to the Pennsylvania and Meridian street exits. It also limits access from that area to Methodist hospital. It's not a fix if you lose functionality.	See the response to Comment ID AS-001-03.
<b>PI-042</b>	01	Hays	Jason	Public	10/29/18	Before I comment I'm wondering if it is known what the cost difference is between a tunnel, a boulevard, and indot's current plan. I am also curious if there is data to show whether or not a boulevard would move traffic through at a slower pace. Thanks.	Response sent via e-mail on 11/13/2018. The response provided an overview of boulevard and/or tunnel options for the entire downtown Indianapolis interstate system, including costs. A link to the full North Split Alternatives Screening Report was also provided.
<b>PI-043</b>	01	Homoya	Aaron	Public	10/29/18	The new INDOT design is better than the first one, but can still be better. I would ask that INDOT please capture the Rethink Coalition's guiding principles for reconstruction of the North Split, especially addressing in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas. The interstate cuts off densely populated and vibrant areas from the downtown core, and the Rethink Coalition below-grade approach adds dramatic value in this context.	See the responses to Comment ID's CA-001-03, CA-001-02, and CA-006-07.

<b>PI-044</b>	01	Horn	Christine	Public	10/29/18	INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas. I encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development. INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.	See the responses to Comment ID's CA-001-03, CA-006-07, and CA-007-01.
<b>PI-045</b>	01	Jade	Rebecca	Public	10/29/18	Please make sure that whatever happens with the split the focus is on the communities- widening the road will result in a literal and figurative widening of the gap between these parts of Indianapolis.	See the responses to Comment ID's CA-002-01 and PI-011-01.
<b>PI-046</b>	01	Janitz	Allyssa	Public	10/29/18	Right now, my route to work is quick and easy. I get on the highway at Keystone Ave, get off at the Ohio Street exit, and then park at the garage at East & Market. I don't have to go through downtown and thus I avoid the majority of its traffic. The whole time spent on the highway is 10 mins at best. If you make the changes that are proposed, I will have to go through downtown and who knows how much time that will end up costing me! Along with headaches and frustration. If this proposal is supposed to help Indy residents, I don't see it. To me it looks like all the traffic jams will move from the highway into downtown; which will be a much bigger pain and will take longer to clear up!	See the responses to Comment ID's AS-001-03 and PI-008-01.
<b>PI-047</b>	01	Kelliher	Pam	Public	10/29/18	I would like to say that I appreciate INDOT's steps toward the goals requested by the downtown communities, but the preferred alternative 4c still widens the footprint of the interstate's north leg through portions of our	See the responses to Comment ID's CA-001-02 and PI-011-01.

						historic neighborhood, cutting off this vibrant area from the downtown core. I send this note in the hopes that INDOT will continue to review their proposal. Every review gives us the opportunity to make this Lasting Impact better for the community it serves.	
<b>PI-048</b>	01	Kendall	Lynn	Public	10/29/18	INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas! I encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.	See the responses to Comment ID's CA-001-03 and CA-006-07.
<b>PI-049</b>	01	Knapp	Paul	Public	10/29/18	<p>I am writing to provide comment on the above referenced INDOT design for the North Split which has been called, in short-hand, Alternative 4c. I submit my comment in four capacities: 1) as the managing member of School 9, LLC, which owns old school house no. 9 located at 407 Fulton Street alongside i-65/I-70 in downtown Indianapolis; 2) as CEO of Young &amp; Laramore which operates its national advertising agency business from School 9; 3) as a commuter who lives on the northwest corner of Marion County and drives I-65 twice a day, to and from work; and 4) as an active member of the Rethink 65/70 Coalition leadership team.</p> <p>I want to start by thanking INDOT and HNTB for listening to the Rethink Coalition and the rest of the community last winter, spring and into the summer and making major changes to the initial design direction which has led to their preferred design, Alternative 4c, to have almost no above-grade walls and no additional through lanes (although widening still occurs at an unfortunate point to accommodate new exit lanes between two historic districts). This acknowledgement and</p>	See the responses to Comment ID's CA-001-02 and CA-006-07.

						<p>accommodation of the Rethink Coalition’s first two Guiding Principles is significant and appreciated. However, the second two Guiding Principles are just as important as the first two and those have hardly been addressed by Alternative 4c which leaves, in my opinion, the new design fatally flawed. It is not hyperbole to say the reconstruction of the interstates of the Inner Loop in downtown Indianapolis will define the core of the city, and the state, for the next 30 to 50 years. I liken it to the huge issue that faced our community 15 to 20 years ago when our aging airport needed to be replaced. We could have replaced it with a slightly less boring, slightly more efficient airport in the same location. Or, we could have—as we did—planned more boldly and designed a state-of-the art facility that not only functioned much better but also became a new “front door” to the region, winning acclaim and awards for a decade and lifting the entire state. The same challenge presents itself with the necessity to replace our urban interstates. We can choose to just “get’er done” with mild improvements or we can think more boldly and create an infrastructure that helps correct mistakes made 50 years ago and serves as a catalyst for connectivity and economic development for the next 50 years.</p>	
<b>PI-049</b>	02	Knapp	Paul	Public	10/29/18	<p>As part of the Rethink Coalition we have been trying to make this point for 11 or 12 months. By this past summer it seemed that we were not getting through to our elected representatives and civil service. We could not get our tax dollars spent on the type of study we felt was absolutely necessary for a massively important project like this one. So, we turned to private businesses, individuals, and civic organizations to raise funds to hire</p>	<p>See the response to Comment ID CA-001-03.</p>

						<p>a world-renowned transportation firm, Arup Advisors, Inc., to review INDOT's plans, collaborate with Rethink's Technical Team, and study economic development possibilities and creative financing opportunities for the reconstruction of the Inner Loop. Our intent was to turn over Arup's report before INDOT arrived at its preferred design direction and we expressed this to INDOT. We also asked INDOT to wait a few weeks before issuing its preferred direction until the Arup report was complete. INDOT declined. INDOT seemingly wanted its preferred direction issued before Arup's report became public. A date has now been selected for Arup representative to come to Indianapolis to discuss its findings and the Rethink Coalition has invited INDOT to attend a meeting with the Coalition and Arup to hear of the finding and to work collaboratively toward a mutually satisfactory solution for the North Split design. To date, INDOT has not indicated that it will send anyone to this meeting. It is difficult to understand why INDOT is so resistant to input from world-renowned experts, paid for by private parties, private citizens and businesses that INDOT is designed to serve.</p>	
<b>PI-050</b>	01	Luginbill	John	Public	10/29/18	<p>I live and work in Indy. My office (at The Stutz) is on the 65/70 split. Our kids' school, The Oaks Academy middle school, is on 70 right before the split. My family lives on Delaware Street north of the split. Please, I am begging you to reconsider the suggestions and guiding principles fo the Rethink Coalition. This is a multigenerational decision and you can positively impact the economic and social health of the community for 50+ years.</p>	See the responses to Comment ID's CA-001-03, CA-001-02, and CA-006-07.

						<p>Thank you for adopting some of the coalition's thinking, but please go further to make Indy downtown revitalized both economically and socially.</p> <p>My family encourages INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.</p> <p>Please. Please. Please. If we need to raise more money somehow, we will. This is where we live, work and go to school, please make this decision a blessing to the city, not inevitable damage.</p>	
<b>PI-050a</b>	01	Luginbill	John	Public	10/29/18	<p>I live and work in Indy. My office (at The Stutz) is on the 65/70 split. Our kids' school, The Oaks Academy middle school, is on 70 right before the split. My family lives on Delaware Street north of the split.</p> <p>Please, I am begging you to reconsider the suggestions and guiding principles of the Rethink Coalition. This is a multigenerational decision and you can positively impact the economic and social health of the community for 50+ years.</p> <p>Thank you for adopting some of the coalition's thinking, but please go further to make Indy downtown revitalized both economically and socially.</p> <p>My family encourages INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.</p>	See the responses to Comment ID's CA-001-03, CA-001-02, and CA-006-07.
<b>PI-051</b>	01	McQuiston	James	Public	10/29/18	<p>The vitality and character of our great cities is comprised of many metrics; the quality of</p>	See the responses to Comment ID's CA-002-01, CA-007-01, and PI-011-01.

						<p>neighborhoods being among the foremost. As it has for centuries, the scale, identity, and sense of personal belonging remain key attributes of the most successful living environments. As members of the Indianapolis community, your design team has been afforded a rare urban, civic and social opportunity unlikely to be repeated in one's lifetime. Regarding the north-split undertaking as simply a transportation-engineering exercise forsakes the vision of what this could mean for the City.</p> <p>Fifty years and two generations ago, the interstate system helped connect this county in ways once only imagined. Yet at the same time it ravaged and separated many inner-city neighborhoods; many irreparably. If we would not wish these things for our homes, why would we wish them for others? Building upon advanced thinking in urban planning, we have witnessed cities around the nation and the globe begin to thoughtfully and sensitively integrate their transportation infrastructure into the life of their cities. Indianapolis deserves no less.</p>	
PI-052	01	Meador	Joel	Public	10/29/18	<p>The announced plans for the north split seem almost like a poke in the eye to anyone following along and hoping for a rethought 65/70 interchange. The plan may be taking away some street level access on the northside so some very small amount of the streets will be back at pedestrian level, but nothing has been done to address the flawed conceptual underpinnings of running an interstate directly through a downtown, rather than terminating outside of the downtown. If 65/70 funneled people into downtown who wanted to be there instead of moving heavy traffic from the north to the south and east to west, then it seems like you potentially get a more vibrant</p>	<p>See the responses to Comment ID's CA-001-03, CA-002-03 PI-009-01, and PI-031-01.</p>

						downtown. The plan that has been chosen is just going to be more loud noise and no real change other than some inconvenience to some residents for not much other change.	
<b>PI-053</b>	01	Mobley	Chaney	Public	10/29/18	As someone who owns a home, lives, and works downtown, I am concerned by the most recent proposal that would eliminate the Michigan/Ohio/New York C-D access for I-65S. I work at IUPUI and live in Holy Cross on E Vermont St. The proposed "solution" would more than double my commute time and cut off interstate access to the wonderful businesses and restaurants in the area around my home. I completely understand and support the desire to increase safety and reduce the number of accidents, but there has to be a way that maintains and builds upon the connectedness of downtown neighborhoods.	See the response to Comment ID AS-001-03.
<b>PI-053</b>	02	Mobley	Chaney	Public	10/29/18	I appreciate the major strides INDOT has taken to revise its original plan. However, I believe INDOT's revised direction doesn't do enough to improve connectivity and increase economic opportunities. Young professionals and homeowners like myself choose downtown as our homes because we value being part of the connected grid system of this city. The proposed changes will wall off and further divide the downtown area, restrict access to neighborhoods and commercial districts, and affect property values and development for generations to come. This is a once in a lifetime opportunity to rebuild the flow of traffic through our city. I do not envy your task of satisfying so many stakeholders, but I urge you to thoughtfully consider how you can contribute to reducing traffic congestion and accidents while also helping increase urban connectivity and economic development in downtown Indianapolis.	See the responses to Comment ID's CA-001-02, CA-002-03, CA-006-07, and CA-022-02.

<b>PI-054</b>	01	Nagler	Timothy	Public	10/29/18	I have carefully reviewed the revised plans and can see that although they improve on the initial plans, thankfully, INDOT still falls far short of where it should be if this project is to enhance public life, as we citizens have a right to expect, and be a gem for the City and State, not a clinker. What a gift to INDOT to have the FREE services of the renowned Arup! (I hope you have checked Arup.com to see its engineering triumphs.) Arup's legendary resources and truly global experience surely point the way to making the redesign the BEST it can be. And here are some of those "best in class" attributes that I find are MISSING from INDOT's revised plan:	See the response to Comment ID CA-001-03.
<b>PI-054</b>	02	Nagler	Timothy	Public	10/29/18	Eliminate above-grade walls by depressing 1-65 and 1-70. Have you been to Boston since the Big Dig transformed that city? The flood of human 86 building activity in the downtown increases every year. Indianapolis would be similarly transformed by lowering the roads.	See the responses to Comment ID's CA-001-03 and CA-001-02.
<b>PI-054</b>	03	Nagler	Timothy	Public	10/29/18	Reject any plan that would expand or widen the number of through lanes. INDOT's plan would shove more roadway in the face of historic neighborhoods, to their permanent detriment. Don't do it.	See the responses to Comment ID's CA-008-03 and PI-011-01.
<b>PI-054</b>	04	Nagler	Timothy	Public	10/29/18	Separate through traffic from local traffic. This is vital if drivers are to find it easy and natural to connect with the local street grid. Let's not put a single obstacle in the path of someone who wants to explore, experience, enjoy, live in or - not least - spend time and money in Indianapolis! INDOT has ignored this vital imperative.	See the responses to Comment ID's CA-001-03 CA-002-03, and PI-031-01.
<b>PI-054</b>	05	Nagler	Timothy	Public	10/29/18	Open up undeveloped land for economic development instead of blighting this open land permanently with pavement, pollution, traffic, noise and dirt. This land is a much a	See the responses to Comment ID's CA-001-02 and CA-006-07.

						gift as 25-cents-an-acre land was to our original settlers.	
<b>PI-054</b>	06	Nagler	Timothy	Public	10/29/18	It is astonishing that INDOT appears to be blind to the enormous potential development we would enjoy if it merely followed Arup's expert design. Let's not fail to take full advantage of this opportunity. I trust and expect that INDOT will "see the light" when it has a chance to study Arup's full report. I ask that INDOT: 1) Weigh Arup's incomparable reputation and accomplishments 2) Consider Arup's broad project experience that puts world-class thinking and design at our doorstep. 3)Welcome Arup's "think-outside-the-Indiana-box" approach, knowing that for all its experience with highways, INDOT probably lacks when it comes to understanding urban design. 4)Study Arup's plans for clues about how this project can enhance Indianapolis - and, not incidentally, raise INDOT's stature - and further secure our reputation as a City and State of progressive ideas and accomplishments.	See the response to Comment ID CA-001-03.
<b>PI-054</b>	07	Nagler	Timothy	Public	10/29/18	As you can see from our letterhead, I write as the owner of the firm that built most of the City's notable buildings and that has occupied the same downtown location since 1875. We know about the impact of I-65 & I-70. Unquestionably, if the original designers of I-65 and I-70 had been told to design roads to handle today's volume of traffic, they would have routed traffic outside the city because they could foresee its adverse impact. We now have a chance to ameliorate that original error. In words more familiar than mine will ever be, I urge INDOT to "JUST DO IT!"	Comment noted.
<b>PI-055</b>	01	Newport	Robert	Public	10/29/18	I am writing on behalf of McGowan Hall at 1305 N. Delaware St. to voice both my gratitude that INDOT has heard feedback and	See the responses to Comment ID's CA-001-03 and CA-022-02.

						input from the community, and concern over the proposed plan. After reviewing the proposal, I agree with the RETHINK 65/70 coalition that the revision does not go nearly far enough. Instead of thinking what is the least we can do (and please understand I trust INDOT is working very hard on this project), perhaps we should think of what is the MOST we can do. I am aware of the cost challenges, but this is a MAJOR opportunity to be a forward-thinking city and a trailblazer with the future of how our city moves. Are we designing our city for people who live in it...or people who want to travel through it? Comprehensive travel modes such as light rail, electric vehicles, bike lanes, etc must be a greater part of the future transportation vision of our city.	
PI-055	02	Newport	Robert	Public	10/29/18	Our building was named after the McGowan family, who made their fortune with the Indianapolis Traction & Terminal company. What a blessing it would be to still have the interurban system today! We must look forward with where transportation trends are headed...and a time when urban interstates carving up the city are a thing of the past. Even the surprising popularity of the BIRD and LIME scooters must be taken into account. Interstates through the urban core kill the city. There are other ways to move people...as for large trucks, I'd say that's what the ring road, or bypass is for. I've expressed the advantages of the European models of few or no urban interstates in previous emails to INDOT. Granted, there are better transit systems there, but isn't that what we should be concerned about instead of being a hopeless slave to the car and interstates? It seems INDOT is narrowly focused on highways. I could be wrong?	See the responses to Comment ID's CA-001-03, CA-022-02, and PI-031-01.

<b>PI-055</b>	03	Newport	Robert	Public	10/29/18	Thank you for your consideration. I strongly support RETHINK 65/70's position listed below. The only thing I would call into question is whether or not an interstate through the city is needed at all? Can a wide boulevard similar to Fall Creek, with the interstate transitioning to a city boulevard meet the demand? Cities of comparable size: Fresno, Austin, Vancouver have no or only 1 interstate running through the city.	See the responses to Comment ID's CA-001-03 and CA-002-03.
<b>PI-056</b>	01	Phillips	Diane	Public	10/29/18	I am opposed to the plan that cuts off access to the Michigan/Ohio/Fletcher connector from I65 south. I live on Fletcher Ave and frequently use this ramp from I65 south. Losing access to the ramp from I65S will not improve traffic flow, but will add significant travel times to my commute by forcing me to travel through the city or to stay on I65 and either drive across traffic to the East St exit in the south split or merge onto I70 west and exit onto McCarty street. It also removes a major commuting route from NW Indianapolis to major downtown employers such as Lilly. The reason this section is slow is due to entering traffic from Pennsylvania street needing to merge 2 lanes left to take I70E and the overhead signs from I65S indicating all traffic must merge into the single right lane before the Penn on ramp. If anything, you should not allow traffic to go I70E from the Penn on ramp if you want to improve flow. They, I70E, can use the Pine St ramp.	See the response to Comment ID AS-001-03.
<b>PI-057</b>	01	Rader	Andrew	Public	10/29/18	INDoT has the opportunity to dramatically change urban transportation into the center of Indianapolis. Option 4C does not go far enough to planning for the future of transportation. Other options that would integrate with the neighborhoods via a boulevard are much preferred.	See the responses to Comment ID's CA-002-03 and CA-007-01.

<b>PI-058</b>	01	Rettig	Mike	Public	10/29/18	I'm a resident of the Cottage Home neighborhood located just east of I65/70. The changes presented in the 4C plan are much improved over the previous plan with a couple of exceptions. As a downtown resident, I often use the Meridian St. and Delaware St. exit and on- ramps. Closing these would be inconvenient for thousands of travelers who live and work downtown. There were alternate plans that eliminated weave in this area that should be explored further.	See the response to Comment ID AS-001-03.
<b>PI-058</b>	02	Rettig	Mike	Public	10/29/18	Also, if the bridges over St. Clair and E. 10th are widened, I would like to see extra lighting under the bridges for safety reasons. They are already dark, dank and scary as hell to walk under day or night.	See the response to Comment ID CA-022-02.
<b>PI-059</b>	01	Robertson	Nick	Public	10/29/18	I am including the text below because I support most of the message and frankly I don't have a lot of time. But I would go even further. The division caused by splitting the Old Northside and Chatham Arch/St Joseph has caused irreparable damage to the city and its urban inhabitants. Eliminating the split in favor of an at-grade boulevard would not only improve the lives of near north residents such as myself, but would create many millions of dollars of developable street frontage. It would also provide a much needed reduction in air and noise pollution. In closing, do NOT expand the freeway and please consider removing it completely between N Capitol and College. Thank you for your consideration.	See responses to Comment ID's CA-002-01, CA-002-03, CA-022-04, and PI-009-01.
<b>PI-060</b>	01	Roselee	Allyson	Public	10/29/18	Please consider dropping the interstates below ground level. This would eliminate the need for walls. The sound of the interstate and subsequent vibrations that shake houses apart would be muffled. The interstates also need to be buried to reconnect the sides of the city that were logistically and visually cut	There are no Federal requirements for highway traffic-induced vibration. Studies to assess the highway traffic induced vibrations have shown that both measured and predicted vibration levels are less than any known criteria for structural damage to buildings. According to data published by

						<p>off by the interstates: south and east. For an excellent example of what I speak, please reference the burying of I-76 (Schuylkill Expressway) in Center City, Philadelphia, PA, USA.</p>	<p>the Federal Highway Administration, normal living activities (e.g., closing doors, walking across floors, operating appliances) have been shown to create greater levels of vibration than highway traffic.</p> <p>See also the responses to Comment ID's CA-001-03 and CA-001-02.</p>
<b>PI-061</b>	01	Schneider	Cory	Public	10/29/18	<p>In the plan, I'd personally like to see no large walls and no widening of the current number of lanes. Let's connectivity these neighborhoods—not divide them! This will set the stage for our state's growth for years and years to come.</p>	<p>See the response to Comment ID CA-001-02.</p>
<b>PI-062</b>	01	Shafer	Paul	Public	10/29/18	<p>I am writing to ask that INDOT rethinks its plans for the 65-70 North Split. First, I appreciate that INDOT has listened to community feedback and revised its plans to a much more neighborhood-friendly plan that does not expand the footprint of the North Split. However, I would like INDOT to continue to explore other plans that could conceivably reinvent the city of Indianapolis for decades to come. I firmly believe that one of Indianapolis' greatest features (compared to other large cities) are the neighborhoods on the near north side with their historic homes and proximity to downtown. There is a physical barrier between these neighborhoods and the rest of downtown, and we get one opportunity every 50 years to remove this physical barrier. I understand that other options may be more expensive. I only ask that all alternatives are explored fully, with potential costs being made available to the public, before final decisions are made. I reiterate the fact that the decision made will impact this city for 50 years, and we only get one opportunity to correct the mistakes of the past.</p>	<p>See the responses to Comment ID's CA-002-01, CA-001-03 and PI-011-01.</p>

<b>PI-063</b>	01	Sherlock	J Nathan	Public	10/29/18	Removing access from Delaware St onto I-65 South is just totally unacceptable. If this occurs, downtown residents will no longer have any nearby access to I-65 South. I was against all of this Rethink 65/70 and felt the additional lanes should have been added on the current right-of-way. Without ready interstate access to northside downtown residents, our property values will certainly be negatively affected. PLEASE DO NOT ELIMINATE THE ACCESS TO I-65 SOUTH FROM DELAWARE STREET!!!	See the response to Comment ID AS-001-03.
<b>PI-064</b>	01	Smith	Janice	Public	10/29/18	As we have traveled throughout the country, we have observed firsthand how many large cities are addressing their inner city interstate systems creatively. Of particular note are the cities of Boston and San Francisco. Indianapolis should do likewise.	Comment noted.
<b>PI-064</b>	02	Smith	Janice	Public	10/29/18	The RETHINK Coalition set forth four guiding principles for the State of Indiana to consider, and recently a joint report from the RETHINK Coalition in conjunction with Arup was issued that addressed the reworking of the Indianapolis inner city interstate system in a way that enhances the connectivity of the historical communities, promotes economic development, and addresses environmental issues. Let's move Indianapolis forward and creatively. I am requesting you seriously consider the report referenced above and adopt its recommendations.	See the responses to Comment ID's CA-001-03 and CA-001-02.
<b>PI-065</b>	01	Smith	Thomas	Public	10/29/18	While INDOT has listened somewhat to the business and historical coalitions concerned with the downtown Interstate, it has not captured all of the issues that need to be addressed. The State is aware of the coalitions' guiding principles, and those guiding principles should be heeded. I am requesting INDOT to study the design presented in the joint Rethink Coalition and	See the responses to Comment ID's CA-001-03 and CA-006-07.

						Arup Report. At this point the State is missing the whole issue of economic development that would be possible if the results of the joint study were adopted. The solution is simply not more of the same that has been around for the past fifty years. It is time for Indiana to be creative and progressive in its thinking. Please step up to the plate!	
PI-066	01	Smithee	Alain	Public	10/29/18	<p>I am among those who are tired of traffic engineers fixating on moving as many vehicles as possible through a given space without considering the consequences of their actions. Please see:  <a href="https://www.youtube.com/watch?v=odF4GSX1y3c">https://www.youtube.com/watch?v=odF4GSX1y3c</a></p> <p>I'm also tired of the lack of consideration for other forms of transportation, such as walking and bicycling. I used to work in Park 100, and the intersection at 71st and Woodland is both bicycle/pedestrian hostile and dangerous. This intersection is why I gave up taking the bus to work and resumed driving. It was just too dangerous crossing the street at this intersection on foot so that I could walk from the bus stop to work.</p> <p>It's past time for traffic engineers to consider ALL forms of transportation when designing roads instead of catering to motorized vehicles and dividing neighborhoods in the interest of moving traffic from Point A to Point B without considering the indirect economic and social costs of acres of concrete and asphalt.</p> <p>One other note-INDOT should consider adding wildlife crossings on all Indiana interstates and limited access highways in order to prevent animal/vehicle collisions. Please see  <a href="https://www.fs.fed.us/wildlifecrossings/library/">https://www.fs.fed.us/wildlifecrossings/library/</a>.</p>	See responses to Comment ID's AS-001-05, CA-022-02, and CA-007-01. Indirect and cumulative effects are addressed in the Environmental Assessment (EA). Crash analyses conducted for the project area did not show a substantial number of vehicle-animal crashes that would warrant the addition of wildlife crossings.

<b>PI-067</b>	01	Smurdon	Nathan	Public	10/29/18	<p>I appreciate INDOT demonstrating an ability to listen to the concerns of those of us who are focused towards making downtown Indianapolis and the surrounding neighborhoods better places to live, work and play. While I understand that INDOT is primarily focused towards goals related to the automobile traffic our roadways carry, I encourage you to continue to work alongside community leaders who are thinking about the bigger picture for the future of our city. For the past 50+ years this interstate created physical and mental barriers for many who live in close proximity to it and this project is the opportunity to remedy some of these issues as we alter the infrastructure that will be in place for the next half century (or longer). Moving more cars more quickly and more safely is part of what you are tasked with, but your work also significantly impacts the city's ability to continue to improve our neighborhoods and the areas in/around downtown for the increasing number of people who want to live here and get around as pedestrians and bicyclists. Please continue to make this a larger part of your planning process, recognizing that you aren't improving an interstate located in the middle of rural Indiana, but rather one that has greater level of complexity as it intertwines with the livability of the largest economic engine in our state. And let's look at this as an opportunity to do something bigger than just fix the acute issues that are evident by considering what other benefits a thoughtful design could accomplish.</p>	See the responses to Comment ID's CA-001-02, CA-002-01, and CA-007-01, CA-022-02, and PI -011-01.
<b>PI-068</b>	01	Sweetland	Kevin	Public	10/29/18	<p>I am writing to voice my interest in the developing north split reconstruction project. I am a professional urban designer who lives in Center Township. I have worked extensively over the last year with the</p>	See the responses to Comment ID's CA-001-03, CA-001-02, and CA-007-02.

						<p>Rethink 6570 Coalition so I am intimately aquatinted with the project and it's history. Given my background and the extent of my due diligence, I hope that you read my comments and consider them fully. I will organize my comments into two groups. The first will evaluate INDOT's Alt. 4c as it relates to the Rethink Coalition's 4 principles and its depressed interstate alternative. The second will provide guidance for a better elevated interstate option.</p> <p>Group 1: addressing the 4 principles</p> <p>A. Alt. 4c does a better job limiting the expansion of I-65 on the north side. That said, the +/- 40ft expansion is undesirable. As is the addition of 7ft-11ft walls. The work required to build this infrastructure will destroy the vegetation that currently screens I-65 from view. Keep Indianapolis Beautiful invested close to \$1.5 million in those plantings, and the neighbors invested countless hours in installation. The loss of this investment paired with the years it will take to replace the vegetation is a major shortcoming of Alt. 4c.</p>	
<b>PI-068</b>	02	Sweetland	Kevin	Public	10/29/18	<p>B. Connectivity. 4c does little to improve connectivity. In fact, one could argue that the closure of access to Penn. from I-70 westbound and access to the C-D road from I-65 southbound actually inhibits connectivity.</p>	See the responses to Comment ID's AS-001-03 and CA-001-02.
<b>PI-068</b>	03	Sweetland	Kevin	Public	10/29/18	<p>Obviously serious changes had to be made to solve weaving issues without expansion, but has INDOT reviewed all the options? I believe a north split that ties into a depressed interstate on the west and south sides could maintain and improve access without expanding the width of the interstate.</p>	See the responses to Comment ID's CA-001-03 and CA-009-02.
<b>PI-068</b>	04	Sweetland	Kevin	Public	10/29/18	<p>C. Economic development. 4c reduces the size of the interchange on the northern and western edges, creating space that could be</p>	See the responses to Comment ID's CA-001-03 and CA-006-07.

						redeveloped into parkland or maybe light industry. That said, the way the interchange is designed will preclude other redevelopment opportunities on the northern and eastern legs of the inner loop. In my opinion, these opportunities are too big to miss. If INDOT takes a step backward to plan for a depressed inner loop system to replace the bulky elevated freeways we've had to live next to for decades, the economic benefits could reach into the billions.	
<b>PI-068</b>	05	Sweetland	Kevin	Public	10/29/18	<p>Group 2: addressing the likelihood INDOT moves forward with the implementation of Alt. 4c</p> <p>A. I really do appreciate the work HNTB has done to improve the design of the north split. I also understand the need to move ahead. If we are building elevated freeways, let's build the best possible. We should find space for new bike paths, parks, and other world class amenities.</p> <p>B. On the northern edge of the proposed interchange, there is a leg of the existing system that will be abandoned. I'd like to see that turned into a elevated park and trail that connects the Old Northside to the Monon Rail Trail. This amenity could be modeled after other elevated parks like the High Line in NYC or the 606 in Chicago.</p> <p>C. The leftover space within the interior of the interchange should be turned into a publicly accessible dog park.</p> <p>D. Any vegetation that is removed from the edges of the interstates should be replaced in kind by INDOT.</p> <p>E. INDOT should also look at the possibility of creating a city level roadway that connects College Ave. and Lewis Street.</p>	See the responses to Comment ID's CA-007-01, CA-007-02, and CA-022-02. INDOT is responsible for the construction and maintenance of interstate and state highways. The decisions to fund and build new local streets is the responsibility of the City of Indianapolis.
<b>PI-068</b>	06	Sweetland	Kevin	Public	10/29/18	F. As the project moves forward, the INDOT should do better to actively engage the Rethink 6570 Coalition so that we can foster	INDOT has implemented a robust public and stakeholder involvement program for the project. In addition to five meetings

						a productive and respectful conversation that will ensure a successful project.	with the Rethink I-65/ I-70 Coalition, there have been multiple meetings with other groups, including the Community Advisory Committee (five meetings), the Environmental Justice Working Group (three meetings), the CSS Resource Team (three meetings), CSS Neighborhood Workshops (two rounds), three public information meetings, and numerous other neighborhood, stakeholder, and resource agency meetings.
<b>PI-069</b>	01	Thomas	Scott	Public	10/29/18	I work on the northwest side and take 65 to and from work. Please consider how I'm supposed to get home if you close my exit. Consider all use cases! I don't care what you do, but if I have no viable means of getting home quickly I'm going to be really angry. If it takes me twice as long to get home because I have to drive out of the way, then I'd rather deal with the traffic. I bought in FS partially because of the quick on/off ramp for 65. I don't see how closing the C-D exit ramp is going to affect the traffic anyway. Seems like the west st onramp is the biggest problem as someone who drives this route every day.	See the response to Comment ID AS-001-03.
<b>PI-070</b>	01	Valencourt	Jesse	Public	10/29/18	I would like to provide the following comments for the record in opposition to option 4c of the North Split project: Option 4c will greatly inconvenience me by eliminating access to the Fletcher, Ohio, and Michigan exits from I-65 southbound. I commute on I-65 south to my office in Fletcher Place just southeast of downtown, and have for many years . If the project proceeds as planned, I will have to take the East Street exit instead, which will increase both my morning commute distance and time by roughly 15 percent. Over the course of a single year, this will result in hundreds of additional miles and many additional commuting hours. There are many others	See the response to Comment ID AS-001-03.

						<p>who will also be negatively affected by the loss of ramp access. Any drivers who work downtown and live on the northwest side will no longer be able to exit from I-65 south to Ohio Street, as many now do. In addition, those who regularly drive I-70 west to I-65 north and exit at Meridian Street will also face significant additional travel time due to loss of ramp access. This has the potential to cause harm to downtown in general by making it more difficult to access from the interstates. The public does not seem to be aware of this component of the option 4c redesign. The local media seems to be actively trying to hide it. The Indianapolis Star ran an article about this option on October 12th and conspicuously failed to mention the loss of access. When I contacted the author and the editor, pointing out this mission and asking if they would write about it, they failed to respond, and to the best of my knowledge, failed to report any further on the issue.</p>	
PI-070	02	Valencourt	Jesse	Public	10/29/18	<p>There is also widespread misinformation among the public in general regarding the effects of the original North Split design. Many people that I have talked to are under the mistaken impression that the original design would have involved demolishing existing, historic buildings and neighborhoods, when it would in fact have stayed confined to existing right-of-way. This lack of knowledge among the members of the public no doubt contributed to the pressure INDOT received to revise the original design. In summary, option 4c will (objectively) negatively impact far more people than the handful who would have been (subjectively) negatively impacted by the aesthetics of retaining walls in the original design. I urge you to reconsider other</p>	<p>See the responses to Comment ID's CA-001-02, CA-007-01, and PI-011-01. In addition, the project website (<a href="http://www.northsplit.com">www.northsplit.com</a>) is regularly updated with current project information.</p>

						options that maintain full access to all entrance and exit ramps.	
<b>PI-071</b>	01	Van Winkle	Naomi	Public	10/29/18	I'm really concerned that access to the city will be cut off with some existing exits eliminated - Michigan/New York for southbound I65 drivers, for example. I can't imagine what traffic would be like on some of the urban streets with access limited as described in option 4c.	See the response to Comment ID AS-001-03.
<b>PI-071</b>	02	Van Winkle	Naomi	Public	10/29/18	Please do consider the report generated by Rethink Coalition/Arup. Dropping the highway below grade would eliminate noise and dust as well as allow my neighborhood to be less cut off from the urban center. Listening to the people who live in the neighborhoods affected is very important. We all want Indy to continue to be accessible and livable for years to come!	See the responses to Comment ID's CA-001-03, CA-001-02, and PI-009-01.
<b>PI-072</b>	01	Vavul	Lorraine	Public	10/29/18	As you close public comment, please consider engineering the North-Split design as a depressed interstate system which will more adequately increase connectivity of neighborhoods and areas of commerce divided by the existing interstates AND increase opportunities for inclusive economic development along the path of the interstates.	See the responses to Comment ID's CA-001-03, CA-001-02, and CA-006-07.
<b>PI-073</b>	01	Vuyovich	Daniel	Public	10/29/18	A city's beauty is flourishing distinct neighborhoods where diverse people congregate. It is its wealth. As American urban centers start to recover from the the devastation imposed by interstates and Robert Moses from over 60 years ago we need to carefully and smartly plan future connectivity. The urban interstate design will define downtown for the next 50 years. The current design is not doing enough to respect and promote neighborhood connectivity. We need a model that prioritizes economic development as well. I am a concerned	See the responses to Comment ID's CA-001-02, PI-011-01, and CA-006-07.

						resident of downtown who adores and loves the neighborhoods of out "Sesame Street" metropolis. You're city is uniquely positioned as the center point to the midwest. Don't stifle your renaissance, future it.	
<b>PI-074</b>	01	Wright	Michael	Public	10/29/18	I live in the Fountain Square neighborhood immediately adjacent to the Split. I've reviewed INDOT's revised design for the North Split and it fails to take into consideration neighborhood needs. Furthermore, it fails to address Rethink 65/70's basic guiding principles to reconnect our communities and promote new economic development. We made a serious mistake 50 years ago when the Split was built and entire neighborhoods destroyed. Let's find ways to reconnect neighborhoods and grow our economy. One of your primary goals is to promote safety. A first step is to enforce the posted speed limit. Traffic flows more efficiently and safely at lower speeds.	See the responses to Comment ID's CA-001-03, CA-001-02, CA-006-07, and PI-011-01.
<b>PI-075</b>	01	Adkins	Sherril	Public	10/30/18	I'm not an engineer, urban planner or pretend to know anything about traffic flow, but I lived through the debacle of the Evansville reconstruction where the highway plowed through the old downtown and I don't want our vibrant city and historic neighborhoods obliterated in the pseudo name of progress. Far smarter and forward thinking folks than me have spent years studying your plan and developed an alternative which I support to the max. Please, please pay heed to the lessons not learned by the likes of Detroit and seriously consider the points outlined in the Rethink Coalition/Arup Report. In particular, anything that threatens the integrity of the Indiana Landmarks headquarters and the neighborhood around it is an insult to the people who turned a slum in the making into a prosperous gem for the city.	See the responses to Comment ID's CA-001-03, CA-001-02, and PI-011-01.  Enforcement of local traffic laws will continue to be directed by local law enforcement.

<b>PI-076</b>	01	Andrews	Kathy	Public	10/30/18	Alternative 4c has two major flaws that the public is overwhelmingly unaware of. First, the elimination of access from westbound I-70 to Pennsylvania, Meridian, as well as Illinois, Capitol, and Senate will result in overloading the adjacent interchanges and downtown surface streets that cannot adequately handle the additional traffic. Second, the elimination of access from southbound I-65 to North, Michigan, Vermont, New York, Ohio, and Fletcher will have very negative impact on the near-eastside. All of this so the influential NIMBYs on the near-northside don't have to "suffer" with some retaining walls. Why should the near-eastside be penalized? Why do you only mention Michigan and Ohio when access is currently provided to many more streets?	See the response to Comment ID AS-001-03.
<b>PI-076</b>	02	Andrews	Kathy	Public	10/30/18	The North Split has been open to traffic since 1976. All of these people knew it was there when they moved in. I doubt any of them lived there 42 years ago. Why should the silent majority be penalized for the vocal minority? INDOT is staying in their own right of way. As such, they should be allowed to serve the greater good of Central Indiana. Thank you.	Comment noted.
<b>PI-077</b>	01	Cohen	Alexandrer	Public	10/30/18	I disagree with the plan for the 65 70 split. I do not want the on-ramps and off-ramps near Meridian, Delaware, and Pennsylvania from and to 65 and 70 to be removed. Those are critical for where we live	See the response to Comment ID AS-001--03.
<b>PI-078</b>	01	Jennings	Aaron	Public	10/31/18	I drive this stretch every weekday, and have noticed the extraordinary risk stemming from the relatively high density of semi-truck traffic mixing in with the high commuter traffic. These trucks struggle with the "weave." They typically slow way down which disrupts flow, increases driver frustration, and leads to unsafe driving.	See the responses to Comment ID's PI-007-01 and PI-031-01. Note that INDOT has typically diverted through truck traffic around downtown during major construction projects by using variable message signing as suggested. Enforcement of local traffic laws will continue to be directed by local law enforcement.

						<p>I cannot say what upgrade project is best, but I would like to make a suggestion. It would seem a reasonable (and inexpensive) first step to restrict semi-truck traffic from travelling I65 and I70, inside the 465 loop, only during defined peak commuter traffic times (e.g. 7:00am-9:00am &amp; 3pm-6pm). This could be communicated through normal channels and reinforced using the overhead signs posted around our interstate system. Anyway, I think it would make sense to give this construction-free idea a try, and then reassess the residual traffic risk around the I65 and I70 interchange. There may also be opportunity to raise revenue through ticketing of violators.</p>	
PI-079	01	Kuntz	Rosemari	Public	10/30/18	<p>My family in my grandparents' generation experienced disruption of church, family, and neighborhood economy since the early highway development that split the old Indianapolis Southside in the early part of the last century. Then, in the 1960's, the Old Northside was threatened with destruction, Through community forces, some decisions were abated with certain Indiana landmarks remaining preserved and repurposed for the 21st century. Now, you are faced with a decision that will again have consequences that will impact generations. In my lifetime as a Hoosier and Indianapolis resident, I believe that the whole of the community must be considered foremost in the future plan. Therefore, I support the joint Rethink Coalition/Arup Report and urge REJECTION of the INDOT preferred alternative 4c. The Rethink Coalition/Arup Report calls for an integrated approach to the project that can support real urban progress in a way that sets an inspiring example of urban design and execution.</p>	<p>See the responses to Comment ID's CA-001-03, CA-001-02, CA-002-01, and PI-011-01.</p>

<b>PI-080</b>	01	Lake	Dan	Public	10/30/18	<p>I have lived DT for 23 years and am a former INDOT (Public Transit section) employee. The interstate system in Indianapolis needs to seek other solutions to the commuter issues (and yes this is a TOTAL commuter issue!) on the DT interstate system. It is a sad state of affairs that INDOT is still thinking along the ideologies of the 1960's. It was that way when I worked there in the '90's and I had hoped some change had evolved into more progressive ways and problem solving. Please stop and rethink this critical issue!! We all know that widening highways leads to nothing more than INCREASED traffic. My big question is what will you do in another 20 years when according to INDOT thinking the interstate will again need widening?? We are running out of room and time. Please look into the long range future and make smart decisions (hint, TRANSIT, etc.) to this complicated problem.</p>	<p>See the responses to Comment ID's CA-022-02, and CA-002-003.</p>
<b>PI-081</b>	01	McConnell	Mary	Nature Conservancy	10/30/18	<p>The Nature Conservancy is a global not for profit conservation organization whose mission is to protect the lands and waters on which all life depends. I am the state director for our Indiana program with offices at 620 E Ohio, in the Cole Noble neighborhood. Our LEED Platinum office building, built several years ago, is the most sustainably built office building in Indiana. We purposely chose this high level of sustainability because it reflected our values as an organization. We were told that the construction costs could be double or even triple of normal construction. We challenged our architects and contractors to build to the most sustainable level possible but to keep the cost the same as typical Class A construction. In the end, our building was less expensive than other Class A buildings and still met the highest standards of sustainability. We are</p>	<p>Comment noted. See also the response to Comment ID CA-007-01.</p>

						living proof that good planning can lead to extraordinary results at a cost effective price. One of the four global priorities of The Nature Conservancy is to “Build Healthy Cities.” We are particularly interested in transforming city landscapes through urban green-printing to improve quality of life and place.	
<b>PI-082</b>	01	VT			10/29/18	I'm very confused and disappointed that 65 South is going to be prevented from using common ramps for Michigan and Ohio. I use that ramp all the time. Why would you force more traffic onto Meridian exit with un-timed lights only to get back on to use the ramp. I foresee this causing more backups on the interstate because traffic gets backed up now for people exiting at meridian. That area is always backed up from people waiting to get off at Meridian and the 'fast lane' merge from the West Street On Ramp. I appreciate reducing the amount of weaving, but it shouldn't be preventing anyone from getting access to those ramps or create other choke points. I have the same issue with the Penn access. There looks to be plenty of room in the middle of the split to create more bridges and roadways in the space dedicated to the interstate. Create single lane ramps to get this traffic where it needs to go without adding to the congestion that is already on surface streets, especially at rushhour.	See the response to Comment ID AS-001-03.
<b>PI-083</b>	01	Smoker	Joe	Public	10/16/19	1. with the preferred alternative, there appears to be substantial ROW, including the decommissioned north flyover ramp for W70 so S65/70. Should this plan move forward, would INDOT transfer this extra ROW to the City for potential public use and development?	Any land transfer or transaction involving disposal of transportation right-of-way would have to follow all applicable laws, would be negotiated by INDOT, and would require FHWA approval. Due to a variety of factors, it is highly unlikely that INDOT will consider a land transfer.
<b>PI-083</b>	02	Smoker	Joe	Public	10/16/19	2. When the bridges are replaced, will the artwork and installations remain, or will	The existing murals under the bridges will be removed during the construction activities; however, there will likely be

						those be removed? Is there a direct contact for this process?	opportunities for new artwork under the new bridges. See the response to Comment ID CA-007-01.
<b>PI-083</b>	03	Smoker	Joe	Public	10/16/19	3. with the slight modifications in exit/entrance maneuvers, are there any modifications to at-grade intersections where the Meridian/Penn/Illinois ramp interacts, where the Delaware ramp interacts, or where Pine and Davidson interact?	The preferred alternative includes no substantive improvements at the interchange ramp intersections with Illinois Street, Meridian Street, Pennsylvania Street, Delaware Street, Davidson Street and Pine Street. The Pine Street ramp to I-65 northbound would be modified to provide a one-lane ramp entrance on the right of I-65, replacing the existing two-lane ramp entering I-65 on the left.
<b>PI-083</b>	04	Smoker	Joe	Public	10/16/19	4. Will this project still include an option for tolling as a revenue/congestion tool?	The North Split Project does not include tolling. See also the response to CA-025-04.
<b>PI-084</b>	01	Abeel	Tom	Public	10/29/18	I have been following this project for some time now as a member of Historic Urban Neighborhoods of Indianapolis (HUNI). I support the principals put forward below: 1. No above grade walls 2. No expansion of the existing number of through lanes 3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates 4. Increased opportunities for inclusive economic development along the path of the interstates	The preferred alternative will not increase the number of through lanes on the interstates. See also the responses to Comment ID's CA-001-03, CA-001-02, and CA-006-07.
<b>PI-084</b>	02	Abeel	Tom	Public	10/29/18	INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core. INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.	See the responses to Comment ID's AS-001-03 and CA-001-02.

<b>PI-084</b>	03	Abeel	Tom	Public	10/29/18	We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid. The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.	See the response to Comment ID CA-001-03.
<b>PI-084</b>	04	Abeel	Tom	Public	10/29/18	INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas. We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.	See the response to Comment ID CA-006-07.
<b>PI-084</b>	05	Abeel	Tom	Public	10/29/18	INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution. We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.	See the responses to Comment ID's CA-009-03 and CA-009-07.
<b>PI-084a</b>	01	Allinson	Jonathon	Public	10/29/19	Same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-085</b>	01	Allinson	Alexandra	Public	10/29/18	Same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-086</b>	01	Aschliman	Tad	Public	10/29/18	Same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-087</b>	01	Baer	Philip	Public	10/29/18	Same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.

<b>PI-088</b>	01	Bain	Nancy	Public	10/29/18	As a home owner on the near eastside (532 N. Highland) and a Trustee on the Board of the Cottage Home Neighborhood Association, I care deeply about the proposed INDOT I-70/65 expansion. The expansion impacts me, my neighborhood, the entire east side, and indeed my city as a whole. While the changes made to the original proposal are much better, we are not there yet--not by a long shot. Since these changes will impact all us for many decades, I implore your to truly dig in and "Rethink". Remainder of comments were same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-089</b>	01	Beame	Reed	Public	10/29/18	Same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-090</b>	01	Birge	Katie	Public	10/29/18	Same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-091</b>	01	Blanton	Sandra	Public	10/29/18	Same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-092</b>	01	Bouhlal	Yasser	Public	10/29/18	Same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-093</b>	01	Boulware	E.W. Bob	Public	10/29/18	Same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-094</b>	01	Bower-Bir	Jacob	Public	10/29/18	Same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-095</b>	01	Brandt	Austin	Public	10/29/18	As a downtown resident for the past 5 years I am continuously amazed at the transformation that has taken place right in front of me. The hard work and dedication of countless people over the past 20 years or so has culminated into what I really believe to be the makings of a world-class city (and I'm not an Indiana native so i don't think I'm particularly biased). This has been accomplished by big audacious projects such as the Circle Center Mall, Lucas Oil and Bankers, and the Cultural Trail.	See the responses to Comment ID's PI-084-01 to PI-084-05.

						<p>This transformation is what has inspired me to set down roots in this city, even though my family and work are based hundreds of miles away. It is why I have now built two homes in the downtown area.</p> <p>I believe we have an opportunity with the 65/70 rebuild that could surpass those other projects combined in terms of impact to our city. To have this effect, I 100% support the vision of the Rethink Coalition/Arup Report. Please see the details found below.</p> <p>Remainder of comments were same or similar to all or part of Comments PI-084-01 to PI-084-05.</p>	
<b>PI-096</b>	01	Brannen	Jane	Public	10/29/18	<p>The choices you make for our interstate this year will affect Indiana for decades to come. Please don't miss this opportunity. We can't afford for you to get it wrong.</p> <p>I'm asking you to reconstruct the North Split in a way allows us to meaningfully improve the interstate—not just marginally update it. This means following the Rethink Coalition's principles:</p> <ol style="list-style-type: none"> <li>1. No above grade walls</li> <li>2. No expansion of the existing number of through lanes</li> <li>3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates</li> <li>4. Increased opportunities for inclusive economic development along the path of the interstates</li> </ol> <p>Please listen to the people. Please get this right. Let this interstate be a success for Indiana—and for INDOT.</p>	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-097</b>	01	Brookie	Scott	Public	10/29/18	<p>My name is Scott Brookie, and I will soon be a resident very close to the North Split after we close on a house today.</p>	See the responses to Comment ID's PI-084-01 to PI-084-05.

						Remainder of comments were same or similar to all or part of Comments PI-084-01 to PI-084-05.	
<b>PI-098</b>	01	Browning	Bess	Public	10/29/18	As a resident of the Holy Cross neighborhood, the 65-70 is very important to me.  Remainder of comments were same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-099</b>	01	Browning	David	Public	10/29/18	Same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-100</b>	01	Buchanan	Bruce	Public	10/29/18	I am writing in response to INDOT's plan to rebuild the North split in downtown Indianapolis. Our neighborhood is at the epicenter of the downtown freeway system of Indianapolis. Our eastern border is I-65 and we are a 18-square-block area west to Alabama Street, Washington Street on the south, and Miami Street on the north. We are home to numerous business, apartments, condominiums and many social services. Our neighborhood has been depressed since the freeway system originally cut through the City. The good news is that ECONOMIC REBOUND occurred when the I/65 freeway spur along Market Street was REMOVED in 2008.  We now have an opportunity to build on this improvement if INDOT will more closely follow the four principles developed by the ReThink 65/70 business and citizen's coalition; which is endorsed by the Indianapolis Chamber of Commerce and The Indianapolis City Council. I will list those four principles and review of the current INDOT plan below. Within a few days we will have an independent report from the internally-renown ARUP design firm. I am confident that this report will offer ideas that	See the responses to Comment ID's CA-002-01 and PI-084-01 to PI-084-05.

						<p>follow these four critical principles. I hope that the State will take its time and develop a plan that will make Indianapolis the envy of other cities. Cole-Noble has lived the economic and social damage done by a poorly-designed freeway system. We now have the opportunity to turn this new plan into an economic dynamo with quality of life enhancement! It needs to be a huge win for the next generation. Let me know how I can help.</p> <p>Remainder of comments were same or similar to all or part of Comments PI-084-01 to PI-084-05.</p>	
<b>PI-101</b>	01	Butler	Alexander	Public	10/29/18	Same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-102</b>	01	Callahan	Kathleen	Public	10/29/18	Same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-103</b>	01	Christofferson	Jeffrey	Public	10/29/18	Same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-104</b>	01	Christofferson	Jeni	Public	10/29/18	Same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-105</b>	01	Clemens	Michael	Public	10/29/18	Same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-106</b>	01	Colville	Bruce	Public	10/29/18	Same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-106a</b>	01	Colville	Bruce	Public	10/29/18	Same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-107</b>	01	Conklin	Cassie	Public	10/29/18	Same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-108</b>	01	Corr	Christopher	Public	10/29/18	Same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-109</b>	01	Corsaro	Paul	Public	10/29/18	Same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-110</b>	01	Craft	Dolly	Public	10/29/18	As a resident of Lockerbie Place, I continue to be concerned about decisions relating to the	See the responses to Comment ID's PI-084-01 to PI-084-05.

						I-65/70 Interchange. Thank you for paying attention to the desires of the residents.  Remainder of comments were same or similar to all or part of Comments PI-084-01 to PI-084-05.	
<b>PI-111</b>	01	Creasy	Shannon	Public	10/29/18	Same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-112</b>	01	Crowder	Seth	Public	10/29/18	Same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-113</b>	01	Cudby	Ali	Public	10/29/18	Same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-114</b>	01	Cudby	Joseph	Public	10/29/18	Same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-115</b>	01	Dafforn	Scott	Public	10/29/18	Same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-116</b>	01	Dale	Tom	Public	10/29/18	Same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-117</b>	01	Davey	Azure	Public	10/29/18	Same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-118</b>	01	Day	Daniel	Public	10/29/18	Same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-119</b>	01	De Waal	Cornelis	Public	10/29/18	As a resident of downtown Indianapolis, I strongly support the Rethink Coalition's guiding principles for reconstruction of the North Split, as expressed in the statement below.  Remainder of comments were same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-120</b>	01	Denari	Maggie	Public	10/29/18	Please, please rethink the 65/70 project. This project will allow Indianapolis to continue to become a 1st class city!  Remainder of comments were same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.

<b>PI-120a</b>	01	Denari	Thomas			Let's get this right this time.  Remainder of comments were same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-121</b>	01	Dewan	Tony	Public	10/29/18	As a longtime downtown resident and property owner, I feel very strongly that the upcoming changes to the north split be thoughtfully considered. I specifically endorse the guiding principles of the Rethink Coalition.  Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-122</b>	01	Doll	Daniel	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-123</b>	01	Dunivan	Karen	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-124</b>	01	Essex	Judith	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-125</b>	01	Evans	Jonathan	Public	10/29/18	My house sits extremely close to I-65 at the north split and I am very concerned that INDOT seems to be ignoring those of us who will be directly affected by this project.  Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-126</b>	01	Farrar	Rex	Public	10/29/18	My wife and I are pouring our heart and sole into an 1873 home in the Cottage Home District and have concerns with the major I65/I70 project. We want our community to have a feel we belong with downtown Indy and to not feel like outsiders.  Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.

<b>PI-127</b>	01	Fern	John	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-128</b>	01	Field	Angela	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-129</b>	01	Forthofer	Tia	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-130</b>	01	Freeman Holb	Monica	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-131</b>	01	Frucci	Sarah	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-132</b>	01	Gibbons	Grace	Public	10/29/18	This is silly that it's gone on this long without realization or acknowledgement of your responsibility to see the incredible opportunity we have to improve the city of Indianapolis for years and years to come.  Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-133</b>	01	Gibson	Dave	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-134</b>	01	Gladish	Kara	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-135</b>	01	Goloschokin	Irena	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-136</b>	01	Goodman	John	Public	10/29/18	I am a downtown property owner and retail and office landlord. My family has owned property in the first block of West Washington since 1948.  Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-137</b>	01	Granieri	Laura	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-138</b>	01	Green	Kurt	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.

PI-139	01	Greiff	Glory-June	Public	10/29/18	<p>INDOT, you're starting on the right track, but honestly, you haven't gone far enough. The structure of the North Split was a mistake from the start, but common for its day. Now there is an opportunity to correct some of that mistake and join the ranks of many progressive cities that have rethought and reconfigured their downtown interstate connections.</p> <p>I stand with the Rethink Coalition and their basic guiding principles of NO above grade walls, which create the impression of, if not an actual barrier between the reawakened downtown and a heavily populated historic community; NO expanding the number of through lanes; greater connectivity of those neighborhoods and the commercial areas separated by the interstates, and, of course, creating more opportunities for economic development along the paths of the interstates, as has been done with rousing success in several other cities. The current preferred plan 4c is far better than earlier ones, but it still increases the barrier between an upcoming and vibrant historic neighborhood and downtown's commercial core and may destroy parts of that neighborhood. Also, by eliminating some 65/70 connections, congestion at entrances and exits will surely become worse. Rather, I urge INDOT to examine and choose the design that the Rethink Coalition and the Arup Report have presented. This calls for lowering I65 and I70 and separating local traffic from freeway-to-freeway traffic. It is a good plan that will free up several acres of land for economic development. Traffic traveling through Indianapolis will be further encouraged to use I-465 around the city, which too many, especially long distance trucks, do not. This design is the wave of future. I strongly urge you to adapt it.</p>	See the responses to Comment ID's CA-002-01 and PI-084-01 to PI-084-05.
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<b>PI-140</b>	01	Gressel	Brad	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-141</b>	01	Haan	Arthur	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-142</b>	01	Hacker	Dave	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-143</b>	01	Hacker	Jacqueline	Public	10/29/18	<p>I understand that the deadline is approaching for feedback on the 65/70 project, so I wanted to write and share my personal thoughts on the project.</p> <p>As a resident of downtown, accessibility is very important to my family. In fact, it's one of the main reasons we chose to live downtown vs. elsewhere. I am truly concerned about the approach INDOT has taken so far, and am including some thoughts that were shared with me and are completely in line with my own personal opinion.</p> <p>Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.</p>	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-144</b>	01	Hadlock	Carolyn	Public	10/29/18	<p>Your new plans are not enough. This design will impact the growth and health of our community for the next 50 years.</p> <p>Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.</p>	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-145</b>	01	Hall	Lise	Public	10/29/18	<p>The new INDOT design is better than the first one — BUT we can do much better! The new INDOT design is better than the first one — BUT we can do much better!</p> <p>Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.</p>	See the responses to Comment ID's PI-084-01 to PI-084-05.

<b>PI-146</b>	01	Hanes	Samuel	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-147</b>	01	Harris	Steven	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-148</b>	01	Heape	Laura	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-149</b>	01	Heintzleman	Mike	Public	10/29/18	I am writing as a resident of a historic downtown neighborhood in hopes that you will listen to the concerns that many Indianapolis' residents share regarding the proposed construction on our downtown interstates.  Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-150</b>	01	Heintzleman	Elizabeth	Public	10/29/18	I am writing as a resident of a historic downtown neighborhood in hopes that you will listen to the concerns that many Indianapolis' residents share regarding the proposed construction on our downtown interstates.  Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-150a</b>	01	Bodem	Chris	Public	10/29/2018	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.
<b>PI-151</b>	01	Hendrickson	Barth	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-152</b>	01	Henkel	Beth	Public	10/29/18	I am a resident of Indianapolis who uses the interstates, and I do agree that the downtown loop gets a lot of traffic. INDOT's revised plans for reconstruction of the North Split, as newly stated, are better than the first draft, but there are still significant issues that affect the economic development of the downtown area and would again set back a	See the responses to Comment ID's PI-084-01 to PI-084-05.

						<p>lot of efforts to connect communities and foment dynamic growth in our City. Engineering major updates of an Interstate loop that disrupted the downtown for years should not recreate these problems. It's not just about moving traffic efficiently; it's about not doing major damage to existing communities that are thriving downtown. I agree with the Rethink Coalition's principles.</p> <p>Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.</p>	
<b>PI-153</b>	01	Henkel	Dan	Public	10/29/18	<p>I am a resident of Indianapolis who uses the interstates, and I do agree that the downtown loop gets a lot of traffic. INDOT's revised plans for reconstruction of the North Split, as newly stated, are better than the first draft, but there are still significant issues that affect the economic development of the downtown area and would again set back a lot of efforts to connect communities and foment dynamic growth in our City. Engineering major updates of an Interstate loop that disrupted the downtown for years should not recreate these problems. It's not just about moving traffic efficiently; it's about not doing major damage to existing communities that are thriving downtown. I agree with the Rethink Coalition's principles.</p> <p>Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.</p>	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-154</b>	01	Hess	Kristin	Public	10/29/18	<p>As a downtown resident and tax payer, I feel strongly that the North Split project is an opportunity for us to be thoughtful and mindful of our downtown neighborhoods.</p>	See the responses to Comment ID's PI-084-01 to PI-084-05.

						Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	
<b>PI-155</b>	01	Hopper	Charlie	Public	10/29/18	<p>Just because people are busy, distracted and not sure about exactly what's happening, please DO NOT interpret that as people being "okay" with the current plan. This is our chance to help make Indianapolis, and Indiana, a thought leader in civic thinking that attracts the kind of top talent that will make our city valuable and important to the next century.</p> <p>Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.</p>	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-156</b>	01	Hostetler	Joan	Public	10/29/18	<p>As a longtime Cottage Home neighbor and business owner, I am very concerned about the plans for I-65/70 since I am just a stone's throw away from it. Having visited Rochester, NY recently, I know that it is possible to deal with ugly interstates in a more neighborhood-friendly manner. Many, many neighbors are concerned but just won't take the time to write, so please listen to Rethink Coalition's well-thought out plans that represent the views of so many residents.</p> <p>Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.</p>	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-157</b>	01	Hostetter	Rebecca	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-158</b>	01	Hulsey	Derek	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-159</b>	01	Indiana Album	Indiana Album	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-160</b>	01	James	Emily	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.

<b>PI-161</b>	01	Jennings	Beverly	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-162</b>	01	Johnston	James	Public	10/29/18	I'm writing to urge you to plan the reconstruction of the North Split in a way that will set the stage for a better use of land and transport through downtown Indianapolis. The current Interstate system is noisy, dirty and ugly, and makes living in downtown neighborhoods less salutary than it might be. Indianapolis has a chance to rectify the errors in design and judgment made when the Interstate highway system was first put in place by the Eisenhower administration.  Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-162a</b>	01	Johnston	James	Public	10/29/18	I'm writing to urge you to plan the reconstruction of the North Split in a way that will set the stage for a better use of land and transport through downtown Indianapolis. The current Interstate system is noisy, dirty and ugly, and makes living in downtown neighborhoods less salutary than it might be. Indianapolis has a chance to rectify the errors in design and judgment made when the Interstate highway system was first put in place by the Eisenhower administration.  Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-163</b>	01	Kahn	David	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-164</b>	01	Kahn	Leslie	Public	10/29/18	My husband and I just relocated from Carmel to the Fountain Square neighborhood. We are concerned that the highway project will impact the wonderful downtown we have	See the responses to Comment ID's PI-084-01 to PI-084-05.

						<p>chosen as our home. Please reconsider your proposal and align to the guiding principles. Thank you!</p> <p>Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.</p>	
<b>PI-165</b>	01	Katz	Paula	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-166</b>	01	Kavanaugh	Leslie	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-167</b>	01	Kell	Leslie	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-168</b>	01	Knapp	Paul	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-169</b>	01	Knight	Sarah	Public	10/29/18	<p>Personally, I strongly agree with the RETHINK 65/70 coalition, (position below). All I would question is whether or not an interstate cutting through downtown is needed at all. Visit rethink65-70.org for more.</p> <p>Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.</p>	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-170</b>	01	Koers	Lisa	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-171</b>	01	Krebs	Margaret	Public	10/29/18	<p>My main feedback is that Indianapolis deserves the best, most thoughtful plans for any kind of development. The development of 65-70 is likely to have tremendous impact on the city for many years to come, and only the best should be implemented. The Rethink Coalition has its roots in the people and places that will be most affected. However, because the split is in the middle of all of the historic neighborhoods, their input is doubly important. These neighborhoods are some of Indianapolis' greatest treasures, and need to be handled as sensitively as</p>	See the responses to Comment ID's PI-084-01 to PI-084-05.

						<p>possible. How they are treated now will display InDOT's consideration of the whole city's welfare and future development. You owe it to the City of Indianapolis to use the Rethink Coalitions guiding principles for the reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis.</p> <p>Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.</p>	
<b>PI-171a</b>	01	Krebs	Victor	Public	10/29/18	<p>Aside from looking like the Berlin Wall, these are my observations: No above grade walls; No expansion of the above through lanes; Increased connectivity of neighbors and businesses divided by highways; Increase opportunities for inclusive economic developments along the path of the interstates</p>	The preferred alternative will not increase the number of through lanes on the interstates. See also the responses to Comment ID's CA-001-03, CA-001-02, and CA-006-07.
<b>PI-172</b>	01	Kunstman	Zachary	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-173</b>	01	Kurth	Eric	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-174</b>	01	Latz	Gil	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-175</b>	01	Leland	Chris	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-176</b>	01	Lichty	Deidre	Public	10/29/18	Same or similar to all or part of Comment ID PI-084-01.	See the response to Comment ID PI-084-01.
<b>PI-177</b>	01	Marron	Jim	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-178</b>	01	Marron	Megan	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-179</b>	01	Martin	Daniel	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.

<b>PI-180</b>	01	May	Megan	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-181</b>	01	McCabe	Janet	Public	10/29/18	<p>Thank you for the opportunity to comment on this document. I have lived in Indianapolis since 1993 and for the past 7 years have lived in Herron Morton, quite near the areas of highway and neighborhoods that are affected by this project.</p> <p>I join with the Rethink 65/70 Coalition urging INDOT/HNTB to work hard with all constituencies to come up with the very best solution that will serve Indianapolis, Indiana, and all our citizens for decades to come. We can be bold and visionary with this project, which presents an incredible opportunity to add economic value to our city and region and reconnect city neighborhoods.</p> <p>Before moving to Indianapolis, I lived in Boston, and was involved in the review of the massive Depressed Central Artery and Third Harbor tunnel project. Though larger in scope than our project here, there are important parallels and lessons to take from that project. Like here, the Central Artery for years had sliced through neighborhoods of downtown Boston. The elevated highway was a defining negative feature of a vibrant and growing downtown. The decision to put that road underground not only reconnected parts of the city long divided, it created acres of valuable developable land that now has provided opportunity for new businesses, new open space, new urban spaces that have further enhanced Boston's quality of life and economic base. We can do that here too. This is our opportunity to get it right, even if it means additional cost and trying something new. The payoff will be more than worth it.</p>	See the responses to Comment ID's PI-084-01 to PI-084-05.

						Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	
<b>PI-182</b>	01	McCrae	Linda	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-183</b>	01	McGuinness	Sandra	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-184</b>	01	McKiernan	Aidan	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-185</b>	01	McLin	Barbara	Public	10/29/18	<p>To the leadership for this insensitive project: My husband and I live downtown and have for 15 years. We have lived in the Lockerbie Square neighborhood and now live in the Holy Cross neighborhood.</p> <p>We have attended meetings and presentations by your teams as well as those presented by HUNI and others.</p> <p>We have to say that for the most part we don't feel that you are listening to the needs of our neighborhoods.</p> <p>You seem to have a blind eye to the challenge of good traffic flow and access for those of us that live downtown.</p> <p>While the most recent presentations have been an improvement over the first ones, there is still much need for improvement.</p> <p>I don't typically just copy and paste what others have said, but for purposes of letting you know our concerns in a timely manner, I am doing so here. PLEASE pay attention!</p> <p>Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.</p>	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-186</b>	01	Meyer	Luke	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-187</b>	01	Midland Art & Antiques		Public	10/29/18	We at Midland Arts & Antiques agree with the entirety of this message.	See the responses to Comment ID's PI-084-01 to PI-084-05.

						Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	
<b>PI-188</b>	01	Miles	Talia	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-189</b>	01	Mineart	Hawthorn	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-189a</b>	01	Mineart	Hawthorn	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-190</b>	01	Mitton	Rowan	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-191</b>	01	Monte	Stephen	Public	10/29/18	My family and I reside in downtown Indianapolis, and we vote. We're not happy with the current status of the 65/70 redesign project, and we WILL put pressure on our elected officials if we don't see progress soon.  Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-192</b>	01	Moore	Keeley	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-193</b>	01	Morel	Cynthia	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-194</b>	01	Moriarty	Mary Jane	Public	10/29/18	To save you reading the whole thing, let me just say that the only thing that makes sense for the next 50 years is taking the whole damn thing down.  Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-195</b>	01	Moss	Jayme	Public	10/29/18	Don't divide our downtown community!!!  Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.

<b>PI-196</b>	01	Muir	James	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-197</b>	01	Muller	Kathleen	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-198</b>	01	Muller	Noah	Public	10/29/18	Thank you for taking time for continued public input. I think we've seen some progress but stand to make much more with continued revision/review of alternatives.  Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-199</b>	01	Eddy	Amy	Public	10/29/18	Please do not encroach on our historic neighborhoods!  Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-200</b>	01	Norris	Christy	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-201</b>	01	O'Brien	Andrew	Public	10/29/18	As someone who lives and works in downtown Indy, I am highly invested in the development of the downtown interstates. The current interstate is highly disruptive to my community in Bates-Hendricks as is, so I cannot imagine the disruption it caused on construction. I also feel like it does not efficiently provide access to downtown given the very limited on/off locations. Please further consider the input from the rethink 65-70 coalition.  Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-202</b>	01	Olsen	Dawn	Public	10/29/18	My name is Dawn Olsen, and I live, work, and play in neighborhoods (Fletcher Place, Cole-Noble, and Fountain Square) directly adjacent to the Interstate. I know today is the last day for public input, so I wanted to	See the responses to Comment ID's PI-084-01 to PI-084-05.

						<p>send along the following thoughts, which I agree with and support.</p> <p>Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.</p>	
PI-203	01	Osborne	Linda	Public	10/29/18	<p>We appreciate INDOT listening to and attempting to work with the citizens of Indianapolis during the planning of reconstruction of I65 / I70 by considering Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:</p> <ol style="list-style-type: none"> <li>1. No above grade walls</li> <li>2. No expansion of the existing number of through lanes</li> <li>3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates</li> <li>4. Increased opportunities for inclusive economic development along the path of the interstates</li> </ol> <p>INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core. INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods. Please consider the design presented in the joint Rethink Coalition/Arup</p>	<p>See the responses to Comment ID's AS-001-03, CA-001-03, CA-001-02, CA-006-07, and CA-008-03.</p>

						Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid. As residents, business and land owners...thank you for your consideration in planning for the future of our neighborhoods as well as the entire metropolitan community.	
<b>PI-204</b>	01	Painton	Michael	Public	10/29/18	As a designer living (homeowner) and working in downtown Indianapolis, I continue to be worried about plans being made for the North Split.  Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-205</b>	01	Palmer	Chris	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-206</b>	01	Partain	Nathan	Public	10/29/18	First of all, I want to let you know how grateful I am for the work that INDOT has done already in listening to residences and businesses as they have looked again at the current plan options and for taking seriously the voice of those who will be most affected for years to come. Some of those values put forth were: 1. No above grade walls 2. No expansion of the existing number of through lanes 3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates 4. Increased opportunities for inclusive economic development along the path of the interstates However, I think that the need for holding the quality of life and business for the whole city as a paramount value is still needed. If executed well, the redesign of the 65/70	See the responses to Comment ID's PI-011-01 and PI-084-01 to PI-084-05.

						<p>project will create an atmosphere that larger businesses be drawn to as they decide whether Indy would be a good fit. Employees also will see the progress of this rebuilding city and want to buy-in as they decide whether they will move their families and purchase a home in the city where they work. The ongoing need for a greater tax base of higher income households is well known and the best way to continue moving in that direction is to make strides in showing that we care about the quality of life downtown, both for individuals and businesses. This kind of infrastructure project has these kind of ripple affect. Please take more time to reasonably explore the following:</p> <p>Remainder of comments were same or similar to all or part of Comment ID's PI-084-02 to PI-084-05.</p>	
<b>PI-207</b>	01	Peek	Michael	Public	10/29/18	<p>Your latest plan is a step in the right direction but does not address concerns of many of us who live in the Old Northside and other historic neighborhoods.</p> <p>Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.</p>	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-208</b>	01	Perkins	Trudy	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-209</b>	01	Polson	Bruce	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-210</b>	01	Pratt	Julia	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-211</b>	01	Prihoda	Nick	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-212</b>	01	Quinn	Shannon	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.

<b>PI-213</b>	01	Rangel	Lorelei	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-214</b>	01	Regan	Rachel	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-215</b>	01	Rettig	Mike	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-216</b>	01	Reynolds	Janice	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-217</b>	01	Rice	Susan	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-218</b>	01	Richardson	Charles	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-219</b>	01	Robertson	Nick	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-220</b>	01	Robinson	Clay	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-221</b>	01	Rodocker	Andrew	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-222</b>	01	Ross	Ben	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-223</b>	01	Rowland	Eric	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-224</b>	01	Wolfe	Rylan	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-225</b>	01	Salyer	Josh	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-226</b>	01	Sandvig	Steve	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-226a</b>	01	Sandvig	Steve	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-227</b>	01	Schaefer	Nancy	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-228</b>	01	Schaefer	Tom	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-229</b>	01	Schlehuber	Tom	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.

<b>PI-230</b>	01	Schluep	Brian	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-231</b>	01	Smith	Halley	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-232</b>	01	Smith	Jennifer	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-233</b>	01	Smith	Thomas	Public	10/29/18	<p>While INDOT has listened somewhat to the business and historical coalitions concerned with the downtown Interstate, it has not captured all of the issues that need to be addressed. The State is aware of the coalitions' guiding principles, and those guiding principles should be heeded. I am requesting INDOT to study the design presented in the joint Rethink Coalition and Arup Report. At this point the State is missing the whole issue of economic development that would be possible if the results of the joint study were adopted. The solution is simply not more of the same that has been around for the past fifty years. It is time for Indiana to be creative and progressive in its thinking. Please step up to the plate!</p> <p>Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.</p>	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-234</b>	01	Sprehe	Jane	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-235</b>	01	Starks	Michael	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-236</b>	01	Stevens	Justin	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-237</b>	01	Strain	Cheryl	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-237a</b>	01	Strain	Cheryl	Public	10/29/18	This project effects too many neighborhoods to be rushed through in a way that	See the responses to Comment ID's PI-084-01 to PI-084-05.

						<p>eliminates more innovative design. Please take into consideration how this will impact the historic downtown neighborhoods for years to come. There are more innovative approaches being implemented around the country.</p> <p>Remainder of comment were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.</p>	
<b>PI-238</b>	01	Sutphin	Ben	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-239</b>	01	Thomas	Mason	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-240</b>	01	Valentine	Alisha	Public	10/29/18	<p>Thank you for the changes to the plans for I-65/70 split. However, more work needs to be done in how this intrusive interstate winds its way through the downtown of the capital city. This work offer the opportunity to fix wrongs from decades ago. Namely, we need to integrate neighborhood to spur economic development. Please reconsider:</p> <ol style="list-style-type: none"> <li>1. No above grade walls</li> <li>2. No expansion of the existing number of through lanes</li> <li>3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates</li> <li>4. Increased opportunities for inclusive economic development along the path of the interstates</li> </ol>	The preferred alternative will not increase the number of through lanes on the interstates. See also the responses to Comment ID's CA-001-03, CA-001-02, and CA-006-07.
<b>PI-241</b>	01	VanTreese	Nikki	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-242</b>	01	Vrazel	Jo	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-243</b>	01	Ware	Craig	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-244</b>	01	Wesner	David	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.

<b>PI-245</b>	01	White	Jill	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-246</b>	01	Wigton	Lauren	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-247</b>	01	Worthington	John	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-248</b>	01	Yothment	Meg	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-249</b>	01	Zetzi	Matthew	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-250</b>	01	[none]	Annique	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-251</b>	01	[none]	Joey	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-252</b>	01	Beatty	Jackson	Public	10/31/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-253</b>	01	Billiard	Diane	Public	10/30/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-254</b>	01	Bingham	Jen	Public	11/1/18	<p>I have lived in downtown Indy for around 30 years. The highways breaking up neighborhoods is already bothersome. We who live downtown have worked hard to make it livable. Please do not make things harder for us! You have a chance to help us make Indy better, which will lead to increased revenue for the whole state as more people move downtown.</p> <p>Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.</p>	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-255</b>	01	Bright	Greg	Public	10/30/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-256</b>	01	DeLozier	Amy	Public	10/30/18	As a resident and homeowner in the St. Joseph neighborhood, I thank and acknowledge the state for taking steps to revise the plan for the 65/70 interstate. However, the updated plan does not address	See the responses to Comment ID's PI-084-01 to PI-084-05.

						<p>all of the Rethink Coalitions guiding principles and will harm the development of downtown Indy and future growth. Indy has been working to revitalize the downtown area and has come so far in just five years, yet the current plan for 65/70 will harm future development and impact the lives of all residents in the downtown area.</p> <p>Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.</p>	
<b>PI-257</b>	01	Haines	Wendy	Public	10/30/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-258</b>	01	Hieser	Kara	Public	10/29/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-258a</b>	01	Hieser	Shawn	Public	10/30/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-259</b>	01	Huck	Rick	Public	10/30/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-260</b>	01	Kobzeff	Sarah	Public	10/30/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-261</b>	01	Kuntz	Rosemari	Public	10/30/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-262</b>	01	Lake	Dan	Public	10/30/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-263</b>	01	Lehtinen	Margaret	Public	10/30/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-264</b>	01	Maxwell	Doug	Public	10/30/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-265</b>	01	McConnell	Mary	Nature Conservancy	10/30/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-266</b>	01	McElroy	Patrick	Public	10/30/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-267</b>	01	Miller	Marilyn	Public	10/30/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.

<b>PI-267a</b>	01	Newport	Robert	Public	10/29/2018	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-268</b>	01	Nystrom	Gwendolen	Public	10/30/18	I appreciate all that you have done thus far to create a solution to the North Split redesign issue – however, I believe the alternative proposed does not go far enough.  Remainder of comments were same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-269</b>	01	Oakes	David	Public	10/30/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-270</b>	01	Oberlies	John	Public	10/30/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-271</b>	01	Oswalt	Janet	Public	10/30/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-272</b>	01	Palin	Renee	Public	10/30/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-273</b>	01	Peters	John	Public	10/30/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-274</b>	01	Plummer	Jill	Public	10/30/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-275</b>	01	Reisinger	Ralf	Public	10/30/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-275a</b>	01	Reisinger	Ralf	Public	10/30/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-276</b>	01	Ruark	Mallory	Public	10/30/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-276a</b>		Ruark	Spencer	Public	10/30/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-277</b>	01	Scheele	Robert	Public	10/30/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-278</b>	01	Spiegel	Pauline	Public	10/30/18	Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of	The preferred alternative will not increase the number of through lanes on the interstates. See also the responses to Comment ID's CA-001-03, CA-001-02, and CA-006-07.

						<p>the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:</p> <ol style="list-style-type: none"> <li>1. No above grade walls</li> <li>2. No expansion of the existing number of through lanes</li> <li>3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates</li> <li>4. Increased opportunities for inclusive economic development along the path of the interstates</li> </ol>	
<b>PI-279</b>	01	Sprout	Mark	Public	10/30/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-280</b>	01	Udell	Emily	Public	10/30/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-281</b>	01	Vavul	Lorraine	Public	10/29/18	<p>INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core. INDOT's 4c preferred alternative eliminates some connections between I-65 and I-70 and will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods. A depressed interstate will be able to support an enhanced local street grid. It could also enhance the opportunity for economic development. Please consider the joint Rethink Coalition/Arup Report which yields acres of new land for massive urban inclusive economic development. The next realistic rebuild opportunity may not come until 2070; please use an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.</p>	See the responses to Comment ID's PI-084-02 to PI-084-04.
<b>PI-282</b>	01	Weber	Karen	Public	10/30/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.

<b>PI-283</b>	01	Weiper	Christopher	Public	10/29/18	<p>We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.</p> <p>The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.</p> <p>INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.</p> <p>We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.</p>	See the responses to Comment ID's CA-001-03, CA-002-03, and CA-006-07.
<b>PI-284</b>	01	Wilson	Beth	Public	10/30/18	Same or similar to all or part of Comment ID's PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-285</b>	01	Kennedy	Robert	Public	10/28/18	<p>The Robert Kennedy, The Old Northside Neighborhood, thanks the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years. The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic owner/collaboration/ cooperation of the Coalition to work night and day with INDOT to get to that aspirational place. We are serious about collaborating for a solution</p>	Comment noted.

						that befits the Hoosier State and that becomes a model for other States. Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.	
PI-285	02	Kennedy	Robert	principles	10/28/18	1.0 Purpose and Need Statement: The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention.	Comment noted.
PI-285	03	Kennedy	Robert	Public	10/28/18	Comments: a. The Alternatives Screening Report Purpose and Need statement is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. This is most notable by using the east end of the Alabama Street bridge and Meridian Street ramps as convenient rather than logical termini.	See response to Comment ID CA-009-07.
PI-285	04	Kennedy	Robert	Public	10/28/18	b. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project Segmentation.	See the responses to Comment ID's CA-009-07 and CA-006-02.
PI-285	05	Kennedy	Robert	Public	10/28/18	c. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project	See the response to Comment ID CA-009-07 and CA-002-04.

						<p>Intent Report states “Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR’s in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, <u>though design must be coordinated closely</u>. ....at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg.” <i>Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study.</i></p>	
PI-285	06	Kennedy	Robert	Public	10/28/18	<p>d. Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.</p>	See the responses to Comment ID’s CA-002-01 and CA-006-07.
PI-285	07	Kennedy	Robert	Public	10/28/18	<p>2.0 Proposed Performance Measures shown in Table 2-4, page 2-15  Comments:  a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to</p>	See the responses to Comment ID’s CA-002-03, and CA-022-06.

						resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.	
<b>PI-285</b>	08	Kennedy	Robert	Public	10/28/18	b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and should be considered in the APE.	See the responses to Comment ID's AS-001-03 and CA-006-02.
<b>PI-285</b>	09	Kennedy	Robert	Public	10/28/18	c. Bridge Condition & Remaining Service Life: the community supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.	See the responses to Comment ID's CA-006-04 and CA-001-02.
<b>PI-285</b>	10	Kennedy	Robert	Public	10/28/18	3.0 Traffic Mobility Comments Comments: a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case,	See the response to Comment ID AS-001-03 and CA-002-03.

						these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.	
PI-285	11	Kennedy	Robert	Public	10/28/18	<p>4.0 Economic Development Potential Comments:</p> <p>a. The INDOT Proposal is not compatible with the Coalition’s principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.</p> <p>b. The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.</p> <p>c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.</p> <p>d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.</p>	See the responses to Comment ID’s CA-001-03 and CA-006-07.

PI-285	12	Kennedy	Robert	Public	10/28/18	<p>5.0 Connectivity Comments</p> <p>Comments:</p> <p>a. The INDOT Proposal is not compatible with the Coalition’s principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.</p> <p>b. This will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.</p> <p>c. This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.</p> <p>d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.</p> <p>e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.</p>	See the responses to Comment ID CA-002-03.
PI-285	13	Kennedy	Robert	Public	10/28/18	<p>6.0 Economic/Social Justice Comments</p> <p>Comments:</p> <p>a. The INDOT Proposal is not compatible with the Coalition’s goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating</p>	See the response to Comment ID CA-009-17.

						the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.	
<b>PI-285</b>	14	Kennedy	Robert	Public	10/28/18	7.0 Preferred Alternate 4C Comments: a. Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from I-70 westbound traffic proposal: we find it unacceptable that access to Indianapolis' primary street to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips. b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes. c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.	See the responses to Comment ID's AS-001-03, CA-001-02, and CA-002-01.
<b>PI-286</b>	01	Langebartels	Ben	Public	10/28/18	Same or similar to all or part of Comment ID's PI-285-01 to PI-285-14.	See the responses to Comment ID's PI-285-01 to PI-285-14.
<b>PI-286a</b>	01	Langebartels	Ben	Public	10/30/18	Please don't separate me from my neighbors!	See the response to Comment ID CA-002-01.
<b>PI-287</b>	01	Schaefer	Tom	Public	10/28/18	Same or similar to all or part of Comments ID PI-307-01.	See the response to Comment ID's PI-307-01.

<b>PI-288</b>	01	Chamness	Charles	Public	10/29/18	Same or similar to all or part of Comments ID's PI-285-01 to PI-285-14.	See the responses to Comment ID's PI-285-01 to PI-285-14.
<b>PI-289</b>	01	Compton	Vernon	Public	10/29/18	Same or similar to all or part of Comments ID's PI-285-01 to PI-285-14.	See the responses to Comment ID's PI-285-01 to PI-285-14.
<b>PI-290</b>	01	Dale	Melissa	Public	10/29/18	Same or similar to all or part of Comments ID's PI-285-01 to PI-285-14.	See the responses to Comment ID's PI-285-01 to PI-285-14.
<b>PI-291</b>	01	Deiwert	Brian	Public	10/29/18	My name is Brian Deiwert, and I am the Treasurer of the Franklin Trails community. I hope the the State of Indiana values the input it requested for by the citizens of the region. Our infrastructure should be a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years.  Remainder of comments were same or similar to all or part of Comment ID's PI-285-01 to PI-285-14.	See the responses to Comment ID's PI-285-01 to PI-285-14.
<b>PI-292</b>	01	Eberle	Kelsey	Public	10/29/18	Same or similar to all or part of Comment ID's PI-285-01 to PI-285-14.	See the responses to Comment ID's PI-285-01 to PI-285-14.
<b>PI-293</b>	01	Effler	Shannon	Public	10/29/18	Same or similar to all or part of Comment ID's PI-285-01 to PI-285-14.	See the responses to Comment ID's PI-285-01 to PI-285-14.
<b>PI-294</b>	01	Embry	Ericka	Public	10/29/18	Same or similar to all or part of Comment ID's PI-285-01 to PI-285-14.	See the responses to Comment ID's PI-285-01 to PI-285-14.
<b>PI-295</b>	01	Esselman	Catherine	Public	10/29/18	Same or similar to all or part of Comment ID's PI-285-01 to PI-285-14.	See the responses to Comment ID's PI-285-01 to PI-285-14.
<b>PI-296</b>	01	Godley	Mark	Public	10/29/18	Same or similar to all or part of Comment ID's PI-285-01 to PI-285-14.	See the responses to Comment ID's PI-285-01 to PI-285-14.
<b>PI-297</b>	01	Hostetter	Rebecca	Public	10/29/18	My name is Rebecca Hostetter. I am a 35 year resident of Cottage Home. I thank the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years.  Remainder of comments were same or similar to all or part of Comment ID's PI-285-01 to PI-285-14.	See the responses to Comment ID's PI-285-01 to PI-285-14.

<b>PI-298</b>	01	Jensen	Tim	Public	10/29/18	Same or similar to all or part of Comment ID's PI-285-01 to PI-285-14.	See the responses to Comment ID's PI-285-01 to PI-285-14.
<b>PI-299</b>	01	Kelly	Jessica	Public	10/29/18	Same or similar to all or part of Comment ID's PI-285-01 to PI-285-14.	See the responses to Comment ID's PI-285-01 to PI-285-14.
<b>PI-300</b>	01	Kissinger	Duncan	Public	10/29/18	Same or similar to all or part of Comment ID's PI-285-01 to PI-285-14.	See the responses to Comment ID's PI-285-01 to PI-285-14.
<b>PI-301</b>	01	Laker	James	Public	10/28/18	Though the comments below are standardized they are in line with my thoughts and passion. Please make Indy better and an example for all by revising the current plan and implementing what is below. Thank you. Thanks  Remainder of comments were same or similar to all or part of Comment ID's PI-285-01 to PI-285-14.	See the responses to Comment ID's PI-285-01 to PI-285-14.
<b>PI-302</b>	01	Latta	Mark	Public	10/29/18	Same or similar to all or part of Comment ID's PI-285-01 to PI-285-14.	See the responses to Comment ID's PI-285-01 to PI-285-14.
<b>PI-303</b>	01	Little	Lee	Public	10/29/18	Same or similar to all or part of Comment ID's PI-285-01 to PI-285-14.	See the responses to Comment ID's PI-285-01 to PI-285-14.
<b>PI-304</b>	01	Livingston	Daniel	Public	10/29/18	Same or similar to all or part of Comment ID's PI-285-01 to PI-285-14.	See the responses to Comment ID's PI-285-01 to PI-285-14.
<b>PI-305</b>	01	McGuinness	Sandra	Herron-Morton Place Association	10/29/18	Same or similar to all or part of Comment ID's PI-285-01 to PI-285-14.	See the responses to Comment ID's PI-285-01 to PI-285-14.
<b>PI-306</b>	01	Moore	Andrea	Public	10/29/18	Same or similar to all or part of Comment ID's PI-285-01 to PI-285-14.	See the responses to Comment ID's PI-285-01 to PI-285-14.
<b>PI-307</b>	01	Nagel	Megan	Public	10/29/18	I, as a member of MAMA, and a member of the Mass Ave Cultural Grant Steering Commity, thank the State of Indiana for encouraging citizens to participate and comment on the North Split. I am serious about collaborating with INDOT on achieving a solution that improves transportation in Indianapolis. Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.	See the responses to Comment ID's AS-001-03, CA-001-02, CA-001-03, CA-002-03, CA-006-02, CA-006-04 and CA-006-07

1.0 Proposed Performance Measures shown in Table 5-7, page 5-9

a. INDOT proposes elimination of some connections to local streets to resolve safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. We believe the Area of Potential Effects (APE) should be expanded to include the exit/entry areas that may be impacted, such as West Street and Fletcher Ave.

b. Alternative 4C, INDOT's Preferred Alternative, proposes eliminating access at Meridian/Pennsylvania and the Meridian/Delaware ramps from I-70 westbound traffic and the Ohio/Michigan exits via the collector-distributor ramp from I-70. We find it unacceptable that access to the downtown core would no longer be available to thousands of travelers and we believe this will deter our customer base and their patronage of Mass Ave.

d. MAMA supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but that also remove the visual and physical connectivity divides between existing neighborhoods. Mass Ave was cut at 10<sup>th</sup> Street and no longer connects to north Mass Ave when the North Split was constructed. The northeast end of Mass Ave subsequently struggled for years to be economically viable. We urge INDOT to consider an inner loop design that reconnects the street grid to provide connectivity and encourage economic development.

3.0 Retaining Walls:

					<p>The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, and the Mass Ave Commercial District, all listed on the National Register of Historic Places. This additional separation is unacceptable and misses the opportunity to correct past mistakes.</p> <p>4.0 Added pavement width  The additional pavement width of up to 24 feet exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods and the Mass Ave District. Many of our workers live in adjacent districts and walk or bike to work.</p> <p>2.0 Economic Development Potential  a. The INDOT Proposal is does not promote or enhance economic development potential. MAMA agrees with the Rethink 65/70 Coalition that new mixed-use development districts created from relinquished interstate right-of-way space made available by a reduced interstate footprint could be transformative for downtown. As independent merchants and restaurant owners, we need continued means to grow our customer base to effectively compete with suburban malls.  b. MAMA supports the Rethink 65/70 Coalition request that INDOT redesign the northside leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.</p>	
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						c. We understand from a study that the Rethink 65/70 Coalition prepared, that over 38.7 acres of new area can be gained on the northside segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space. This would greatly enhance the viability of MAMA businesses.	
<b>PI-308</b>	01	O'Neil	Ruth	Public	10/29/18	Same or similar to all or part of Comment ID's PI-285-01 to PI-285-14.	See the responses to Comment ID's PI-285-01 to PI-285-14.
<b>PI-309</b>	01	Osburn	Kevin	Public	10/29/18	The Rethink 65/70 Coalition thanks the State of Indiana for encouraging citizens to participate and comment on the North Split. We are serious about collaborating with INDOT on achieving a solution that improves transportation, connectivity, economic development, and social equity in Indianapolis. Towards that end we respectfully attach a letter with our comments on the INDOT Alternatives Screening Report dated September 21, 2018, along with an interim Technical Review and Economic Development report prepared by our consultant, Arup Advisors.  Remainder of comments were same or similar to all or part of Comment ID's CA-009-06 to CA-006-20 and CA-012-07.	See the responses to Comment ID's CA-009-06 to CA-006-20 and CA-012-07.
<b>PI-309a</b>	01	Osburn	Kevin	Public	10/29/18	We are a professional landscape architecture, planning, and civil engineering firm providing technical support to the Rethink 65/70 Coalition. Our firm is comprised of downtown and suburban residents, business owners, property owners, and commuters using multiple forms of transportation.  Attached please find our review and comments on the North Split Alternatives Screening Report dated September 21, 2018.	Comment noted.

						<p>Our comments reflect our belief that while INDOT’s Alternatives Screening Report is a thoughtful response to public input, our Capital City needs this major infrastructure investment to become an inspiring project that comprehensively addresses all segments of the downtown interstate to fuel downtown economic growth and to catapult Indianapolis forward to a prosperous future. The Alternatives Screening Report fails to address this fundamental concern. We urge the State to holistically re-imagine the project in partnership with the city and community to fully realize the transformative opportunity it presents for economic development and quality of life for the front door to the State.</p>	
PI-309a	02					<p>We are a professional landscape architecture, planning, and civil engineering firm providing technical support to the Rethink 65/70 Coalition. Our firm is comprised of downtown and suburban residents, business owners, property owners, and commuters using multiple forms of transportation. Below please find our review and comments on the North Split Alternatives Screening Report dated September 21, 2018. Our comments reflect our belief that while INDOT’s Alternatives Screening Report is a thoughtful response to public input, our Capital City needs this major infrastructure investment to become an inspiring project that comprehensively addresses all segments of the downtown interstate to fuel downtown economic growth and to catapult Indianapolis forward to a prosperous future. The Alternatives Screening Report fails to address this fundamental concern. We urge the State to holistically re-imagine the project in partnership with the city and</p>	<p>See the responses to Comment ID’s CA-012-01 to CA-012-17.</p>

						<p>community to fully realize the transformative opportunity it presents for economic development and quality of life for the front door to the State.</p> <p>Remainder of comments were same or similar to all or part of Comment ID's CA-012-01 to CA-012-17.</p>	
<b>PI-310</b>	01	Petry	Michael	Public	10/29/18	Same or similar to all or part of Comment ID's PI-285-01 to PI-285-14.	See the responses to Comment ID's PI-285-01 to PI-285-14.
<b>PI-311</b>	01	Pratt	Julia	Public	10/29/18	<p>I, Julia Pratt, thank the State of Indiana and the engineer team working for INDOT for their hard work. And, thank you for encouraging citizens in the region to share our comments. We want to be part of the efforts to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years. We want to see change to the 65/70 Interstates as they run through downtown Indianapolis, Indiana. I live in the Town of Speedway, roughly one block from our historic neighborhood, the original platted area of Speedway City, Indiana. I've attended your public meetings and tried to talk with your engineers who seem to have trouble understanding the human side of my driving experiences for this stretch of road. They have an explanation for everything, an ordinance or ruling that seemingly limits their abilities to change their road proposal. What they draft seems so complicated for an ordinary driver to use common sense to safely navigate this stretch of road. I have a perfect example of driver confusion at the intersection of Interstates 74 and 465 at exits 16A/B, that has yet to have a sign naming it as the exit for the Town of Speedway, Indiana.</p> <p>I am struggling with the common sense aspect for your road redesign proposals for</p>	See the responses to Comment ID's CA-009-02, PI-007-01, and PI-285-01 to PI-285-14.

						<p>Interstates 65/70. I think you have also left out of the equation several key points listed below from the Rethink 65/70 Coalition. Please go back to the drawing board &amp; start over. What you have come up with seems lacking in creativity and yes, ingenuity. As engineers, you may have kept to the minimum description of the scope of the project, but you forgot some larger human elements that makes it meaningful and ultimately, makes it work better for all of us road-weary drivers.</p> <p>Remainder of comments were same or similar to all or part of Comment ID's PI-285-01 to PI-285-14.</p>	
PI-312	01	Richardson	Charles	Public	10/29/18	<p>I worked for an Indianapolis law firm for 45 years after getting my start in Indianapolis Mayor Richard Lugar's office in the summers of 1969 and 1970. I saw what the interstate system did to downtown neighborhoods at the very beginning. Tragic. Now that I live downtown in retirement (435 Virginia Avenue in Indianapolis), I join with the Rethink 65/70 Coalition urging INDOT/HNTB to work hard with all constituencies to come up with the very best solution that will serve Indianapolis, Indiana, and all our citizens for decades to come. We are Hoosiers and we do things better—particularly now that we have examples of what other cities have done to deal with divisive overhead highway systems. Let's work together starting now to get it right this time around—and be a beacon of wise urban design for the country in this major American city.</p> <p>Remainder of comments were same or similar to all or part of Comment ID's PI-285-01 to PI-285-14.</p>	See the responses to Comment ID's CA-002-01 and PI-285-01 to PI-285-14.

PI-313	01	Silbert	Joshua	Public	10/29/18	<p>As a long time near east side resident, I would like to voice concern about unfortunate design plans I keep hearing about. I do NOT want to lose the ramp to 65/70 I do NOT want a large wall to be built by St. Clair street and the interstate. I do NOT want the quality of my neighborhood (and therefore, overall quality of life) to be ignored by INDOT or HNTB. If you need more information about specifics, please enjoy this light reading I've included below:</p> <p>Remainder of comments were same or similar to all or part of Comment ID's PI-285-01 to PI-285-14.</p>	See the responses to Comment ID's PI-285-01 to PI-285-14.
PI-314	01	Storrow	Meg	Public	10/29/18	<p>We are downtown residents, business owners, and principals of a professional planning and design firm providing technical support to the Rethink 65/70 Coalition. Attached please find our review and comments on the North Split Alternatives Screening Report dated September 21, 2018. Our comments reflect our belief that while INDOT's <i>Alternatives Screening Report</i> is a thoughtful response to public input, our Capital City needs this major infrastructure investment to become an inspiring project that comprehensively addresses all segments of the downtown interstate to fuel downtown economic growth and to catapult Indianapolis forward to a prosperous future. The <i>Alternatives Screening Report</i> fails to address this fundamental concern. We urge the State to holistically re-imagine the project in partnership with the city and community to fully realize the transformative opportunity it presents for economic development and quality of life for the front door to the State.</p>	See the responses to Comment ID's PI-285-01 to PI-285-14.

						Remainder of comments were same or similar to all or part of Comment ID's PI-285-01 to PI-285-14.	
<b>PI-315</b>	01	Whitaker	Beth	Public	10/29/18	Same or similar to all or part of Comment ID's PI-285-01 to PI-285-14.	See the responses to Comment ID's PI-285-01 to PI-285-14.
<b>PI-316</b>	01	Wolen	Yetta	Public	10/29/18	Same or similar to all or part of Comment ID's PI-285-01 to PI-285-14.	See the responses to Comment ID's PI-285-01 to PI-285-14.
<b>PI-317</b>	01	Keith	Thomas	Public	10/30/18	No above grade walls. 2. No expansion of the existing number of through lanes. 3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates. 4. Increased opportunities for inclusive economic development along the path of the interstates.	See the response to Comment ID CA-008-03.
<b>PI-318</b>	01	Whitsett	Joseph	Public	10/29/18	<p>As a property owner of land adjacent to the north split, I am very concerned about the direction IN DOT is heading on rebuilding the downtown interstates.</p> <p>INDOT's revised design misses an opportunity to fix the mistakes of the original interstate project. More importantly, INDOT's proposed plan does not recognize the reality of a major change which is about to occur in the automobile industry. We are on the cusp of a revolutionary shift in how people move around and through Indianapolis. With the advent of autonomous vehicles, the way we commute to work and travel through cities will change forever.</p> <p>Specifically, I would encourage you to consider:</p> <ol style="list-style-type: none"> <li>1. Do not change the interstates until we see what changes occur in the next four or five years. It would be money well spent to repair the bridges for now.</li> <li>2. If you must change the interstate now, please have no above grade walls and no expansion of the existing footprint.</li> </ol>	See the responses to Comment ID's CA-001-02, CA-002-02, CA-006-04, and PI-008-01.

<b>PI-319</b>	01	Obermeyer	Sean	Public	10/29/2018	Same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-320</b>	01	Wagner	Wes	Public	10/29/2018	Same or similar to all or part of Comments PI-084-01 to PI-084-05.	See the responses to Comment ID's PI-084-01 to PI-084-05.
<b>PI-321</b>	01	Bachle	Chris	Public	10/30/2018	After reviewing the options considered and the preferred alternative 4c, I think there are better options and believe INDOT should consider the following points: The analysis should be redone and include the entire downtown area (65 from 21st to Raymond St AND 70 from Harding to Rural) to produce the optimal solution for all of the downtown interstates / transit system rather than a piecemeal review.	See the responses to Comment ID's CA-002-03 and CA-009-02.
<b>PI-321</b>	02	Bachle	Chris	Public	10/30/2018	All existing downtown exits should maintain on and off access to the interstate. The need for the interstates to go through downtown is to allow for people to access the population and economic core of Indiana. If the interstate will be going through downtown, the new construction needs to enhance this connection and not reduce access.	See the response to Comment ID AS-001-03.
<b>PI-321</b>	03	Bachle	Chris	Public	10/30/2018	I have no problem with increased width / walls as long as it means more safety, existing or increased connectivity with the interstate, and reducing the interstate as a barrier between downtown and the nearby neighborhoods. Even though the 65/70 coalition seems very opposed to it, I believe that the above grade walls would be better than the sloping grass areas that just collect trash and debris.	See the responses to Comment ID's CA-001-02 and CA-002-01.
<b>PI-321</b>	04	Bachle	Chris	Public	10/30/2018	I think alternatives 4b and 5 are far superior to 4c but even those options can be improved. There are several new technologies in road and traffic engineering since the interstates were first constructed but I see all of the options presented as doing more of the same with some slight tweaks in angles. We don't need to	The alternatives presented in the Alternatives Screening Report included widening, extending, removing, or consolidating ramps; closing ramps; adding lanes on interstates and ramps; and installing ramp meters. Additional ramps were not considered, because they could not be provided while meeting Federal and

						incorporate new things just for the sake of them but what new technologies (e.g. on ramp design, flyover ramp, on ramp signals) have been evaluated?	state criteria for the spacing of access points on an interstate highway. INDOT concluded that the preferred alternative provided the best balance of meeting safety and mobility needs while minimizing the project footprint and costs.
<b>PI-321</b>	05	Bachle	Chris	Public	10/30/2018	There looks to have been an analysis on traffic that originates from 465 and makes it through to 465 versus traffic that doesn't (and therefore must use the north split). I live downtown and work in Plainfield and my non scientific review during rush hour is that about half of space occupied on the downtown interstates are semi trucks. Some might have local deliveries but most I see continuing through downtown and not stopping. This is particularly seen in the evening rush hour when the 70/465 interchange on the SW side of Indy is backed up so semis choose between going through downtown and waiting to access 465. With all of this being said, I think that efforts should be made to make through traffic less desirable than going on 465 (e.g. tolling semis, improving the 465 interchanges with 65 and 70).	See the response to Comment ID PI-031-01.
<b>PI-321</b>	06	Bachle	Chris	Public	10/30/2018	Davidson and Pine streets act like at grade on and exit ramps for 65/70 which inhibits access to the near east side of downtown. While I think access to the near east side should still be included in the interstate plan, I would like to see ways to make it easier for pedestrians and bikes to cross these streets.	See the response to Comment ID CA-022-02.
<b>PI-321</b>	06	Bachle	Chris	Public	10/30/2018	Streets that had access to downtown before the interstate should have their access restored. Streets that now serve as on or exit ramps for the interstate should restore their downtown connection in favor of slip ramps or other side access means to access the interstate. This could be accomplished with	See the responses to Comment ID's AS-001-03, CA-001-03, CA-002-03, and PI-321-04.

						depressing the interstate below grade but doesn't have to.	
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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
 REGION 5  
 77 WEST JACKSON BOULEVARD  
 CHICAGO, IL 60604-3590

OCT 24 2018

REPLY TO THE ATTENTION OF:

Michelle Allen  
 Project Manager  
 Federal Highway Administration – Indiana Division  
 575 North Pennsylvania Street, Room 254  
 Indianapolis, Indiana 46204

Runfa Shi  
 Project Manager  
 Indiana Department of Transportation  
 100 North Senate Avenue, Room 642  
 Indianapolis, Indiana 46204

Re: Alternatives Screening Report - Interstate 65/Interstate 70 (I-65/I-70) North Split Interchange Reconstruction Project (North Split), Indianapolis, Marion County, Indiana (dated September 21, 2018)

Dear Ms. Allen and Mr. Shi:

The U.S. Environmental Protection Agency (EPA) reviewed Indiana Department of Transportation's (INDOT) referenced alternatives screening report (Report) and participated in INDOT's October 17, 2018, *Resource Agency Meeting #3 – Alternatives Screening Report* via WebEx. The EPA previously provided early coordination comments regarding the proposed North Split project in our letter to the Federal Highway Administration (FHWA) and INDOT dated November 20, 2017 (copy enclosed). Our comments are submitted pursuant to Section 309 of the Clean Air Act and Section 102 (2)(c) of the National Environmental Policy Act (NEPA). EPA comments are in addition to our early coordination comments.

*The purpose of the North Split Alternatives Screening Report is to identify a preliminary preferred alternative to be evaluated in the Environmental Assessment (EA) for the project (page 1-1). The report identifies Alternative 4c Efficient Interchange – Partial Meridian/Pennsylvania and Meridian/Delaware Ramp Access (Alternative 4c) as INDOT's preliminary preferred alternative. No additional through lanes would be constructed for Alternative 4c. The report presents the process and the rationale INDOT used to help them identify Alternative 4c as their preliminary preferred alternative to be analyzed in detail in the EA.*

**Alternative 4c and West Street:** According to the Report and Resource Agency Meeting #3 discussions, implementation of Alternative 4c would most likely add additional traffic on West Street. EPA understands there may be residences and environmental justice (EJ) communities in the West

Street area. Increased traffic would introduce increased vehicle emissions, noise, and possibly safety concerns for children that live, attend school and/or play in the West Street area.

Recommendation: EPA recommends air quality, noise and safety concerns associated with increased traffic on West Street, due to the North Split project, be addressed and mitigation identified in the EA.

**Construction/Demolition Air Quality:** Diesel powered equipment will most likely be used during project construction and demolition.

Recommendations: To protect air quality and human health in the project area during project construction/demolition, we recommend INDOT consider strategies to reduce diesel emissions, such as project construction/demolition contracts that require the use of equipment with clean diesel engines and the use of clean diesel fuels. See the enclosed Diesel Emission Reduction Checklist for additional information.

Also, Tony Maietta, Air and Radiation Division, is our clean diesel program contact. He can provide further clean construction/diesel information and answer any questions. Tony may be reached by email at [Maietta.anthony@epa.gov](mailto:Maietta.anthony@epa.gov), or by phone at (312) 353-8777.

The Alternatives Screening Report is not clear whether existing structures, such as ramps and bridges, that would be modified or removed might contain lead paint and/or asbestos materials.

Recommendation: We recommend the EA address the potential for encountering lead paint and/or asbestos materials during project construction/demolition. If applicable, identify the mitigation measures that INDOT will undertake to protect the health of project workers and the public.

**Landscaping/Lighting/Noise/Air Quality:** Alternative 4c would be contained within existing rights-of-ways and have a smaller footprint.

Recommendations: EPA recommends the use of energy efficient lighting, including the use of solar powered lights when feasible. We also recommend incorporating native saplings and shrubs into the landscape plan for the right-of-way, to help reduce noise, and maintain air quality for nearby residences and trail users. For additional information, see EPA's *Recommendations for Constructing Roadside Vegetation Barriers to Improve Near-Road Air Quality* at: [https://www.epa.gov/sites/production/files/2016-08/documents/recommendations\\_for\\_constructing\\_roadside\\_vegetation\\_barriers\\_to\\_improve\\_near-road\\_air\\_quality.pdf](https://www.epa.gov/sites/production/files/2016-08/documents/recommendations_for_constructing_roadside_vegetation_barriers_to_improve_near-road_air_quality.pdf).

EPA appreciates the opportunity to review the Alternatives Screening Report and provide additional comments regarding the environmental assessment and NEPA documentation for the North Split

project. We look forward to reviewing the draft EA. Please send EPA one paper copy and two thumb drives of the draft EA when it is available.

If you have any questions or wish to discuss our comments please contact me by phone: 312/886-2910 or email: [westlake.kenneth@epa.gov](mailto:westlake.kenneth@epa.gov), or Virginia Laszewski of my staff by phone: 312/886-7501 or email [laszewski.virginia@epa.gov](mailto:laszewski.virginia@epa.gov).

Sincerely,



Kenneth A. Westlake, Chief  
NEPA Implementation Section  
Office of Enforcement and Compliance Assurance

Enclosures: 1) EPA November 20, 2017, early coordination letter  
2) EPA Diesel Emission Reduction Check List

cc (via email):

U.S. Army Corps of Engineers – Indianapolis Regulatory Office, 8902 Otis Avenue,  
Indianapolis, Indiana 46216 (Debra Snyder) [Deborah.D.Snyder@usace.army.mil](mailto:Deborah.D.Snyder@usace.army.mil).  
U.S. Fish and Wildlife Service, Region 3, Bloomington Ecological Services  
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Munson) [Robin\\_McWilliams@fws.gov](mailto:Robin_McWilliams@fws.gov).  
Indiana Department of Environmental Management, Office of Water Quality,  
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Indiana Department of Natural Resources, 402 W. Washington St., Rm. W264,  
Indianapolis, IN 46204 (Matt Buffington) [mbuffington@dnr.in.gov](mailto:mbuffington@dnr.in.gov)  
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(Mitchell Zoll / John Carr/Wade Tharp) [mzoll@dnr.in.gov](mailto:mzoll@dnr.in.gov), [jcarr@dnr.in.gov](mailto:jcarr@dnr.in.gov),  
[wtharp1@dnr.in.gov](mailto:wtharp1@dnr.in.gov).  
HNTB Corporation, 111 Monument Circle, Suite 1201, Indianapolis, IN 46204  
(Kia Gillette, Environmental Project Manager) [kgillette@hntb.com](mailto:kgillette@hntb.com).  
North Split Project Public Comment Site, [info@northsplit.com](mailto:info@northsplit.com).



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EPA 10/24/2018 Alts Screening  
Report Letter AF002

**Enclosure 1**  
EPA Nov. 20, 2017, Letter  
Early Coordination

NOV 20 2017

REPLY TO THE ATTENTION OF:

Michelle Allen  
Project Manager  
Federal Highway Administration – Indiana Division  
575 North Pennsylvania Street, Room 254  
Indianapolis, Indiana 46204

Runfa Shi  
Project Manager  
Indiana Department of Transportation  
100 North Senate Avenue, Room 642  
Indianapolis, Indiana 46204

Re: Early Coordination - Interstate 65/Interstate 70 (I-65/I-70) North Split Interchange  
Reconstruction Project, Indianapolis, Marion County, Indiana.  
(DES.Nos. 1592385 & 1600808)

Dear Ms. Allen and Mr. Shi:

This letter with enclosure provides EPA's early coordination comments for your consideration as the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) prepare an environmental assessment (EA) for the above referenced project. Our comments are provided pursuant to the National Environmental Policy Act (NEPA) and the Council on Environmental Quality's NEPA Implementing Regulations at 40 CFR 1500-1508.

EPA appreciates the opportunity to provide these early coordination comments. If you have any questions or wish to discuss our comments please contact me by phone: 312/886-2910 or email: [westlake.kenneth@epa.gov](mailto:westlake.kenneth@epa.gov), or Virginia Laszewski of my staff by phone: 312/886-7501 or email [laszewski.virginia@epa.gov](mailto:laszewski.virginia@epa.gov).

Sincerely,

Kenneth A. Westlake, Chief  
NEPA Implementation Section  
Office of Enforcement and Compliance Assurance

Enclosure

cc (via email):

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HNTB Corporation, 111 Monument Circle, Suite 1201, Indianapolis, IN 46204  
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**EPA Early Coordination Comments for the I-65/I-70 North Split Interchange  
Reconstruction Project, Indianapolis, Marion County, Indiana**

The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) intend to prepare an environmental assessment (EA) for the subject project. The project is proposed to address deteriorating bridge and pavement conditions, interchange operation issues, and congestion and safety concerns in the project area. The anticipated project includes the following:

- reconstruct the North Split Interchange;
- reconfigure the I-65 exit/entrance ramps along 11<sup>th</sup> and 12<sup>th</sup> Streets;
- rehabilitate, replace and/or widen 32 bridges within the project area;
- reconstruct the pavement throughout the project area;
- widen pavement for a future additional through lane (the added capacity projects would be studied as separate NEPA actions); and,
- modify traffic signals at various locations along I-65 and I-65/I-70.

EPA comments are based on our review of the preliminary project information provided in the October 18, 2017, letter from Kia Gillette, HNTB on behalf of INDOT and during the FHWA/INDOT November 3, 2017, resource agencies project introduction meeting/WebEx. FHWA/INDOT indicate a Draft EA will not be released for public and agency review and comment.

Recommendation: EPA recommends the EA identify the specific mitigation measure commitments that INDOT will undertake in order to protect the environment and public health during project design, construction and operation. Detailed comments follow.

**Cultural Resources:** Preliminary information identifies 2 National Historic Landmarks, 9 National Register-listed Historic Districts, and 30 National Register-listed individual properties are within the Section 106 Area of Potential Effects for the project.

Recommendation: We recommend the EA document compliance with the National Historic Preservation Act (NHPA). If applicable, identify mitigation measures in the EA. Interagency correspondence related to NHPA compliance should be included as an appendix to the EA.

**Water Resources:** Preliminary information indicates 28 potential wetlands, and 2 potential streams in the study area. Additional coordination with USACE and IDEM on jurisdiction.

Recommendations:

- EPA recommends the EA document coordination with USACE and IDEM on jurisdiction.

We recommend the EA identify the various water resources in the project area, disclose other existing conditions, and quantify impacts associated with each alternative/interchange option.

- We recommend the water resources information and discussion in the EA demonstrate that the elements of the proposed project avoid wetland and stream impacts, to the extent feasible. Where water resources cannot be avoided, the EA should discuss how impacts to water resources will be minimized.
- The rationale and justification for recommending or selecting one alternative/interchange option or component over others should be presented in the EA.
- We recommend that wetland delineations, and wetland and stream assessments be included in the EA.
- We recommend the EA include draft wetland and stream mitigation plans, for those impacts that cannot be avoided or minimized.

**Flooding and Drainage Control:** Preliminary information indicates FHWA/INDOT will coordinate with Indianapolis Department of Public Works (DPW) and Citizens Energy Group (CEG) on stormwater.

The project will most likely result in an increase in impervious surfaces in the study area. EPA understands the public has informed FHWA/INDOT of drainage issues in and near the project study area.

#### Recommendations:

- EPA recommends the EA document coordination with the Indianapolis DPW and CEG regarding stormwater.
- The EA should clearly describe water bodies, streams, and ground water resources, wellhead protection areas (WHPAs) and locations of drinking water intakes within the analysis areas. In addition, we recommend the EA identify and assess potential for adverse impacts to drinking water supplies for all WHPAs and drinking water intakes that have the potential to receive project area construction and/or operation stormwater and/or hazardous material spills.
- Impacts of the various alternative/interchange options on water quality should address, but not be limited to, a water body's designated use and compliance with Indiana's Water Quality Standards and CWA, Section 401 Water Quality Certification. The EA should also identify whether or not water bodies located in or near the study area, or that would eventually receive roadway runoff are listed by Indiana as impaired, and, if so, are part of a

Total Maximum Daily Load (TMDL) plan. If impaired waters are identified, the EA should identify the impairment/s and the reason/s for the impairment/s. The Project's impacts on TMDL's should be analyzed and disclosed in the EA, and mitigation identified.

- We recommend giving special attention to work that would occur in or near an identified well head (drinking water) protection zone, or upstream of a drinking water intake. Potential impacts to public and private drinking water supply intakes and wells should be evaluated and mitigation measures identified, if applicable.
- For information regarding stormwater management and stormwater management best practices see EPA's website:  
[http://www.epa.gov/greeningepa/stormwater/best\\_practices.htm](http://www.epa.gov/greeningepa/stormwater/best_practices.htm).

**Increased Frequency and Intensity of Precipitation Events:** Increased frequency and intensity of precipitation events can be anticipated during construction and operation of the project.

Recommendation: We recommend the EA identify and discuss how such precipitation events might impact the proposed project during construction and operation. We recommend that the EA identify and discuss possible adaptation measures. For example, discuss the effects that predicted increases in the number and/or intensity of precipitation events may have on sizing bridge spans, culvert openings, and stormwater management measures in order to accommodate such events and ensure project longevity, public health, and safety.

Due to surface water quality issues, we recommend stormwater from roadway surfaces not be discharged directly to Waters of the U.S. Rather, stormwater should be channeled toward green infrastructure, such as bioswales, that would allow first flush road pollutants to be captured prior to discharge to surface waters, particularly those surface waters that connect to drinking water intakes.

**Hazardous Materials:** Approximately 250 potential hazardous material concern sites have been identified in the project area. Phase I Environmental Site Assessments will be completed. Phase II soil and groundwater sampling will be completed if recommended.

In addition, events such as construction equipment spills of hazardous or toxic materials could result in substantial adverse impacts to surface and ground water quality and aquatic habitats. The construction and operation of roadways can result from accidental releases of oil or hazardous materials due to accident related spills.

Recommendations: We recommend the EA discuss the frequency or likelihood of such events, and describe spill prevention and spill and release response capabilities. We also recommend the EA disclose how INDOT intends to prevent potential non-point sources of pollution from project proposed activities be designed into the project and identified in the EA. We recommend the EA describe these spill prevention measures and capabilities, along with any necessary emergency

plan or mitigation of spills in emergencies for all sections of the roadway and all construction and use phases of the roadway's life.

**Noise Impacts:** Noise Analysis will be completed following INDOT's 2017 Procedure. Construction and/or operational activities associated with the project may cause an increase in local noise levels.

Recommendation: EPA recommends that INDOT consult with the communities in the project area regarding noise impacts and mitigation. Include the results of the noise analysis and community input in the EA. Identify the noise mitigation measures that INDOT will implement during project construction and operation. Mitigation measures may include, but are not limited to, the use of noise walls/barriers, placement of trees and shrubs, sound-proofing structures, and the use of construction equipment that emit the lowest levels of noise possible.

**Air Quality:** The preliminary information identifies a CO (carbon monoxide) Maintenance Area along 11<sup>th</sup> St., south of I-65. An interagency consultation for possible hot spot analysis is proposed.

Recommendation: Include the results of the interagency consultation in the EA. Tony Maietta is the EPA Region 5 Air and Radiation Division contact for this project and may be reached by phone at 312/353-8777 or by email at [maietta.anthony@epa.gov](mailto:maietta.anthony@epa.gov).

**Environmental Justice (EJ)/Public Involvement:** Preliminary census data review indicates potential populations of EJ concern within and near the project area. An EJ analysis will be completed for the project. Significant public involvement will be completed.

Executive Order 12898 directs Federal agencies to identify and address disproportionately high and adverse human health or environmental effects of their actions on minority and/or low-income populations. Tools are available to assist the project team in their EJ analysis for the EA. The Interagency Workgroup for EJ released a report entitled, "Promising Practices for EJ Methodologies in NEPA Reviews." The report includes examples of methodologies used across the Federal government for EJ analyses and community involvement in the NEPA process. In addition, EPA released "EJSCREEN," which is a publically-available mapping tool designed to screen for potential impacts to communities living with or vulnerable to EJ concerns.

Environmental Justice Interagency Working Group "Promising Practices for EJ Methodologies in NEPA Reviews" is available at: <https://www.epa.gov/environmentaljustice/ej-iwg-promising-practices-ej-methodologies-nepa-reviews>. EPA's EJSCREEN Environmental Justice and Mapping Tool is available at: <https://www.epa.gov/ejscreen>.

Recommendations:

- The EA should document the detailed community outreach strategy developed to gain local input from all communities that are effected, and specify the targeted activities to reach low

income and/or minority communities. Describe how input was used to inform project development.

- Provide specific measures to avoid, minimize, and mitigate any anticipated adverse impacts to communities.
- Provide documentation in the EA that ensures that the project would not have disproportionately high and adverse human health or environmental effects on minority and/or low-income populations.

**Health Impacts:** The National Environmental Policy Act (NEPA) calls on the federal government to improve and coordinate federal plans, functions, programs, and resources to “assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings,” and “attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences” (Sec. 101 [42 USC § 4331]). In order to meet these objectives, it is important for FHWA/INDOT to analyze the proposed project’s potential impacts on human health.

Seeking public and stakeholder input on potential health concerns serves several important purposes, including: (1) providing local knowledge regarding existing conditions and potential health impacts that may or may not be evident in publically-available datasets, (2) identifying the health impacts that are of greatest importance to the affected community, and (3) introducing alternatives/interchange options or mitigation measures that stakeholders would consider to be effective ways to address key health concerns.

#### Recommendations:

- Seek input from the potentially impacted communities regarding any health concerns related to the proposed project during the scoping process and when developing mitigation measures.
- Identify the locations of schools, private and public day care facilities, senior citizen assisted living and nursing homes facilities
- Discuss whether the proposed action may impact human health. Consider the following: changes to land use impacting exercise such as parks, and trails provided for walking and biking; changes to traffic patterns impacting vehicle emissions, air quality, noise levels and pedestrian accidents.
- Describe the baseline health status in the affected population<sup>1</sup> that may be influenced by the proposed action. This might include, but is not limited to, rates of asthma and cardiovascular disease.

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<sup>1</sup> Possible sources of baseline health data include the Centers for Disease Control and Prevention (CDC) 500 Cities Project (<https://www.cdc.gov/500cities/>), National Environmental Public Health Tracking Network (<https://www.cdc.gov/nceh/tracking/>), National Center for Health Statistics (<https://www.cdc.gov/nchs/>), Behavioral Risk Factor Surveillance System (<https://www.cdc.gov/brfss/>), and the County Health Rankings and Roadmap

- Describe the determinants of health in the affected population that may be influenced by the proposed action or should be considered during stakeholder engagement. Consider poverty, access to health services, linguistic isolation, access to healthy foods, employment.<sup>2</sup>
- Identify existing health inequities in populations affected by the proposed action and its alternatives/interchange options, including minority, tribal, low income, and other vulnerable populations.
- Analyze relevant health impacts and include findings in the NEPA document.
- If the project could result in adverse health impacts, commit to measures to protect public health.
- Consider project elements that could benefit public health, and enhance such features where feasible.
- Evaluate and ensure that the proposed project would not disproportionately harm health in communities with environmental justice concerns, children, or other sensitive populations.

**Threatened / Endangered / Species of Concern:** Preliminary information identifies the project is anticipated to qualify for the application of the U.S. Fish and Wildlife Service (USFWS) range-wide programmatic informal consultation for the Indiana bat and northern long-eared bat and USFWS project information form will be provided to USFWS for review separately.

Recommendation: EPA recommends the EA include documentation that coordination and, if applicable, consultation with USFWS has taken place. If applicable, include mitigation measures. EPA also recommends the EA discuss the feasibility of using pollinator promoting plants and/or plant seed mixtures for reclamation of disturbed areas associated with project construction/modification activities.

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(<http://www.countyhealthrankings.org>)

<sup>2</sup> Additional information on health determinants to assist EPA NEPA/309 reviewers in tailoring comments to their specific project is available at: <https://www.cdc.gov/socialdeterminants/index.htm> and <https://www.healthypeople.gov/2020/topics-objectives/topic/social-determinants-of-health>

### U.S. Environmental Protection Agency - Diesel Emission Reduction Checklist

- Use low-sulfur diesel fuel (15 ppm sulfur maximum) in construction vehicles and equipment.
- Retrofit engines with an exhaust filtration device to capture diesel particulate matter before it enters the construction site.
- Position the exhaust pipe so that diesel fumes are directed away from the operator and nearby workers, reducing the fume concentration to which personnel are exposed.
- Use catalytic converters to reduce carbon monoxide, aldehydes, and hydrocarbons in diesel fumes. These devices must be used with low sulfur fuels.
- Use enclosed, climate-controlled cabs pressurized and equipped with high efficiency particulate air (HEPA) filters to reduce the operators' exposure to diesel fumes. Pressurization ensures that air moves from inside to outside. HEPA filters ensure that any incoming air is filtered first.
- Regularly maintain diesel engines, which is essential to keep exhaust emissions low. Follow the manufacturer's recommended maintenance schedule and procedures. Smoke color can signal the need for maintenance. For example, blue/black smoke indicates that an engine requires servicing or tuning.
- Reduce exposure through work practices and training, such as turning off engines when vehicles are stopped for more than a few minutes, training diesel-equipment operators to perform routine inspection, and maintaining filtration devices.
- Repower older vehicles and/or equipment with diesel- or alternatively-fueled engines certified to meet newer, more stringent emissions standards. Purchase new vehicles that are equipped with the most advanced emission control systems available.
- Use electric starting aids such as block heaters with older vehicles to warm the engine reduces diesel emissions.
- Use respirators, which are only an interim measure to control exposure to diesel emissions. In most cases, an N95 respirator is adequate. Workers must be trained and fit-tested before they wear respirators. Depending on work being conducted, and if oil is present, concentrations of particulates present will determine the efficiency and type of mask and respirator. Personnel familiar with the selection, care, and use of respirators must perform the fit testing. Respirators must bear a NIOSH approval number.

Per Executive Order 13045 on Children's Health<sup>1</sup>, EPA recommends operators and workers' pay particular attention to worksite proximity to places where children live, learn, and play, such as homes, schools, daycare centers, and playgrounds. Diesel emission reduction measures should be strictly implemented near these locations in order to be protective

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<sup>1</sup> Children may be more highly exposed to contaminants because they generally eat more food, drink more water, and have higher inhalation rates relative to their size. Also, children's normal activities, such as putting their hands in their mouths or playing on the ground, can result in higher exposures to contaminants as compared with adults. Children may be more vulnerable to the toxic effects of contaminants because their bodies and systems are not fully developed and their growing organs are more easily harmed. EPA views childhood as a sequence of life stages, from conception through fetal development, infancy, and adolescence.

**Contact : Entry # 565****Name**

Virginia Laszewski

**Email**[laszewski.virginia@epa.gov](mailto:laszewski.virginia@epa.gov)**Message**

1. Due date for comments regarding the Alternatives Screening Report?
2. Name, street address and email address to send to send comments to?
3. On the projects website: where exactly does one find all the public and agencies comments regarding this project since its inception?
4. Thank you.

**Contact : Entry # 568****Name**

Virginia Laszewski

**Email**[laszewski.virginia@epa.gov](mailto:laszewski.virginia@epa.gov)**Message**

1. Why haven't I received a response to my first inquiry?
2. Where on this project's website may a citizen find a copy of EPA, Region 5's Early Coordination Letter (dated 11/20/2017) addressed to FHWA/INDOT regarding the proposed I-65/I-70 North Split Interchange Reconstruction Project?
3. Please advise, thank you.



Indiana Department  
of Natural Resources

Eric Holcomb, Governor  
Cameron F. Clark, Director

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



October 29, 2018

Kia Gillette  
Environmental Project Manager  
HNTB Corporation  
111 Monument Circle  
Indianapolis, Indiana 46204

State Agency: Indiana Department of Transportation ("INDOT")

Federal Agency: Federal Highway Administration ("FHWA")

Re: DUAL REVIEW: Addendum to the historic property report (Konicki, 9/19/2018) and alternatives screening report for the I-65/I-70 North Split Interchange Reconstruction Project, Indianapolis, Marion County, Indiana (Des. Nos. 1592385 & 1600808; DHPA No. 21534)

Dear Ms. Gillette:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108); implementing regulations at 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" ("Indiana Minor Projects PA"); and also pursuant to Indiana Code 14-21-1-18 and 312 Indiana Administrative Code ("IAC") 20-4, the staff of the Indiana State Historic Preservation Officer and of the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology, has reviewed INDOT's letter, with attachments and the enclosed aforementioned alternatives screening report, received on September 28, 2018.

Thank you for providing a copy of the alternatives screening report for review. The Indiana SHPO appreciates the effort expended in its preparation, and the detailed comments offered by consulting parties. The project to improve functioning and safety of the North Split has garnered significant interest from those most directly affected near the project area, not to mention policymakers and the many thousands of daily users of the downtown transportation system.

The Indiana SHPO notes that a number of alternatives were identified by consulting parties and other stakeholders during the System-Level Analysis that concluded this summer. Alternatives identified included Transportation System Management (TSM) and traffic diversion, upgrading the entire inner loop interstate, depressing the interstate, at-grade boulevards or boulevards in combination with interstate tunnels, and construction of a new I-65 west leg. These creative solutions offered the potential to greatly improve the downtown interstate system to address community concerns for connectivity, sustainability, and economic vitality of the city and its neighborhoods; however, the time and cost estimates for implementation of the most sophisticated solutions to maintain an adequate level of service were high. At the conclusion of this study, it was determined that the North Split interchange would be designed to integrate with the existing interstate system, and some of the more transformative system-level alternatives would not be advanced at this time.

In the September 21, 2018 alternatives screening report, we note that alternatives 4 and 5 have been deemed the only options that meet both purpose and need, with additional variations of Alternative 4 further refined and developed. Although the preliminary preferred alternative 4C does not increase capacity to meet projected future needs nor does it completely satisfy every possible concern with the project, it appears to be responsive to the comments received from consulting parties, particularly in minimizing the impact of interstate widening and the introduction of retaining walls. We believe that the

Gillette  
 October 29, 2018  
 Page 2

recommended combination of shorter walls, with some regrading of the embankments, and inclusion of other context sensitive design solutions is a good strategy to minimize impacts to historic properties within the area of potential effects, as provided in both alternatives 4B and 4C.

As a practical matter, we have some concern about potential loss of local access and concentrating interstate access at fewer, more congested entry/exit points in Alternative 4C. We would encourage INDOT to conduct a more detailed traffic analysis of city streets to ascertain local impacts and carefully consider whether traffic would be significantly worsened by diversion to fewer key remaining interchanges and feeder streets, particularly during peak times. This may result in unintended impacts to historic districts, particularly properties beyond the immediate footprint of the interstate that experience heightened traffic detouring and local congestion. It may be worth giving further consideration to Alternative 4B, which provides many of the minimization elements of Alternative 4C while also preserving local access to the fullest extent with all existing ramps remaining open. The retention of all current interchanges and movements and/or addition of interchanges should be further analyzed to ensure sufficient local access for businesses and residents, uniform dispersion of traffic, avoidance of excessive detouring through the city, and to provide alternative routes for exit or highway closures and other emergency situations (which seem to happen with some frequency). We note that allowing travelers to enter or exit at a point closest to their intended destination improves efficiency and reduces overall street congestion throughout the city. Satisfactory level of service, safety, and avoidance of gridlock and traffic backups are a shared concern for downtown residents, businesses, workers and commuters alike; however, these goals must be balanced against potential environmental impacts including the use and protection of historic resources immediately adjacent to and beyond the project area. It is our understanding that all of these issues will continue to be considered as part of this process.

Furthermore, we note the historic property report addendum. We concur with the conclusions of the addendum regarding the eligibility and ineligibility of the identified resources in the expanded area of potential effects.

In regard to archaeological resources within the proposed project area, it is our understanding, from Harry Nikides's (ASC Group, Inc.) October 26, 2018, e-mail message to Wade Tharp (INDNR-DHPA), that an archaeological report will be provided to our office in coming weeks. We will await a full report of the archaeological investigations for our review and comment. Once this information has been received, the Indiana SHPO will resume identification and evaluation procedures for this project.

If you have questions about archaeological issues please contact Wade Tharp at (317) 232-1650 or [wtharp1@dnr.IN.gov](mailto:wtharp1@dnr.IN.gov). If you have questions about buildings or structures please contact Chad Slider at (317) 234-5366 or [cslider@dnr.IN.gov](mailto:cslider@dnr.IN.gov).

Very truly yours,



Christopher A. Smith  
 Deputy Director  
 Indiana Department of Natural Resources

CAS:CWS:cws

emc: Anuradha Kumar, INDOT  
 Shaun Miller, INDOT  
 Susan Branigin, INDOT  
 Mary Kennedy, INDOT  
 Shirley Clark, INDOT  
 Michelle Allen, FHWA  
 Kia Gillette, HNTB Corporation  
 Harry Nikides, ASC Group, Inc.  
 Mark Dollase, Central Regional Office, Indiana Landmarks  
 Marsh Davis, Indiana Landmarks  
 Donald Stevens, National Park Service  
 Mark Chavez, National Park Service  
 Marjorie Kienle, Historic Urban Neighborhoods of Indianapolis  
 Chad Lethig, Indiana Landmarks  
 Chris Myers, Indianapolis Historic Preservation Commission  
 Meredith Klekotka, Indianapolis Department of Metropolitan Development  
 Melody Park, Indianapolis Department of Public Works

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October 29, 2018  
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Nancy Inui, Old Northside Neighborhood Association  
Garry Elder, Old Northside Foundation  
Travis Barnes, Old Northside Neighborhood Association  
Charles A. Hyde, Benjamin Harrison Presidential Site  
Pete Haupers, St. Joseph Historic Neighborhood Association  
David Pflugh, Chatham Arch Neighborhood Association  
Marjorie Kienle, Lockerbie Square People's Club  
Jen Eamon, Windsor Park Neighborhood Association, Inc.  
Jen Higginbotham, Holy Cross Neighborhood Association  
Pat Dubach, Holy Cross Neighborhood Association  
Kelly Wensing, Holy Cross Neighborhood Association  
Jason Rowley, Holy Cross Neighborhood Association  
Crystal Rehder, Cottage Home Neighborhood Association  
Jim Jessee, Cottage Home BOD  
Ruth Morales, Mayor's Neighborhood Advocate, Area 10  
David Hittle, NESCO Land Use  
Desiree Calderella, Fountain Square Neighborhood Association  
Jon Berg, John Boner Neighborhood Center  
Diane Hunter, Miami Tribe of Oklahoma  
J. Scott Keller, Indiana Historic Preservation Review Board  
Daniel KJoc, AIA, Indiana Historic Preservation Review Board  
Beth McCord, Indiana Historic Preservation Review Board  
April Sievert, Ph.D., Indiana Historic Preservation Review Board  
Joshua Palmer, AIA, Indiana Historic Preservation Review Board  
Jason Larrison, AIA, Indiana Historic Preservation Review Board  
Christopher Smith, Deputy Director, Indiana Department of Natural Resources  
Sarah Stokely, Advisory Council on Historic Preservation

**From:** Tom Beck  
**To:** [Kia Gillette](#)  
**Subject:** RE: INDOT 65 / 70 Reconstruction - Comment from Downtown Indy, Inc.  
**Date:** Friday, November 9, 2018 11:23:01 AM

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Thank you Kia.

---

**From:** Kia Gillette <[kgillette@HNTB.com](mailto:kgillette@HNTB.com)>  
**Sent:** Friday, November 09, 2018 8:55 AM  
**To:** Tom Beck <[tom@downtownindy.org](mailto:tom@downtownindy.org)>  
**Cc:** Sherry Seiwert <[sherry@downtownindy.org](mailto:sherry@downtownindy.org)>  
**Subject:** RE: INDOT 65 / 70 Reconstruction - Comment from Downtown Indy, Inc.

Tom,

I just wanted to let you know we received your comments and they will be included in the formal record for the project.

Thanks,  
Kia

**Kia Gillette**  
Environmental Project Manager  
Email [kgillette@hntb.com](mailto:kgillette@hntb.com)

---

**From:** Tom Beck <[tom@downtownindy.org](mailto:tom@downtownindy.org)>  
**Sent:** Monday, October 29, 2018 4:19 PM  
**To:** Kia Gillette <[kgillette@HNTB.com](mailto:kgillette@HNTB.com)>  
**Cc:** Sherry Seiwert <[sherry@downtownindy.org](mailto:sherry@downtownindy.org)>  
**Subject:** INDOT 65 / 70 Reconstruction - Comment from Downtown Indy, Inc.

Hello Kia –

On behalf of Downtown Indy, Inc. I am submitting the attached public comment document pertaining to INDOT's North Split Alternatives Screening Report. We appreciate all of the work that HNTB and INDOT have been doing related to this critically important infrastructure project in downtown Indianapolis.

With best regards,

Tom Beck  
Planning / Research  
[tom@downtownindy.org](mailto:tom@downtownindy.org)  
[www.DowntownIndy.org](http://www.DowntownIndy.org)  
317-237-2221

**From:** Mark Beebe  
**To:** [info@northsplit.com](mailto:info@northsplit.com); [Kia Gillette](mailto:Kia Gillette)  
**Cc:** [rshi@indot.in.gov](mailto:rshi@indot.in.gov); [Jeff.Bennett@Indy.Gov](mailto:Jeff.Bennett@Indy.Gov); [daniel.parker@indy.gov](mailto:daniel.parker@indy.gov); [Emily.mack@indy.gov](mailto:Emily.mack@indy.gov); [anna.gremling@indympo.org](mailto:anna.gremling@indympo.org); [Robert.Dirks@dot.gov](mailto:Robert.Dirks@dot.gov); [runnally@indot.in.gov](mailto:runnally@indot.in.gov); [andrea.martin@mail.house.gov](mailto:andrea.martin@mail.house.gov); [jmcguinness@indot.in.gov](mailto:jmcguinness@indot.in.gov); [megan.sims@mail.house.gov](mailto:megan.sims@mail.house.gov); [LBrown2@gov.in.gov](mailto:LBrown2@gov.in.gov); [AdamsonforIndy@aol.com](mailto:AdamsonforIndy@aol.com); [voposili@gmail.com](mailto:voposili@gmail.com); [Meg.Purnsley@indy.gov](mailto:Meg.Purnsley@indy.gov); [Paul.Knapp \(pknapp@yandl.com\)](mailto:Paul.Knapp(pknapp@yandl.com)); [Marsh.Davis - Indiana Landmarks \(mdavis@indianalandmarks.org\)](mailto:Marsh.Davis - Indiana Landmarks (mdavis@indianalandmarks.org)); [John.Kinsella](mailto:John.Kinsella); [Meg.Storrow](mailto:Meg.Storrow); [Jason.Shelley](mailto:Jason.Shelley); [Kevin.Sweetland](mailto:Kevin.Sweetland); [Kevin.Osburn](mailto:Kevin.Osburn); [Jason.Shelley \(jshelley@aiaindiana.org\)](mailto:Jason.Shelley (jshelley@aiaindiana.org)); [jeremy@delvdesign.com](mailto:jeremy@delvdesign.com)  
**Subject:** Comments on INDOT North Split Alternatives Screening Report dated September 21, 2018  
**Date:** Monday, October 29, 2018 4:59:55 PM  
**Attachments:** [Rethink Eco Devpt Oct 29.pdf](#)  
[2018\\_10\\_29\\_AIA Indiana Comments on September 21 Preferred Alternative.pdf](#)

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Dear Kia:

The Indiana Chapter of the American Institute of Architects (AIA Indiana) thanks the State of Indiana for encouraging citizens to participate and comment on the North Split. We are serious about collaborating with INDOT on achieving a solution that improves transportation, connectivity, economic development, and social equity in Indianapolis. Towards that end we respectfully attach a letter with our comments on the INDOT Alternatives Screening Report dated September 21, 2018.

Thank you

**Mark Beebe**

AIA, RID, NCARB, LEED AP

 **LANCER + BEEBE, LLC**  
ARCHITECTURE | PLANNING | INTERIORS

719 E. New York St., Indianapolis, IN 46202

Cell: 317.750.5373

Email: [mbeebe@lancerbeebe.com](mailto:mbeebe@lancerbeebe.com)

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# AIA Indiana

A Chapter of the American Institute of Architects

29 October 2018

Kia Gillette, Environmental Project Manager  
 HNTB Corporation  
 E: [kgillette@hntb.com](mailto:kgillette@hntb.com)

**INDOT North Split Alternatives Screening Report dated September 21, 2018  
 DES NOS. 1592385 and 1600808**

*The Indiana Chapter of the American Institute of Architects (AIA Indiana) thanks the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years.*

*The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place.*

*We are serious about collaborating for a solution that befits the Hoosier State and that becomes a model for other States.*

**Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.**

**1.0 Purpose and Need Statement**

The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention to fully address the significance of this project.

Comments:

- a. Logical Termini
  1. The Alternatives Screening Report *Purpose and Need statement* is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. The east end of the Alabama Street bridge and Meridian Street ramps are convenient rather than logical termini.

2. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, still appears to fall under FHWA's definition of Project Segmentation.
3. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states:

*"Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR's [Interstate Access Request's] in steps or phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ....at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg."*

4. Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study unless this is fully addressed prior to submission to FHWA.
- b. Cumulative Impacts  
Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. FHWA has the responsibility to address and consider direct, indirect and cumulative impacts in the NEPA process. INDOT's approach circumvents FHWA's responsibility to address the incremental impact of an action when added to other past, present, and reasonably foreseeable future actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. (40 CFR § 1508.7)
  - c. Financing  
The Tolling Implementation Study currently underway should inform Inner Loop rebuild strategies to include logistics infrastructure and the potential revenue resources from tolling that could impact design, project extents and logical termini. The current project is based on available local funds to match federal dollars, which has thus constrained the project from a comprehensive approach.

## **2.0 Proposed Performance Measures shown in Table 5-7, page 5-9**

Comments:

- a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop with significant impacts on logistic traffic. To address this issue, we request that your study examine an additional alternative to resolve this issue: separation of local destination traffic from freeway-to-freeway interstate traffic, with a new local arterial distributor system established at the surface level to connect with the local street grid.
- b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. We believe the Area of Potential Effects (APE) should be expanded to include the exit/entry areas that may be impacted, such as West Street and Fletcher Ave.
- c. We support measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between the existing historic neighborhoods.

### **3.0 Traffic Mobility Comments**

Comments:

- a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.

### **4.0 Economic Development Potential**

Comments:

- a. The INDOT Proposal is not compatible with the Coalition's principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.
- b. The Rethink 65/70 Coalition requests INDOT redesign the northside leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.
- c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the northside segment by a reduced interstate footprint. This translates to a value of

2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.

- d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.

## 5.0 Connectivity Comments

Comments:

- a. The INDOT Proposal is not compatible with the Coalition's principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.
- b. The Coalition's concept will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.
- c. The Coalition's concept will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.
- d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.
- e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.

## 6.0 Economic/Social Justice Comments

Comments:

- a. The INDOT Proposal is not compatible with the Coalition's goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.

## 7.0 Preferred Alternate 4C

Comments:

- a. Alternative 4C proposes eliminating access at Meridian/Pennsylvania and Meridian/Delaware Ramps from I-70 westbound traffic and the Ohio/Michigan exits via the collector-distributor ramp from I-70 proposal. We find it unacceptable that access to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact

commuters, visitors and residents by adding time and vehicle miles traveled to their trips and deter economic development in downtown.

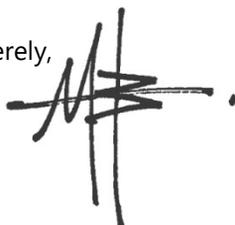
- b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, and the Mass Ave Commercial District, all listed on the National Register of Historic Places. This additional separation is unacceptable and misses the opportunity to correct past mistakes.
- c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

#### **8.0 Agreement on Design Interventions and the Section 106 Process**

Any design interventions agreed to through the Section 106 process should be thoroughly developed and incorporated into bidding documents. The "Design Build Best Value" process should not be allowed to reject any agreed upon measures due to cost during construction.

We appreciate your consideration of the above comments.

Sincerely,



Mark Beebe, AIA, RID, LEED AP, NCARB  
Rethink 65/70 Technical Committee

Attachment: Indianapolis Downtown Interstate 65/70 System Strategic Advisory:  
Technical Review of INDOT Concept 4C and Preliminary Economic Development Impact  
Study by Arup Advisors



# Indianapolis Downtown Interstate 65/70 System Strategic Advisory

October 2018



## Disclaimer

All estimates by Arup are preliminary  
and based on a conceptual design  
subject to change.

## **Indianapolis Downtown Interstate 65/70 System Strategic Advisory**

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  - b. Arup's Scope
2. Description of the Rethink 65/70 Alternative
3. Comments to INDOT preliminary preferred Alternative 4.c
4. Economic development opportunity
  - a. Land appreciation
  - b. Redevelopment opportunities
5. Financing/delivery alternatives
6. Conclusions and next steps

# 1. Introduction

## The 65/70 Interchange Opportunity

### Downtown Indianapolis and the Interchange Opportunity

It has been 40-years since Mayor Hudnut addressed the new interstate surrounding downtown Indianapolis with an economic development program that continues to pay off; as measured by economic and social metrics including:

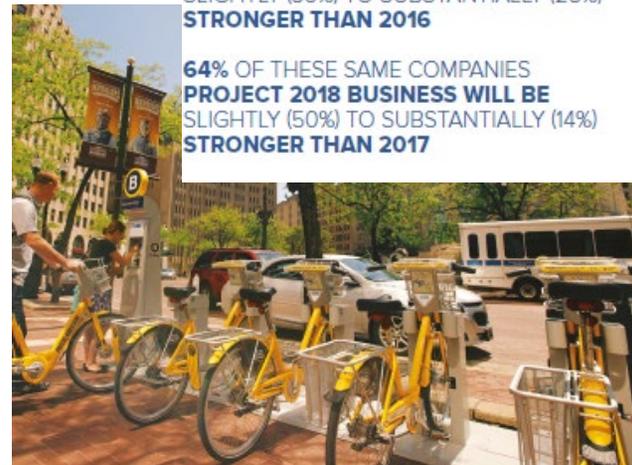
- More than **\$4.7 billion invested in the downtown CBD** since 2010.\* Downtown **doubled the apartment units since 2010**. In 2017 demanded the **highest rents** in the city at an average of \$1,131.\*
- Around **30,000 people will be downtown residents** by 2020\*
- Nearly **150,000 jobs in downtown**. In 2017 more than 7,000 jobs were added, 2/3 of which were generated in the technology sector.\*\*
- There are **over \$3.6 billion in investment for downtown projects** expected to **open between 2018 and 2022**. These would add around 3,400 residential units and 2.2 million Sq. Ft of commercial space.
- **Connectivity improvements**. Indy's new BRT system and funded transit improvement program is intended to change the metrics of downtown destination travel.
- **Downtown has been designated an economic opportunity zone**. This is a new community development program established by Congress in the Tax Cuts and Jobs Act of 2017 to encourage long-term investments via tax incentives.

Cities around the country are in constant competition for talent and private investment to create a virtuous circle of jobs, innovation, and economic growth. Under such a competitive environment, cities need both high skilled labor and city's infrastructure that serves holistically the needs of its population from efficient transportation to entertainment/culture.

Note: \* Tikijian Apartment Market Overview 2017. \*\* 2018 Downtown Indy Community Report

**61% OF DOWNTOWN COMPANIES AFFIRMED THEIR 2017 BUSINESS WAS SLIGHTLY (36%) TO SUBSTANTIALLY (25%) STRONGER THAN 2016**

**64% OF THESE SAME COMPANIES PROJECT 2018 BUSINESS WILL BE SLIGHTLY (50%) TO SUBSTANTIALLY (14%) STRONGER THAN 2017**



2018 Downtown Indy Community Report

## 1. Introduction

### The 65/70 Interchange Opportunity

#### Downtown Indianapolis and the Interchange Opportunity

The city of Indianapolis is adequately positioned to compete for investment and jobs because it generates local high skilled labor (Indiana hosts several reputable universities in engineering and science) and its downtown has become a desirable place to work and live attracting and retaining talent. The rehabilitation of the 65/70 Interchange opens the door to think about the implications of today's design and the future of downtown and the adjacent neighborhoods currently divided by the interstates.

#### Arup's Scope: seizing economic development opportunities

Based on an alternative conceptual design of a depressed interstate system generated by The Rethink 65/70 Coalition that speaks to the Coalition's Four Principles, Arup aims at seizing the potential for economic development from the creation of new parcels for redevelopment and land appreciation of existing properties.

It is important to highlight that the concept of a depressed interstate system is **conceptual and subject to modifications**, yet it serves as a reference to seize/compare the development opportunities and associated private investment from the creation of new parcels.

The report is structured as follows: Section 2 describes the Rethink 65/70 Alternative, Section 3 provides comments to INDOT's preliminary preferred Alternative 4.c vis-à-vis the Coalition's Four Principles (as outlined in the callout on this page), Section 4 offers a preliminary estimate of the economic development potential, Section 5 discusses some potential financing and project delivery alternatives. Finally Section 6 presents the conclusions and next steps.

#### The Rethink Coalition's Four Principles for the Interstate System:

'After 50 years of service, Central Indiana's I-65/I-70 inner loop is wearing out. The aging infrastructure needs to be torn down and completely rebuilt. This project offers a once-in-a-generation opportunity to take Indiana to the next level.

We acknowledge and appreciate the major steps taken by INDOT in the design changes for the North Split. But as we continue to analyze the state's plans, we're calling on our leaders to further revise their design and embrace all four of these key principles for development:

- 1) No above-grade walls,
- 2) No expansion of existing number of through lanes
- 3) Increase connectivity between the neighborhoods and areas of commerce currently divided by the interstates
- 4) Increased opportunities for inclusive economic development"

*Rethink 65/70 Coalition*

## 2. Description of the Rethink 65/70 Alternative

### The 65/70 Interchange Opportunity

#### Description of the Coalition's Alternative

##### Interstate Function:

- Collect urban center destination traffic at NE, NW, SE, and SW quadrant nodes and distribute to low speed urban collectors with development frontage access.
- Develop the interstate function as a depressed corridor with three lanes each way and a reduced footprint made possible by elimination of high-speed collector-distributors and ramps between interchanges.
- Develop an innovative gateway entry experience at the quadrant nodes that utilizes technologically-advanced traffic management systems.
- Depress the interstate below grade in advance of and beneath the quadrant nodes to allow restoration of distributive grid connectivity at the surface level to address the co-mingling of local and interstate-to-interstate travel.

##### Surface Street Function/Multimodal Connectivity Opportunities:

- Develop a parallel three-lane low-speed surface collector/distributor system as a close-coupled one-way pair crosstown connector array along all four sides of the urban core.
- Provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery.
- Provide an urban parkway aesthetic with a street tree canopy continuum and buffer.

##### Economic Development Opportunities

- Create new mixed-use development districts from relinquished interstate right-of-way space made available by a reduced interstate footprint.
- Develop innovative funding mechanisms for an improved and congestion-free interstate function as recommended by the multiple studies for the four-state I-70 Midwest corridor and incorporate this objective into the re-design of the downtown interstate.

##### Examples

- Parallel surface arterials adjacent to the depressed interstate edges.  
Example: Fort Washington Way, Cincinnati, Ohio.
- Public open space on interstate caps between crossing bridges.  
Examples: Dallas, Texas and Cincinnati, Ohio.
- Development-edged bridges to reconnect separated districts.  
Example: High Street, Columbus, Ohio
- Street grid connectivity on capped sections in high-value development districts are made more cost efficient by the proposed narrow interstate cross section.
- Dupont Circle, Washington, DC as a multi-way, signalized gateway circle.

### 3. Comments to INDOT's Preferred Alternative Concept 4.c for North Split Interchange

#### Overview

#### INDOT's North Split Interchange Project and the Coalition's 4 Principles

DOT released the *Project Intent Report* evaluating the mobility needs of the I-65/I-70 Downtown Interstate System in 2016. This initial report focused on the congestion and capacity deficiencies in need of mitigation (rather than structural and safety) through projections of worsening peak hour traffic operations. The assessment identified capacity expansion as the means of mitigation. This added capacity would widen portions of the Inner Loop elevated freeway system.

INDOT's *System Level Analysis*, completed in May 2018, reported a high-level assessment of seven alternative configurations of the Downtown Interstate System ranging from expansion to replacement/elimination. This analysis confirmed added lane capacity along the elevated freeway sections as the most cost effective approach to alleviating existing and projected safety and congestion concerns.

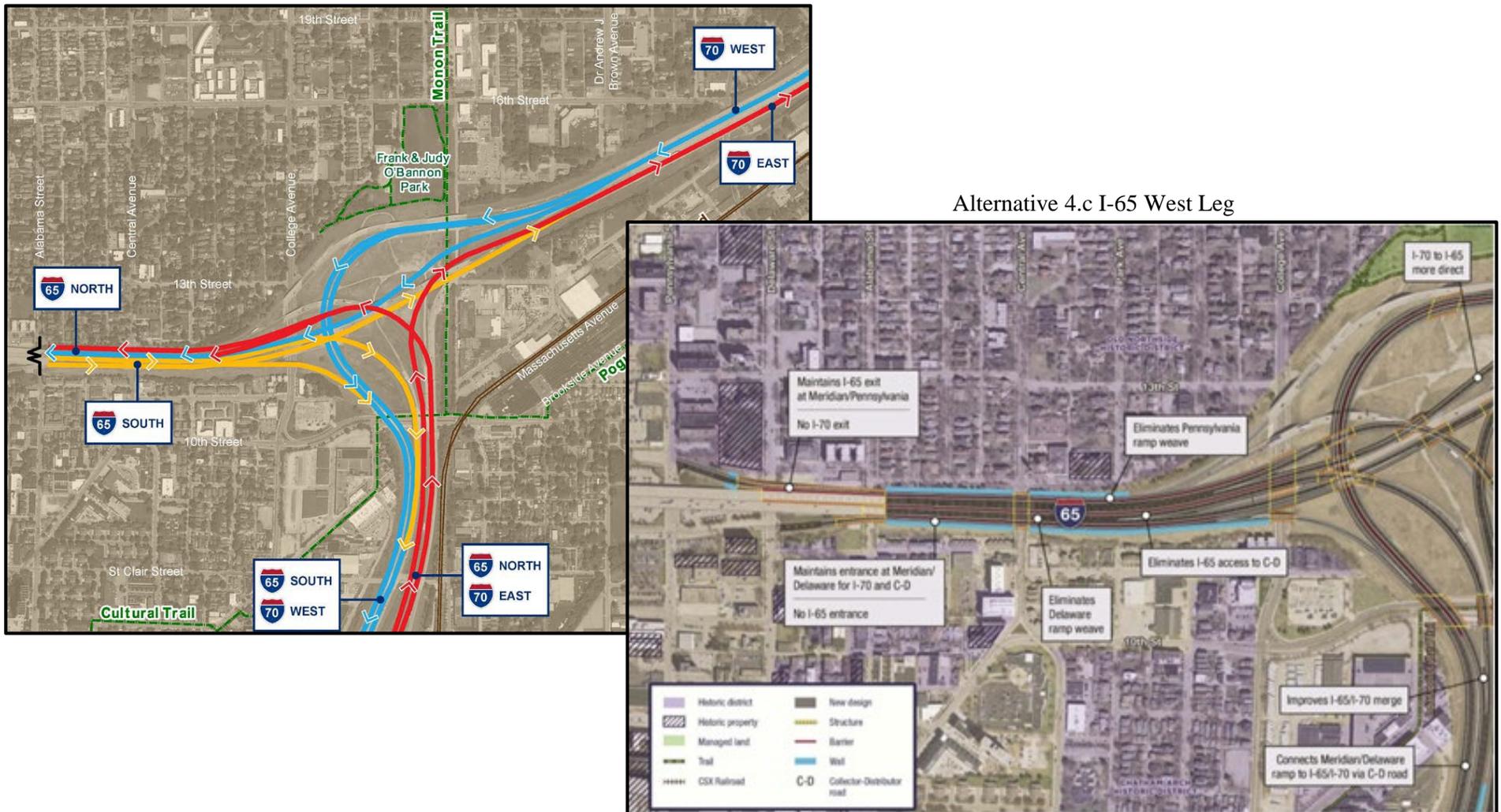
As the first phase of the program to re-assess and re-design the Downtown Interstate System, INDOT began concept development and *Alternatives Screening Report* for the North Split Interchange project at the Northeast portion of the Inner Loop. This project would address 32 deficient structures within the Interchange and along portions of I-65 West Leg and I-65/I-70 South Leg as well as existing safety issues. INDOT's stated preferred alternative "Alternative 4.c" would replace or rehabilitate the deficient ramps and mainline overpasses, address unsafe weaving/merging sections, and maintain the existing mainline lane capacity. Minor widening of the Interstate footprint would occur to achieve physical separation of various traffic flows and safer acceleration/deceleration distances. Traffic operations would improve through improved management of traffic flows between freeway sections

and the elimination of several existing weaving sections. INDOT agreed that adequate congestion could be achieved through management of traffic flows, including some restrictions on available ramp connections, rather than lane expansion.

**Alternative 4.c adheres to the Coalition's principle of no mainline Interstate expansion.** As presented, the Alternative reduces the footprint for the North Split interchange itself which may provide a small amount of benefit to the adjacent neighborhood; **however, there are new exterior-facing walls along the West Leg of I-65 and no improvement in the connectivity between neighborhoods or in economic development prospects along the West and South Legs.** The elevated freeway will largely be replaced in-kind with a somewhat wider cross section and width of overpasses. The elimination of some ramp connections may work to hinder the local economic development prospects by reducing accessibility and worsening local traffic conditions.

### 3. Comments to INDOT's Preferred Alternative Concept 4.c for North Split Interchange

Figure 3.1 The North Split Interchange Alternative 4.c



Source: INDOT Alternatives Screening Report, September 21, 2018.

### 3. Comments to INDOT's Preferred Alternative Concept 4c for North Split Interchange

#### General Comments

#### Review of the North Split Interchange Alternative 4.c

The Rethink 65/70 Coalition identified a depressed interstate mainline along the West and South Legs of the North Split Interchange as the best approach to achieving the four principles.

With this governing concept, the following comments are made in reference to the North Split Interchange Alternative 4.c.

#### General Comments:

Alternative 4.c is similar in design and function to the existing North Split interchange with multi-level high-speed, high-capacity ramp connectors. The proposed alternative focuses on solving structural deficiencies, safety issues, and operational bottlenecks. Because of additional connections planned for in the existing design that are no longer a consideration, the overall footprint can be reduced with particular ramp proximity retreat along the northern edge.

Despite the smaller footprint in the North Split Interchange itself Alternative 4.c includes a wider cross section along the I-65 "West Leg" between Central Avenue and the project western terminus at Alabama Street. The wider cross section includes some segments that will require above-grade walls of up to 11 feet along sloped berms. This is the result of reconfiguring the main connections within the interchange and lane realignment for traffic management rather than for capacity expansion.

The INDOT Proposal for the I-65/I-70 "South Leg" section is largely to be re-constructed within the existing cross section with some critical traffic safety improvements. Some interior retaining walls will be required.

The INDOT Proposal includes the elimination of some traffic movements to achieve safety improvements and avoid further widening of the Interstate system. This may have access and mobility implications over a wider area of downtown and surrounding neighborhoods.

The boundary of the North Split Interchange project as defined by INDOT encompasses only a portion of the Downtown Interstate System and therefore requires that the layout for the interchange connect with the current elevated interstates on the West and South Legs. This in turn precludes the development of a comprehensive re-evaluation of the entire Inner Loop that could best achieve the Coalition's foundational principles without future modification or rebuilding of all or some of the infrastructure to be built as part of the North Split Interchange.

### 3. Comments to INDOT's Preferred Alternative Concept 4.c for North Split Interchange

#### Design compatibility with a depressed highway

##### Review of the North Split Interchange Alternative 4.c

##### I-65 West Leg segment

The following comments are made in regard to the North Split Interchange Alternative 4.c and the Coalition's vision for a depressed Interstate alignment along the West Leg.

The Coalition identified a depressed Interstate concept as one that would best achieve the four principles between a future redesign of I-65 interchange 114 (West Street) and Central Avenue through reduced physical and visual detachment and better aesthetic and sensory environment in the space connecting either side of the Interstate. The North Split Interchange Alternative 4.c will largely replace the elevated structures along the West Leg in-kind. The elevations of the Alternative 4.c ramps, with three vertical levels of roadways within the interchange, precludes depressing the West Leg at Central Avenue due to a lack of adequate distance for the Interstate to transition from elevated alignment at North Split to a depressed alignment along the West Leg.

A potential adjustment to the Alternative 4.c design that may help to achieve compatibility with Coalition vision for the West Leg would be to depress College Avenue under I-65 by several feet, which would thereby permit the elevation of the North Split interchange ramps and segments that connect to the West Leg to be lowered. This in turn could allow the West Leg to transition from elevated to depressed between College Avenue and Central Avenue. The feasibility of this concept should be explored as a potential opportunity to preserve the possibility of future realignment of the Interstate from above to below grade along the West Leg.

Because the Delaware Street southbound on-ramp effectively serves as a service road to the I-65 mainline in Alternative 4.c, investigation into the possibility of creating an additional on-ramp from College Avenue for improved connectivity between the Interstate system and downtown.

Complementary but independent from the above adjustment to College Avenue is the potential elimination of retaining walls by detaching the Exit 113 (Pennsylvania Street/Delaware Street) exit/access ramps and reconfiguring the ramps as at-grade service roads originating east of Central Avenue and connecting with the existing 11<sup>th</sup> and 12<sup>th</sup> Streets. This would reduce the cross section width of the West Leg elevated section including the overpasses at Central Avenue and Alabama Street and would eliminate the separate westbound ramp structure at Delaware Street thereby eliminating the need for exterior retaining walls. This concept, which could be advanced for either one or both Exit 113 ramps independently, would create new at-grade connections along extensions of 11<sup>th</sup> and 12<sup>th</sup> Streets. This would create new connections and improved accessibility within the local street network and the regional highway system in-line with the Coalition's principles.

### 3. Comments to INDOT’s Preferred Alternative Concept 4.c for North Split Interchange

#### Design compatibility with a depressed highway

#### Review of the North Split Interchange Alternative 4.c

##### I-65/70 South Leg segment

The following comments are made in regard to the North Split Interchange Alternative 4.c and the Coalition’s vision for a depressed Interstate along the South Leg.

The Coalition’s preferred option to achieve the four principles along the South Leg include the redesign of the elevated interstate to a depressed alignment. However, the North Split Interchange Alternative 4.c is proposed to be rebuilt with elevated connectors extending to the Interstate system to the south. As proposed, the North Split design entails reconstructing 5 to 7 structurally-deficient bridges. Should these structures be re-built as part of the North Split Interchange Project, any future modifications to these bridges to accommodate a depressed Interstate would be politically and fiscally challenging considering infrastructure investment and extended lifespan expected for the new structures.

To avoid replacing the existing bridge structures while maintaining compatibility with the Coalition’s concept, the Alternative 4.c Proposal would have to be modified to transition I-70 and I-65 from elevated to below grade between 10th Street and Michigan Street (cutting off through traffic on St. Clair Street) as part of the North Split project.

Furthermore, to connect to the existing elevated Interstate, the project limits of the North Split Interchange project (as currently defined by INDOT) would have to be expanded further south to at least the elevated rail crossing south of Washington Street, where the existing Interstate runs at or below grade.

Alternative 4.c – I-65/70 South Leg



Source: INDOT Alternatives Screening Report, September 21, 2018.

### 3. Comments to INDOT's Preferred Alternative Concept 4.c for North Split Interchange

#### Traffic Circulation Review

#### Review of the North Split Interchange Alternative 4.c

In addition to physical design implications of the North Split Interchange Alternative 4.c, there are connectivity and accessibility changes which will impact travel patterns for thousands of travelers in the downtown area. The INDOT Proposal eliminates the following two key movements/connections:

**I-65 southbound from the West Leg to Exit 111 Collector-Distributor (C-D) Road on the South Leg of the I-65/70 Inner Loop.** This eliminated connection prevents I-65 Southbound traffic from exiting to:

- Michigan and New York Streets via North Davidson Street,
- Ohio Street, and
- Fletcher Avenue.

The peak hour volume of this exit ramp was 1,230 during the morning peak hour (April 2018 traffic count\*). A preliminary review of likely travel patterns indicates that this eliminated connection would impact travel from I-65 points north to Downtown East/Lockerbie Square and the Cottage Home/Englewood/Arsenal Heights neighborhoods. Traffic would likely divert to I-65 Exit 113 (Illinois Street), I-65 Exit 110A (East Street), and I-70 Exit 85A (North Rural Street).

**I-70 Westbound to the I-65 Northbound Pennsylvania Street exit on the West Leg.** This ramp carried 1,750 vehicles during the morning peak hour (June 2017 traffic count\*) originating from I-65 and I-70. A preliminary review of likely travel patterns indicates that the majority of this traffic originates from I-70 and would be impacted by the access closure. This eliminated connection would impact travel from I-70 points east to Downtown North/St. Joseph and the Old Northside/Herron-Morton

neighborhoods. Traffic would likely divert to I-70 Exit 83A (C-D Road), I-70 Exit 85 (Keystone Avenue), and I-65 Exit 114 (West Street).

#### Impact on travel patterns

Alternative pathing required by these eliminated connections would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system with backtracking on the local street network. The degree of impact has not been revealed through the North Split Interchange Project *Alternatives Screening Report* but in either case, these diversions could add several minutes and miles to individuals' journeys with a cumulative increase to the region's vehicle miles and hours of travel and the resulting environmental impacts and degradation in quality of life. This is especially concerning during the peak period with the impact to congestion caused by added vehicle travel.

Most critical may be the impact from traffic diversions sending additional vehicles to the West Street/11<sup>th</sup> Street vicinity. West Street is currently overcapacity during the morning peak period with extensive queuing extending from both I-65 Southbound and Northbound exit ramps. The evening peak period is also characterized by poor traffic operations at this location. These issues could be exacerbated by diversions.

It is recommended that INDOT and local partners review comprehensive design and operational strategies to alleviate congestion issues within the Inner Loop, particularly at West Street/11<sup>th</sup> Street, prior to committing to the proposed changes of the North Split Interchange Project Alternative 4.c which will undoubtedly have impacts beyond the project boundaries.

\* Source: INDOT Traffic Count Database System

## 4. Economic Development Opportunities

### Approach

#### Land Value Capture and Redevelopment Opportunities

Arup developed preliminary estimates for economic development opportunities based on two sources:

- **Land appreciation of existing properties** located in proximity to the interstate system. Arup relied on empirical literature evidence to support the assumptions of increase in land values derived from beautification and/or deconstruction/transformation of elevated highways into a boulevard option.
- **New parcels for redevelopment** from modifying the interstate's footprint. The new parcels for redevelopment were estimated based on the Coalition's concept of a depressed interstate.

Both the land appreciation and the creation of new parcels for redevelopment increase the value and the size of the real estate stock, which ultimately could house more residents and jobs contributing to the infill redevelopment.

It is important to highlight the following caveats regarding the estimates for economic development:

- **The Coalition's depressed interstate system is conceptual and subject to modifications**, yet it is a reference point to seize/compare the development opportunities and associated private investment from the creation of new parcels.
- **The real estate development potential and its uses are all preliminary.** Arup relied on current land uses to determine the potential of real estate at full built out, which may take decades to materialize.

Ultimately the real estate market conditions at the time of the development, when and if it happens, will determine the mix of land uses.

- **Creating land for redevelopment supports economic development** by enabling residents to live in the city and companies to locate their operations, **but it does not mean that by creating land, new jobs will necessarily be generated.** Some of the residents and jobs would be the outcome of relocations from other parts of the state, while others will be newcomers or inhabitants or companies making a conscious decision to stay in Indianapolis due to the agglomeration economies in downtown: the benefits of having a critical mass of people with knowledge and skills in the same place.

## 4. Economic Development Opportunities

### Land value appreciation- empirical studies

Economic theory suggests that property's features, its location/access to employment centers, and public amenities (schools, parks, quality of the infrastructure) are "capitalized" in its price. Arup reviewed the empirical studies that relied on econometric models aiming at isolating the impact of parks in property prices. **The studies imply that properties do pay a premium from proximity to a park which oscillates between 10-20% compared to properties located further from the park.**

Table 4.1 literature review of empirical studies

Author and Year	Comment	Impact on properties
Crompton, 2001. The Impact of Parks on Property Values: A Review of the Empirical Evidence.	<b>Reviews 30 studies</b> on the impact of parks on land values. All studies included used econometric techniques.	Properties within one block from the park have a 20% to 10% premium from properties located further away.
Public Choices and Property Values, Evidence from Greenways in Indianapolis, Purdue University, 2003	<b>Homes within one-half mile of the Monon Trail</b> , the model estimates that the sales premium is \$13,059 over a avg., sale price of 124,000 in 2009.	10% within 0.5 mile
Cervero, 2007	<b>Assesses the impacts on property prices from the deconstruction of the Embarcadero and Central/Octavia Blvd Freeways</b>	10% within 0.25 mile of the boulevard 15% within 0.5 mile of the boulevard



## 4. Economic Development Opportunities

### Land Appreciation

#### Potential land appreciation from existing properties

Based on our assumptions under a low and high scenarios, the results suggest that the Coalition Proposal could increase the value of properties in proximity to the freeway (1 block to half a mile) between 35 million and more than 60 million considering all three inner loop segments.

The land value appreciation assessment was differentiated between properties that would potentially face a park/green space, which would tend to experience a higher premium, and those who would face the depressed freeway segment, which would improve compared to today’s conditions but would still experience some of the freeway’s nuisances (noise, pollution).

The Coalition’s proposal for the North Split Interchange has relatively similar right-of-way area and horizontal layout than the current interchange and INDOT’s preferred alternative. Although the vertical layout is different, we consider that the Coalition Concept would potentially have only marginal affects on the value of the property surrounding the interchange given (1) the dimensions of the intersection, (2) the distance of the surrounding properties to the different connectors, and (3) the green areas and vegetation separating the properties and the interchange them under both alternatives.

Table 4.2. Potential appreciation of adjacent properties

	Low	High
<b>Residential and Condo</b>		
<i>Property within 1 block from parks</i>	10%	20%
<i>Properties within 0.25 miles of depress segment</i>	5%	10%
<i>Properties within 0.25 – 0.5 miles of depress segment</i>	2%	5%
<b>Commercial, Industrial, and Vacant</b>		
<i>Property within 1 block from parks</i>	7%	10%
<i>Properties within 0.25 miles of depress segment</i>	2%	5%
<i>Properties within 0.25 and 05 miles of depress segment</i>	0%	0%

Table 4.3. Total potential property appreciation

	North	East	South	Total
<b>Low</b>	\$13.7m	\$16.1m	\$5.8m	<b>\$35.6m</b>
<b>High</b>	\$22.8m	\$28.8m	\$12.4m	<b>\$64.0m</b>

Excluding Exempt Properties, University, and properties around the North Split Interchange

## 4. Economic Development Opportunities

### New Developable Land

**The Coalition Concept creates approximately 95 new parcels totaling 83 acres, out of which near to 46 acres would be developable and 37 would be allocated to public space.**

The new area is distributed along the different segment of the Inner Loop as follows: 47% (38.7 acres) in the northside, 19% (15.7 acres) in the Eastside, and 34% (28.6 acres) in the Southside.

Table 4.4 New parcels based on proposed zoning classification in Acres

	MU-4	MU-3	D-8	Park	Total
Northside	9.4	0.4	1.3	27.6	<b>38.7</b>
Eastside	9.0	2.6	-	4.0	<b>15.7</b>
Southside	-	21.5	1.6	5.5	<b>28.6</b>
Total	<b>18.4</b>	<b>24.6</b>	<b>2.9</b>	<b>37.1</b>	<b>82.9</b>

### 3. Economic Development Opportunities

#### New Developable Land

Based on comps for vacant land within downtown Indianapolis, the 45.8 acres of new developable land could have a reference value of around **\$93 million based on an assumption of close to \$47 per Sq. Ft.**

It is important to note that the value of the new parcels could potentially be higher considering that, in general (1) they are larger and with a more regular geometric shape than then comps, which offers developer more flexibility, and (2) some of the new parcels would be located near the new proposed parks.

The actual market value of the new parcels will depend on the real estate market at the time of the transaction, the level of improvements included in the parcels, the entitlements or development preapprovals of the parcels, and the transaction mechanisms (e.g. land sale by auction, ground lease, etc.).

Table 4.5. Comps of vacant lots in downtown Indianapolis

	Land Use / Zoning	Price	Area (Sq Ft.)	\$/Sq. Ft.	Location
1	Vacant / D-8	\$299,900	5,662	52.97	244 E 10th St
2	Commercial Vacant / I-4	\$84,900	1,825	46.52	217 S Davidson St
3	Commercial Parking lot / CBD-2	\$275,000	9,086	30.27	10 W Mccarty St
4	Commercial Vacant / C-5	\$79,900	2,700	29.59	902 S Kenwood Ave
5	Vacant / C-5	\$395,000	3,484	113.38	1032 S East St
6	Vacant / D-8	\$110,000	1,829	60.14	947 Elm St
7	Vacant / D-8	\$499,900	20,952	23.86	701 E 16th St
<b>Median</b>		-	-	<b>46.5</b>	-

Source: Zillow

Table 4.6 Reference value of new developable parcels based on current market prices

	North	East	South	Total
<b>Value</b>	\$23 m	\$24 m	\$47 m	<b>\$93 m</b>

## 4. Economic Development Opportunities

### Development potential

Based on the proposed zoning, the real estate development potential of the new parcels could reach 10 million of Sq. Ft. **3.7m Sq. Ft. of residential floor area and 6.6 million Sq. Ft. of new commercial (office/retail) floor space.**

Table 4.7. presents the distribution of new development potential by segment.

Given its magnitude, the development time, and the historic absorption rates in Indianapolis, full realization of the development potential could take decades.

It is important to note that the development potential does not necessarily mean the creation of new jobs and households in downtown/city/state. The redevelopment would serve as a catalyst to encourage/speedup the location of such jobs and residents within the downtown and boost the positive cycle of investment, jobs, and economic growth.

Table 4.7. Development parameter by zoning classification

	MU-4	MU-3	D-8
<b>Open Space requirements</b>	10%	20%	55%
<b>Number of Floors</b>	7	6	4
<b>Use Split</b>			
<b>Residential</b>	40%	30%	100%
<b>Commercial</b>	60%	70%	0%

Table 4.8 Total development potential of new parcels, in million Sq. Ft.

	North	East	South	Total
<b>Residential</b>	1.2	1.2	1.4	<b>3.7</b>
<b>Office</b>	1.3	1.5	2.5	<b>5.3</b>
<b>Retail</b>	0.3	0.4	0.6	<b>1.3</b>
<b>Total</b>	<b>2.8</b>	<b>3.0</b>	<b>4.6</b>	<b>10.4</b>

## 4. Economic Development Opportunities

### Development potential

The Coalition Concept has the potential to support approximately **3,330 new residential units and 6.6 million square feet** of new commercial floor space. **This could mean more than 6,000 residents** assuming an average household size of two people, **and more than 23,000 jobs**.

**The total development potential represents approximately 30% of total apartment units in downtown in 2017 and more than 50% of current CBD office inventory** [JLL, Tikijan].

Based on current development cost estimates, the **investment associated with the real estate development potential could oscillate between \$2.1B - \$2.5B over the next decades** assuming \$2018 construction costs per square foot of \$200 and \$245 for the low and high scenarios, respectively. This construction cost excludes of land or land improvements costs, entitlements and permits, and leasing/sale costs.

If such investment materializes this could represent between **14,000 and 18,000 construction related jobs** during development based on RIMS I economic multipliers for the state of Indiana construction sector. The data suggest that per million dollar investment seven jobs are created.

Table 4.9. Total development potential of new parcels

	North	East	South	Total
<b>Residential* (Units)</b>	1,035	1,035	1,260	<b>3,330</b>
<b>Commercial (mill. Sq. Ft.)</b>	1.6	1.9	3.1	<b>6.6</b>
<b>Jobs housed**</b>	5,760	6,695	11,200	<b>23,655</b>

\* Assumes 80% utilization of gross floor area and 900 Sq. Ft. per residential unit and an average area\*\* per office employee of 250 sq. ft. and 550 sq. ft. per retail employee based on data from 2016 US Green Building.

Table 4.10. Potential Investment from Real Estate Development

	North	East	South	Total
<b>Low</b>	\$560m	\$610m	\$915m	<b>\$2,085m</b>
<b>High</b>	\$685m	\$745m	\$1,120m	<b>\$2,550m</b>

Table 4.11. Construction related jobs required

	North	East	South	Total
<b>Low</b>	3,920	4,270	6,400	<b>14,590</b>
<b>High</b>	4790	5210	7840	<b>17,840</b>

\*Estimates based on RIMS I multipliers.

## 4. Economic Development Opportunities

### Fiscal Impacts

The Coalition Concept has the potential to generate the following fiscal impacts from property values:

- **Increase in property tax revenue from existing properties oscillating between \$0.8m and \$1.5m annually, depending on the scenario.** This assumes a property tax rate of 2% for residential uses and 2.75% for other uses and a property value appreciation of near \$36 million and \$64 million in the low and high scenarios, respectively.
- **Increase in property tax revenue from new parcels oscillating between \$55m and \$65m annually.** This “high level” estimate was generated based on the value of land plus the construction cost from Table 4.10 and assumes a property tax rate of 2% for residential and 2.75% for other uses.

Table 4.12. Total property value appreciation of existing properties

	North	East	South	Total
Low	\$14m	\$16m	\$6m	\$36m
High	\$23m	\$29m	\$12m	\$64m

Excluding Exempt Properties, University, and properties around the North Split Interchange

Table 4.13. Total annual property tax on property value appreciation (existing properties)

	North	East	South	Total
Low	\$0.3m	\$0.4	\$0.2m	<b>\$0.8m</b>
High	\$0.5m	\$0.7m	\$0.3m	<b>\$1.5m</b>

Property tax rate: 2% for residential uses, 2.75% for industrial commercial, and vacant.

Table 4.14. Total Gross Assessed Value (GAV) of new parcels assuming full build-out

	North	East	South	Total
Low	\$583m	\$634m	\$962m	\$2,178m
High	\$708m	\$768m	\$1,163m	\$2,635m

GAV is calculated as the sum of land value at \$47 per Sq. Ft. plus construction investment at current cost

Table 4.15. Total annual property tax on new properties

	North	East	South	Total
Low	\$14m	\$16m	\$24m	<b>\$54m</b>
High	\$17m	\$19m	\$29m	<b>\$66m</b>

Property tax rate: 2% for residential uses, 2.75% for industrial commercial, and vacant



## 5. Financing/delivery alternatives

### Potential funding sources

Projects of the investment size of the Coalition's Concept for the inner loop (several billion \$) typically rely on multiple funding sources including taxes (e.g. fuel, property, or sales taxes) driving licenses, tolls, vehicles registrations, philanthropic contributions, among others to secure funding.

### Land Value Capture

In the case of the Coalition's Concept, the new parcels and economic development associated with property value appreciation and real estate development potential could be partially captured to help fund the infrastructure investment.

- **Land sale/ground lease/Sale of development rights:** the new developable parcels can be capitalized to fund the project through land sale or ground lease. The city can maximize the value of the land by entitling it will additional development rights.
- **Betterment levies:** part of the property value appreciation resulting from the project could be captured via property taxes through TIF districts or Economic Improvement Districts (EID) mechanisms. Table 4.2 present a high-level estimation of the property tax that could be levied on the property value appreciation resulting from the project (excluding properties that are already part of a TIF district). Additionally, the city would collect new property taxes on the new developable parcels created by the project. It remains to be determined based on the city's needs how much of the revenues from new parcels could be allocated to the project.

Table 5.1. Total taxable property value appreciation for project financing/funding purposes

	North	East	South	Total
Low	\$8.8m	\$12.8m	\$2.0m	\$23.7m
High	\$15.3m	\$21.9m	\$4.0m	\$41.2m

Excluding Exempt Properties, Properties in existing TIF districts, University, and properties around the North Split Interchange

Table 5.2. Total annual property tax for funding/financing (existing properties)

	North	East	South	Total
Low	\$0.2m	\$.3m	\$0.05m	<b>\$0.5m</b>
High	\$0.3m	\$0.5m	\$0.1m	<b>\$0.9m</b>

Property tax rate: 2% for residential uses, 2.75% for industrial commercial, and vacant.

Table 5.3. Reference value of new developable parcels based on current market prices

	North	East	South	Total
Value	\$23 m	\$24 m	\$47 m	<b>\$93 m</b>

Table 5.4. Total annual property tax for project financing/funding purposes (new parcels)

	North	East	South	Total
Low	\$14m	\$16m	\$24m	<b>\$54m</b>
High	\$17m	\$19m	\$29m	<b>\$66m</b>

## 5. Financing/delivery alternatives

### Public-Private Partnerships

#### Potential project delivery alternatives

An alternative project delivery mechanism to realize the Coalition’s Concept could be a Design-Build-Finance-Operate-Maintain (DBFOM) approach, which is one of the most common forms of Public-Private Partnerships (P3) for infrastructure projects.

P3 can not only help overcome financial capacity constraints but, under the right conditions the incentives, may also lead to greater potential value for the public sector through improved asset management and on-time and on-budget delivery. Potential benefits of DBFOM delivery method include:

- Risk transfer/assignment to the party that is best positioned to bear and price the risk. For example allocating certain project risks to the private sector (e.g., financing, schedule, long term operations, and maintenance) and retaining others with the public agency (e.g., program management, environmental clearance, permitting, and right-of-way acquisition)
- Accelerated project delivery compared to traditional public sector project delivery.
- Incorporate project life-cycle and O&M costs as part of initial procurement.
- Leverage private sector expertise.
- Access to new sources of private capital, while leveraging scarce public resources and conserving public sector debt capacity

Retribution for the private partner for the development of the project could include:

- Land Development Right: P3s also lies at the hard of land-base infrastructure finance or land-value capture mechanisms, as follows:

- Donation of public land to private developers in return for private investment in “public” infrastructure.
- Sale of publicly owned land to private developer, with the financial proceeds used to finance public infrastructure investment
- Sharing of gains in land value created by public infrastructure investment through (1) P3 joint venture development projects, (2) imposition of taxes that capture part of the land-value gain, or (3) gain-sharing agreements negotiated prior to public investment.[1]
- Highway usage fees such as tolls.
- Availability payments, funded by general appropriation and/or grants.
- A combination of the above

The State of Indiana has experience with P3s, highway projects include Indiana Toll Road Lease and Lewis and Clark Bridge.

## 6. Conclusions and Next Steps

### Conclusions

The Coalition's concept of a depressed interstate system is preliminary and subject to modifications, yet it serves as a reference to seize the economic, social and fiscal implications of what an alternative project could bring to the City's future.

### Economic Impacts

- **Potential increase in existing properties values between \$36m - \$64m**, based on current Gross Assessment Value.
- Creation of **46 new parcels of developable land with an approximate current market value of more than \$90m** without considering the land improvements.
- The new developable land can support approximately **3,330 new residential units and 6.6m square feet of new commercial floor space, which could host more than 6,000 residents and 23,000 jobs over the next decades**. The total development potential represents approximately 30% of total apartment units in downtown and more than 50% of current CBD office inventory in 2017 .
- Potential real estate investment of **\$2.1B-\$2.5B and more than 14,000 construction related jobs over the next decades**.

### Social benefits

- **37 acres of open space** for parks and recreational purposes.

### Fiscal Impacts

The improvement in land values from existing properties and the expansion of the taxable base from new properties would result in an increase in property tax revenue as follows:

- **between \$0.8m - \$1.5m in annual property taxes from land appreciation from existing properties.**
- **between \$55m - \$65m in annual property taxes from the development of new parcels at full build-out.**

The additional fiscal revenue could be used as a funding source to support the project, the extent of which would need to be determined.

## 6. Conclusions and Next Steps

### Next Steps

The concept of a depressed interstate demands a sizeable investment and entails undertaking several tasks to move the project from a conceptual to a feasibility phase, among these are the following:

- **Understanding of INDOT's I-65/70 interchange project phasing and funding available** to “piggy back” and prioritize the segments that could eventually be depressed.
- **Understanding of INDOT's long term vision of the interstate system** (tolling, others, expansions, etc.).
- **Assessment of the design modifications needed to INDOT's I-65/70 interchange preliminary option** to accommodate a depressed freeway in the immediate or medium term in function of the funding sources.
- **Rough order of magnitude of construction costs associated with modifying INDOT's I-65/70 interchange preliminary option** to accommodate a depressed interstate broken down by segment.
- **Rough order of magnitude of construction costs of a depressed interstate broken down by segment.**
- **Funding gap and affordability analysis**, this would help the city assess additional funding sources needed (taxes, tolls, real estate) to undertake the project.

**From:** [Kia Gillette](#)  
**To:** [Garry Chilluffo](#)  
**Subject:** RE: Running late  
**Date:** Monday, October 29, 2018 3:56:00 PM

---

Hi Garry,

Sure, that's fine.

Thanks,  
Kia

Kia Gillette  
Environmental Project Manager  
Email [kgillette@hntb.com](mailto:kgillette@hntb.com)

-----Original Message-----

From: Garry Chilluffo <[garry@chilluffo.com](mailto:garry@chilluffo.com)>  
Sent: Monday, October 29, 2018 3:56 PM  
To: Kia Gillette <[kgillette@HNTB.com](mailto:kgillette@HNTB.com)>  
Subject: Running late

Hi Kia,

With broadcasting the deadline for public comment to anyone who will listen ... ;) I'll get my personal and HUNI comments in tonight. I'm stuck in a meeting at moment.

I'm sure after 5 pm was always permissible but just giving you a heads up.

Thanks. Hope you're getting lots of comments.  
Garry  
Sent from my mobile

**From:** Indy North Split  
**To:** [Garry Chilluffo](#)  
**Subject:** RE: Public Comments on the INDOT Alternatives Screening Report dated September 21, 2018  
**Date:** Tuesday, October 30, 2018 9:04:01 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** Garry Chilluffo <garry@chilluffo.com>  
**Sent:** Tuesday, October 30, 2018 1:10 AM  
**To:** Indy North Split <info@northsplit.com>  
**Cc:** Garry Chilluffo <garry@chilluffo.com>  
**Subject:** Public Comments on the INDOT Alternatives Screening Report dated September 21, 2018

We are encouraged that INDOT has made improvements to the design of the North Split in the preferred Alternative 4c but it also sheds light on its shortcomings from a mobility, connectivity, economic/community development perspective.

INDOT must improve this latest concept, minimize impacts due to widening, and commit to high quality design standards for walls, underpasses, lighting, sound mitigation, buffering, landscape treatments, etc. AND to added community amenity (park expansion, trails, connectivity, etc.) made possible by the reduction in size of the interchange, particularly on its north side.

The APE should be expanded to include the West St / MLK interchange and address the current and future traffic issues that are sure ensue.

INDOT should consider the recommendations of the Rethink 65/70 coalition.

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Respectfully submitted,

Garry Chilluffo

**From:** Indy North Split  
**To:** [Garry Chilluffo](mailto:Garry.Chilluffo)  
**Subject:** RE: Public Comments on the INDOT Alternatives Screening Report dated September 21, 2018  
**Date:** Tuesday, October 30, 2018 9:03:41 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** Garry Chilluffo <[garry@chilluffo.com](mailto:garry@chilluffo.com)>  
**Sent:** Tuesday, October 30, 2018 12:51 AM  
**To:** Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>  
**Cc:** Garry Chilluffo <[garry@chilluffo.com](mailto:garry@chilluffo.com)>  
**Subject:** Public Comments on the INDOT Alternatives Screening Report dated September 21, 2018

October 29, 2018

**Historic Urban Neighborhoods of Indianapolis**, representing the historic districts of Marion County appreciates and is encouraged that INDOT has attempted to improve the North Split design with the preferred Alternative 4c. While it attempts to address the Rethink Coalition's 4 guiding principles, it falls short with principals #1 and #2 as it widens the footprint of the west leg by 24 feet, and does not accommodate principles #3 and #4 with increased connectivity of neighborhoods and areas of commerce divided by the interstates and increased opportunities for inclusive economic development along the path of the interstates.

This is a defining project for the City of Indianapolis for the next 50 years. The Indianapolis community, historic districts and businesses have expressed their interest in exploring the opportunities that this project offers and desires INDOT to truly invest in studying options that would make this project aspirational and forward thinking.

We agree that the integrity and safety of the interstate is paramount, but we must also consider the aspects of human health, quality of life, the benefits of improved connectivity and the opportunity for economic development.

To that end, INDOT specifically indicated that they would welcome a study to be prepared by the Rethink Coalition. With a coalition of businesses, organizations and Indy Chamber, a study was indeed enacted upon and self funded. This is truly monumental, with community acting in good faith to help guide this process in a collaborative manner. INDOT now seems reluctant to seriously consider the ARUP Report, by an internationally-acclaimed engineering firm. We find INDOT's stonewalling to be frustrating, bewildering and disrespectful of the communities interests. We looked forward to the ARUP Report to inform this process and find common ground with which to work.

We request that the APE be expanded to include the West St/ MLK interchange. INDOT has indicated that the interchange needs to be addressed. With the added traffic and change of routes, this must be included in the project to make the system efficient.

INDOT should consider the recommendations of the Rethink 65/70 coalition.

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

## 1.0 Purpose and Need Statement

The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention.

Comments:

- a. The Alternatives Screening Report Purpose and Need statement is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. This is most notable by using the east end of the Alabama

Street bridge and Meridian Street ramps as convenient rather than logical termini.

- b. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project Segmentation.
- c. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states "Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR's in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ...at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg." Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study.
- d. Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.

## 2.0 Proposed Performance Measures shown in Table 2-4, page 2-15

### Comments:

- a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.
- b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and should be considered in the APE.
- c. Bridge Condition & Remaining Service Life: the community supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.

## 3.0 Traffic Mobility Comments

Comments:

- a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.

#### 4.0 Economic Development Potential

Comments:

- a. The INDOT Proposal is not compatible with the Coalition's principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.
- b. The Rethink 65/70 Coalition requests INDOT redesign the northside leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.
- c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the northside segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.
- d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.

#### 5.0 Connectivity Comments

Comments:

- a. The INDOT Proposal is not compatible with the Coalition's principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.
- b. This will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.
- c. This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.
- d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.
- e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their

interstates.

## 6.0 Economic/Social Justice Comments

Comments:

- a. The INDOT Proposal is not compatible with the Coalition's goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.

## 7.0 Preferred Alternate 4C

Comments:

- a. Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from 1-70 westbound traffic proposal: we find it unacceptable that access to Indianapolis' primary street to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips.
- b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.
- c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

Respectfully submitted,

Garry Chilluffo, President  
Historic Urban Neighborhoods of Indianapolis

**From:** Garry Chilluffo  
**To:** [Kia Gillette; erin@compassoutreachsolutions.com](mailto:erin@compassoutreachsolutions.com)  
**Cc:** [Mark Godley](mailto:Mark.Godley)  
**Subject:** Fwd: Please help us promote the North Split public survey  
**Date:** Wednesday, July 17, 2019 11:48:10 AM  
**Attachments:** [NS Public Survey Web ENGLISH Version.pdf](#)  
[NS Public Survey Web SPANISH FINAL.pdf](#)  
[NS Survey Flier FINAL.pdf](#)

---

Hi Kia and Erin,

Would you kindly change the St Joe Neighborhood contact please. Pete relocated to Denver.

Omit Pete Haupers, [haupers3@gmail.com](mailto:haupers3@gmail.com). Add Mark Godley, [mgodley@chestnut.org](mailto:mgodley@chestnut.org)

Will relay the survey to our network.

Thank you much,

Garry

Begin forwarded message:

**From:** Erin Pipkin <[erin@compassoutreachsolutions.com](mailto:erin@compassoutreachsolutions.com)>  
**Subject:** Please help us promote the North Split public survey  
**Date:** July 17, 2019 at 10:25:20 AM EDT  
**To:** "[daniel.parker@indy.gov](mailto:daniel.parker@indy.gov)" <[daniel.parker@indy.gov](mailto:daniel.parker@indy.gov)>,  
"[mark.zwoyer@indy.gov](mailto:mark.zwoyer@indy.gov)" <[mark.zwoyer@indy.gov](mailto:mark.zwoyer@indy.gov)>,  
"[anna.gremling@indympo.org](mailto:anna.gremling@indympo.org)" <[anna.gremling@indympo.org](mailto:anna.gremling@indympo.org)>,  
"[jen.higginbotham@indympo.org](mailto:jen.higginbotham@indympo.org)" <[jen.higginbotham@indympo.org](mailto:jen.higginbotham@indympo.org)>,  
"[meg.purnsley@indy.gov](mailto:meg.purnsley@indy.gov)" <[meg.purnsley@indy.gov](mailto:meg.purnsley@indy.gov)>,  
"[mayorfadness@fishers.in.us](mailto:mayorfadness@fishers.in.us)" <[mayorfadness@fishers.in.us](mailto:mayorfadness@fishers.in.us)>,  
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"[jbrainard@carmel.in.gov](mailto:jbrainard@carmel.in.gov)" <[jbrainard@carmel.in.gov](mailto:jbrainard@carmel.in.gov)>,  
"[tdombrosky@co.hendricks.in.us](mailto:tdombrosky@co.hendricks.in.us)" <[tdombrosky@co.hendricks.in.us](mailto:tdombrosky@co.hendricks.in.us)>,  
"[nparr@co.boone.in.us](mailto:nparr@co.boone.in.us)" <[nparr@co.boone.in.us](mailto:nparr@co.boone.in.us)>,  
"[ritzmanc@browncounty-in.us](mailto:ritzmanc@browncounty-in.us)" <[ritzmanc@browncounty-in.us](mailto:ritzmanc@browncounty-in.us)>,  
"[trustee@whiterivertownship.org](mailto:trustee@whiterivertownship.org)" <[trustee@whiterivertownship.org](mailto:trustee@whiterivertownship.org)>,  
"[JSutherland@citizensenergygroup.com](mailto:JSutherland@citizensenergygroup.com)" <[JSutherland@citizensenergygroup.com](mailto:JSutherland@citizensenergygroup.com)>,  
"[lawrence.mccormack@cummins.com](mailto:lawrence.mccormack@cummins.com)" <[lawrence.mccormack@cummins.com](mailto:lawrence.mccormack@cummins.com)>,  
"[celdridge@ncaa.org](mailto:celdridge@ncaa.org)" <[celdridge@ncaa.org](mailto:celdridge@ncaa.org)>,  
"[awaggoner@salesforce.com](mailto:awaggoner@salesforce.com)" <[awaggoner@salesforce.com](mailto:awaggoner@salesforce.com)>,  
"[joel.reuter@rolls-royce.com](mailto:joel.reuter@rolls-royce.com)" <[joel.reuter@rolls-royce.com](mailto:joel.reuter@rolls-royce.com)>,  
"[bsaunders@spd.in.gov](mailto:bsaunders@spd.in.gov)" <[bsaunders@spd.in.gov](mailto:bsaunders@spd.in.gov)>,  
"[bill.benner@pacers.com](mailto:bill.benner@pacers.com)" <[bill.benner@pacers.com](mailto:bill.benner@pacers.com)>,  
"[chenry@indyindians.com](mailto:chenry@indyindians.com)" <[chenry@indyindians.com](mailto:chenry@indyindians.com)>,  
"[Paul.Suiters@ICCLOS.com](mailto:Paul.Suiters@ICCLOS.com)" <[Paul.Suiters@ICCLOS.com](mailto:Paul.Suiters@ICCLOS.com)>,  
"[storrow@storrowkinsella.com](mailto:storrow@storrowkinsella.com)" <[storrow@storrowkinsella.com](mailto:storrow@storrowkinsella.com)>,  
"[bshine@sunkingbrewing.com](mailto:bshine@sunkingbrewing.com)" <[bshine@sunkingbrewing.com](mailto:bshine@sunkingbrewing.com)>,  
"[rvaughn@indianasportscorp.org](mailto:rvaughn@indianasportscorp.org)" <[rvaughn@indianasportscorp.org](mailto:rvaughn@indianasportscorp.org)>

"[msnyder@visitindy.com](mailto:msnyder@visitindy.com)" <[msnyder@visitindy.com](mailto:msnyder@visitindy.com)>, "[bcorbin@eiteljorg.com](mailto:bcorbin@eiteljorg.com)" <[bcorbin@eiteljorg.com](mailto:bcorbin@eiteljorg.com)>, "[beth.white@indygipc.org](mailto:beth.white@indygipc.org)" <[beth.white@indygipc.org](mailto:beth.white@indygipc.org)>, "[mfisher@indychamber.com](mailto:mfisher@indychamber.com)" <[mfisher@indychamber.com](mailto:mfisher@indychamber.com)>, "[mlawrance@indianachamber.com](mailto:mlawrance@indianachamber.com)" <[mlawrance@indianachamber.com](mailto:mlawrance@indianachamber.com)>, "[sstegmeyer@tammcapitalgroup.com](mailto:sstegmeyer@tammcapitalgroup.com)" <[sstegmeyer@tammcapitalgroup.com](mailto:sstegmeyer@tammcapitalgroup.com)>, "[sherry@downtownindy.org](mailto:sherry@downtownindy.org)" <[sherry@downtownindy.org](mailto:sherry@downtownindy.org)>, "[pknapp@yandl.com](mailto:pknapp@yandl.com)" <[pknapp@yandl.com](mailto:pknapp@yandl.com)>, "[chrispryor@mibor.com](mailto:chrispryor@mibor.com)" <[chrispryor@mibor.com](mailto:chrispryor@mibor.com)>, "[Gary@intrucking.org](mailto:Gary@intrucking.org)" <[Gary@intrucking.org](mailto:Gary@intrucking.org)>, "[PROth@cirta.us](mailto:PROth@cirta.us)" <[PROth@cirta.us](mailto:PROth@cirta.us)>, "[khaley@indyculturaltrail.org](mailto:khaley@indyculturaltrail.org)" <[khaley@indyculturaltrail.org](mailto:khaley@indyculturaltrail.org)>, "[awatson@indianablackexpo.com](mailto:awatson@indianablackexpo.com)" <[awatson@indianablackexpo.com](mailto:awatson@indianablackexpo.com)>, "[kolson@citact.org](mailto:kolson@citact.org)" <[kolson@citact.org](mailto:kolson@citact.org)>, "[jkharbanda@hecweb.org](mailto:jkharbanda@hecweb.org)" <[jkharbanda@hecweb.org](mailto:jkharbanda@hecweb.org)>, "[mdavis@indianalandmarks.org](mailto:mdavis@indianalandmarks.org)" <[mdavis@indianalandmarks.org](mailto:mdavis@indianalandmarks.org)>, "[jjarzen@kibi.org](mailto:jjarzen@kibi.org)" <[jjarzen@kibi.org](mailto:jjarzen@kibi.org)>, "[rmenyhart@taftlaw.com](mailto:rmenyhart@taftlaw.com)" <[rmenyhart@taftlaw.com](mailto:rmenyhart@taftlaw.com)>, "[smeyer@kingpark.org](mailto:smeyer@kingpark.org)" <[smeyer@kingpark.org](mailto:smeyer@kingpark.org)>, "[mbeebe@lancerbeebe.com](mailto:mbeebe@lancerbeebe.com)" <[mbeebe@lancerbeebe.com](mailto:mbeebe@lancerbeebe.com)>, "[dgreene@purposeoflifeministries.com](mailto:dgreene@purposeoflifeministries.com)" <[dgreene@purposeoflifeministries.com](mailto:dgreene@purposeoflifeministries.com)>, "[aalexander@purposeoflifeministries.com](mailto:aalexander@purposeoflifeministries.com)" <[aalexander@purposeoflifeministries.com](mailto:aalexander@purposeoflifeministries.com)>, "[SCummings@MarionHealth.org](mailto:SCummings@MarionHealth.org)" <[SCummings@MarionHealth.org](mailto:SCummings@MarionHealth.org)>, "[president@inasla.org](mailto:president@inasla.org)" <[president@inasla.org](mailto:president@inasla.org)>, "[kjbannon@gmail.com](mailto:kjbannon@gmail.com)" <[kjbannon@gmail.com](mailto:kjbannon@gmail.com)>, "[mendezm@myips.org](mailto:mendezm@myips.org)" <[mendezm@myips.org](mailto:mendezm@myips.org)>, "[president@martin.edu](mailto:president@martin.edu)" <[president@martin.edu](mailto:president@martin.edu)>, "[jrboehm@iupui.edu](mailto:jrboehm@iupui.edu)" <[jrboehm@iupui.edu](mailto:jrboehm@iupui.edu)>, "[CANAIndy@gmail.com](mailto:CANAIndy@gmail.com)" <[CANAIndy@gmail.com](mailto:CANAIndy@gmail.com)>, "[andybeck95@gmail.com](mailto:andybeck95@gmail.com)" <[andybeck95@gmail.com](mailto:andybeck95@gmail.com)>, "[mlkienle@indy.rr.com](mailto:mlkienle@indy.rr.com)" <[mlkienle@indy.rr.com](mailto:mlkienle@indy.rr.com)>, "[bookem4096@gmail.com](mailto:bookem4096@gmail.com)" <[bookem4096@gmail.com](mailto:bookem4096@gmail.com)>, "[garry@chilluffo.com](mailto:garry@chilluffo.com)" <[garry@chilluffo.com](mailto:garry@chilluffo.com)>, "[Scotty@Scotty.me](mailto:Scotty@Scotty.me)" <[Scotty@Scotty.me](mailto:Scotty@Scotty.me)>, "[haupers3@gmail.com](mailto:haupers3@gmail.com)" <[haupers3@gmail.com](mailto:haupers3@gmail.com)>, "[bbuchanan@buchanangroup.org](mailto:bbuchanan@buchanangroup.org)" <[bbuchanan@buchanangroup.org](mailto:bbuchanan@buchanangroup.org)>, "[silversheba14@msn.com](mailto:silversheba14@msn.com)" <[silversheba14@msn.com](mailto:silversheba14@msn.com)>, "[haizlip@gmail.com](mailto:haizlip@gmail.com)" <[haizlip@gmail.com](mailto:haizlip@gmail.com)>, "[chelsea@mkna.org](mailto:chelsea@mkna.org)" <[chelsea@mkna.org](mailto:chelsea@mkna.org)>, "[anthonybrk7@gmail.com](mailto:anthonybrk7@gmail.com)" <[anthonybrk7@gmail.com](mailto:anthonybrk7@gmail.com)>, "[tad.indy@gmail.com](mailto:tad.indy@gmail.com)" <[tad.indy@gmail.com](mailto:tad.indy@gmail.com)>, "[jordanblairryan@gmail.com](mailto:jordanblairryan@gmail.com)" <[jordanblairryan@gmail.com](mailto:jordanblairryan@gmail.com)>

**Cc:** "[info@northsplit.com](mailto:info@northsplit.com)" <[info@northsplit.com](mailto:info@northsplit.com)>, NorthSplit <[NorthSplit@HNTB.com](mailto:NorthSplit@HNTB.com)>, Kia Gillette <[kgillette@hntb.com](mailto:kgillette@hntb.com)>

Dear North Split Community Advisory Committee members,

From now to August 31, INDOT is conducting an online survey to help identify potential impacts and benefits of the I-65/I-70 North Split Interchange project. We've attached the survey, in both English and Spanish, for your reference. It is posted online at [www.northsplit.com/survey](http://www.northsplit.com/survey).

Also attached is a flier promoting the survey. We'd appreciate you sharing and posting the flier with your network. We can provide several more copies of the flier – as well as print copies of the survey and envelopes with paid return postage

– if you will use them. We can also provide draft social media posts, e-newsletter articles, etc. for you to share.

We hope you can help us promote the survey. If you would like more information or have any questions, please call (317) 966-7301 or email [info@northsplit.com](mailto:info@northsplit.com).

Thank you, in advance, for your consideration and your participation on the CAC.

Erin Pipkin  
North Split Public Involvement Team  
317.966.7301

--

This message has been scanned for viruses and dangerous content and is believed to be clean.

**From:** Indy North Split  
**To:** [Jessica Kramer](#); [Kia Gillette](#)  
**Cc:** [Marsh Davis](#); [JMcGuinness@indot.IN.gov](mailto:JMcGuinness@indot.IN.gov)  
**Subject:** RE: Letter from Indiana Landmarks, Alternative Screenings Report Comments  
**Date:** Friday, November 9, 2018 10:58:21 AM  
**Attachments:** [Letter from Indiana Landmarks, Alternatives Screening Report Comments - Oct. 29, 2018.pdf](#)

---

Hi Jessica,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** Jessica Kramer <[jkramer@indianalandmarks.org](mailto:jkramer@indianalandmarks.org)>  
**Sent:** Monday, October 29, 2018 10:14 AM  
**To:** Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>; Kia Gillette <[kgillette@HNTB.com](mailto:kgillette@HNTB.com)>  
**Cc:** Marsh Davis <[MDavis@indianalandmarks.org](mailto:MDavis@indianalandmarks.org)>; [JMcGuinness@indot.IN.gov](mailto:JMcGuinness@indot.IN.gov)  
**Subject:** Letter from Indiana Landmarks, Alternative Screenings Report Comments

Kia,

Please see the attached letter from Marsh Davis sent on behalf of Indiana Landmarks regarding the North Split Alternatives Screening Report.

Thank you.

.....  
**Jessica Kramer**  
Executive Assistant

.....  
**Indiana Landmarks**  
1201 Central Avenue  
Indianapolis, IN 46202  
Ph. 317-822-7902, 800-450-4534  
Fax: 317-639-6734  
[www.indianalandmarks.org](http://www.indianalandmarks.org)

Indiana Landmarks revitalizes communities, reconnects us to our heritage, and saves meaningful places.

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ELI LILLY (1885-1977)  
 Founder

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INDIANA LANDMARKS

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October 29, 2018

Kia Gillette, Environmental Project Manager  
 HNTB Corporation  
 P.O. Box 44141  
 Indianapolis, IN 46202

Dear Kia,

I submit the following comments on behalf of Indiana Landmarks regarding the North Split Alternatives Screening Report.

First, I want to be clear in expressing appreciation to the HNTB team and INDOT for listening to the concerns of the community and the numerous organizations, businesses, neighborhood associations, and the Rethink Coalition. Alternative 4c as depicted in the Screening Report represents a major improvement over the project's earlier iterations. Thank you.

We continue to have major concerns about some aspects of the direction the project is heading which I shall express in non-technical language.

Alternative 4c does not adequately address the four principles agreed upon and set forth by the City, the Indy Chamber, and the Rethink Coalition. Of greatest concern to Indiana Landmarks is the widening of the west leg of the I-65 that passes on the south side of the Indiana Landmarks Center at 12<sup>th</sup> and Central. The last information I have from INDOT/HNTB calls for a 37-foot widening of the footprint of the interstate (22 feet on the north side) and the installation of walls, albeit shorter in height than originally planned. In those regards Alternative 4c falls short of containing the footprint and eliminating walls. It also fails to improve neighborhood connectivity. In fact, it further impedes connectivity. **We therefore urge HNTB and INDOT to continue the good work of refining the project to minimize to the extent possible any widening of the footprint and construction of walls.**

From a broader perspective—understanding constraints of funding and timing—we feel that segmenting the overall redesign of the interstate system around Indianapolis will reduce the possibilities of innovation in planning and design. Segmentation also holds the disadvantage of a less rigorous review of the multifaceted impacts of the project on our community.

Indiana Landmarks was pleased to join community leaders, and the Indy Chamber and businesses in supporting the upcoming (November 12) visit to Indianapolis by Arup.

This presents an extraordinary opportunity for all involved in planning the North Split and subsequent phases to interface with consultants of stellar international repute. **We urge HNTB and INDOT to participate in these meetings and to take into account Arup's findings as you continue work on the North Split project notwithstanding the public comment deadline of October 29.**

Sincerely,

A handwritten signature in black ink, appearing to read "Marsh Davis". The signature is fluid and cursive, with a long horizontal stroke at the end.

Marsh Davis  
President

cc: Joe McGuinness, INDOT Commissioner

**From:** Indy North Split  
**To:** [Peter Haupers](#)  
**Cc:** [Kia Gillette](#)  
**Subject:** RE: St. Joseph Neighborhood Comments on INDOTs Alternatives Screening Report  
**Date:** Tuesday, October 30, 2018 5:49:18 PM  
**Attachments:** [SJHNA - INDOT Screening Alternatives Report Comments.pdf](#)

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Good evening,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Peter Haupers <haupers3@gmail.com>  
**Sent:** Tuesday, October 30, 2018 2:28 PM  
**To:** Indy North Split <info@northsplit.com>; Kia Gillette <kgillette@hntb.com>  
**Subject:** St. Joseph Neighborhood Comments on INDOTs Alternatives Screening Report

Hello,

Please find the SJHNA comments attached.

Thank you,  
SJHNA

The St. Joseph Historic Neighborhood thanks the HNTB Project Team for their efforts since the series of meetings on the System Level Analysis in May 2018. In September, we were surprised to learn that the seven concepts had developed into one INDOT preferred alternative (4C). We were expecting a thorough review of several high quality alternatives. We believe there are more concerns to be addressed, but most importantly, we believe this project requires an Environmental Impact Study (EIS) rather than the minimum Environmental Assessment (EA) level of environmental consideration.

**Please find our commentary on the INDOT Alternatives Screening Report:**

**Lack of High Quality Alternatives:**

In May, we were shown seven concepts. In September, we were shown four poor quality alternatives and one preferred alternative. Although they likely met the technical definition of an alternative, we would argue that several of these alternatives were designed to not be selected which hinders the integrity of the alternatives process. To have three of five not even meet the Purpose & Need is not a quality selection. The alternative selection process was not the objective exercise we had hoped. It appeared like an obvious multiple-choice question:

*Alternative 1 – No Build:* A baseline is not an alternative, nor should it be treated like one. A baseline is inherent in any scientific analysis as a control group. Any alternative would look better than letting the bridges collapse.

*Alternative 2 – TSM:* In the System Level Analysis, this concept was discussed and several comments indicated that TSM could be incorporated into another concept to be a true alternative. We understand that tolls cannot repair infrastructure. This is not a stand-alone alternative.

*Alternative 3 – In Kind Interchange:* This is what Alternative 1 should have been.

*Alternative 4 – Efficient Interchange:* We consider the three sub-alternatives to be the only worth consideration among the five.

*Alternative 5 – Full Interchange:* It is felt this alternative was added to simply announce that through lanes were no longer in consideration. We thank the Project Team for eliminating this, as it was the most destructive to our Neighborhood.

**Recent Focus on Safety to Support Alternative 4C:**

The recent Alternatives Screening meetings have begun with a heavier focus on safety as compared to prior meetings. It was felt that the Project Team was attempting to rebrand the Project's original purpose from repairing infrastructure to safety. While we agree that safety is a critical aspect of the Project and should be prioritized, the level of focus on safety at this time is meant to support Alternative 4C. Safety is an important inherent component to this Project, not the sole reason for the Project.

### **Project Team's Lack of Consideration for the ARUP Study:**

During the meeting, members of the Rethink 65-70 Coalition asked an HNTB Project Team Member how the ARUP Study would be used by the Project Team. The response was that it would be a "highly relevant public comment". It is felt that more weight should be given to this study because it provides the critical information not addressed in the INDOT System Level Analysis.

### **Missed Opportunity to Learn from INDOT's Summer I-65/I-70 Closures:**

INDOT closed sections of I-65/I-70 this summer. At the 10/9/18 CAC Meeting, we asked if any study had been completed to see where traffic dispersed during this time in order to provide actual data (not model analyses) on how to plan for the impending years of construction. The response from a Project Team Member indicated that no analysis had been performed, no relevant data had been gathered, and no comparisons to the HNTB model had been made to study accuracy. Big miss.

**Please find our additional commentary:**

**Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.**

#### **1.0 Purpose and Need Statement**

The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention.

Comments:

- a. The Alternatives Screening Report *Purpose and Need statement* is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. This is most notable by using the east end of the Alabama Street bridge and Meridian Street ramps as convenient rather than logical termini.
- b. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project Segmentation.
- c. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states "Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR's in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ....at this time, the order of the 3 sections completion should be (1) the North Split interchange

bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg.” ***Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study.***

d. Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.

## **2.0 Proposed Performance Measures shown in Table 2-4, page 2-15**

Comments:

a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.

b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and should be considered in the APE.

c. Bridge Condition & Remaining Service Life: the community supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.

## **3.0 Traffic Mobility Comments**

Comments:

a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.

#### **4.0 Economic Development Potential**

##### Comments:

- a. The INDOT Proposal is not compatible with the Coalition's principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.
- b. The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.
- c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.
- d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.

#### **5.0 Connectivity Comments**

##### Comments:

- a. The INDOT Proposal is not compatible with the Coalition's principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.
- b. This will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.
- c. This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.
- d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.
- e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.

## **6.0 Economic/Social Justice Comments**

Comments:

a. The INDOT Proposal is not compatible with the Coalition's goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.

## **7.0 Preferred Alternate 4C**

Comments:

a. Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from 1-70 westbound traffic proposal: we find it unacceptable that access to Indianapolis' primary street to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips.

b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.

c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

Respectfully submitted,

SJHNA

**From:** Indy North Split  
**To:** [Andy Howard](#)  
**Subject:** RE:  
**Date:** Tuesday, October 30, 2018 8:47:46 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Andy Howard <fpna.andy@gmail.com>  
**Sent:** Monday, October 29, 2018 4:04 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:**

The Fletcher Place Neighborhood Association (FPNA) thanks the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years.

The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place.

We are serious about collaborating for a solution that befits the Hoosier State and that becomes a model for other States.

Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.

1.0 Purpose and Need Statement

The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention.

Comments:

a. The Alternatives Screening Report Purpose and Need statement is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. This is most notable by using the east end of the Alabama Street bridge and Meridian Street ramps as convenient rather than logical termini.

b. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project Segmentation.

c. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states "Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR's in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ....at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg." Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study.

d. Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.

## 2.0 Proposed Performance Measures shown in Table 2-4, page 2-15

### Comments:

a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.

b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and should be considered in the APE.

c. Bridge Condition & Remaining Service Life: the community supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.

### 3.0 Traffic Mobility Comments

#### Comments:

a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.

### 4.0 Economic Development Potential

#### Comments:

a. The INDOT Proposal is not compatible with the Coalition's principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.

b. The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.

c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.

d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.

### 5.0 Connectivity Comments

#### Comments:

a. The INDOT Proposal is not compatible with the Coalition's principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.

b. This will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.

c. This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.

d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.

e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.

#### 6.0 Economic/Social Justice Comments

##### Comments:

a. The INDOT Proposal is not compatible with the Coalition's goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.

#### 7.0 Preferred Alternate 4C

##### Comments:

a. Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from 1-70 westbound traffic proposal: we find it unacceptable that access to Indianapolis' primary street to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips.

b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.

c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

Respectfully submitted,

Andrew Howard  
President of Fletcher Place Neighborhood Association

**From:** Indy North Split  
**To:** [Kim Irwin](#)  
**Subject:** RE: North Split Alternatives Screening Report Input  
**Date:** Tuesday, October 30, 2018 8:56:38 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** Kim Irwin <[kirwin@hbdin.org](mailto:kirwin@hbdin.org)>  
**Sent:** Monday, October 29, 2018 7:30 PM  
**To:** Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>  
**Subject:** North Split Alternatives Screening Report Input

Good evening,

I am writing, on behalf of the Health by Design coalition, to provide input on the North Split Alternatives Screening Report. Here are my questions and comments, some of which echo my June input (below):

- The analysis fails to account for the overall interstate system through Indianapolis' urban core. The project seems segmented and modular, with results that may work for the confined area of the North Split, but offer no indication of impacts to the broader city/county.
- The multimodal connectivity of neighborhoods, retail and services remains of highest priority, and walking, biking and transit options will be impacted by several aspects of this proposal. Neither these modes nor discussion of their integration within the local street grid are adequately addressed in this report.
  - Both Indianapolis' and INDOT's Complete Streets policies must be referenced and followed through all phases and aspects of this project, including maintenance of traffic during construction.
- The cost estimates provided do not have a corresponding 'value capture' measure detailing the potential economic development returns through reclaimed land available in various project alternatives.
- I'm curious of the air quality trade-off(s) between less congestion and added capacity.
- To reiterate from June, we request that the Environmental Assessment process look broadly at measures of public health, public safety, quality of life, environment and community economic development. Topics such as noise, vegetation/greenery, lighting and public art must be

considered.

- o Please include at least one representative of the public health community on the EA project team.
  - o It would be helpful to receive information about the specific steps and timeline for the EA process.
- Lastly, the specific question I'd asked below was never answered, and I'm not aware the info is available online. Please respond with that information.
    - o INDOT's North Split materials state that during peak times, only a small percentage of traffic is traveling to/from outside 465. What is the overall percentage of through-traffic throughout the day, including non-peak times?

Thank you for the opportunity to provide input. Please let me know of any questions for me.

Take care,

Kim

Kim Irwin, MPH (*she/her/hers*)  
 Executive Director  
[Health by Design](#)  
 615 N. Alabama Street, Suite 426  
 Indianapolis, IN 46204  
 317-622-4821  
[kirwin@hbdin.org](mailto:kirwin@hbdin.org)

---

**From:** Kim Irwin  
**Sent:** Thursday, June 7, 2018 10:20 PM  
**To:** 'info@northsplit.com' <[info@northsplit.com](mailto:info@northsplit.com)>  
**Subject:** North Split Input

Good evening,

Thank you for the opportunity to provide input on the North Split System-Level Analysis. On behalf of the Health by Design coalition, I have several general comments to offer:

- We appreciate the critical need to ensure the safety of the existing bridges and support stabilization, maintenance and repairs that will address those in the short-term. That said, such strategies should not preclude the parallel exploration of broader and longer-term system-level options. In addition, non-infrastructure related interventions (speed reduction, traffic calming measures, etc.) should be considered, as appropriate.
- We believe that further study of the non-transportation-related impacts of the interstate system through downtown Indianapolis is warranted and should be conducted to include the most comprehensive assessment of public health, public safety, quality of life, environment

and community economic development possible. Such study should be funded by INDOT as part of the larger project development process and rely on local, state and national partners and subject matter experts.

- We would be more than happy to provide support to a formal Health Impact Assessment.
- The decision-making process should include consideration of active transportation options and impacts as related to accessibility, safety (perceived and actual), connectivity and both latent and induced demand. Moving forward, the process should include more detail related to the planning, design and implementation of walking, biking and transit-related facilities for the various concepts.
- Given the fiscal restraints and generally limited resources available for our overall transportation system, it is paramount we ensure that every dollar spent is spent in the wisest way possible. To do this, estimated project costs should account for the full range of associated immediate, short- and long-term expenses and returns. With that, we should account for full life-cycle costs, as well as expenses (or savings) associated with the non-transportation-related impacts discussed above. It seems unlikely that the costs projected in this analysis do so.
- A project like this also warrants a broader conversation about transportation concepts such as performance, peak, congestion and delay. There is an argument to be made that we shouldn't want a downtown interstate to function in the same way as one through a suburban or rural part of the state, let alone be expected to. Along with that, it's important to understand and be forthcoming about the inherent biases and limitations of the models in use. Both of these topics need further transparency, consideration and discussion as the process continues.

I also have one specific questions:

- INDOT's North Split materials state that during peak times, only a small percentage of traffic is traveling to/from outside 465. What is the overall percentage of through-traffic throughout the day, including non-peak times?

I am more than happy to discuss these comments further or answer any questions, as needed. Again, thank you for this opportunity to provide input. We look forward to continued participation in the process.

Take care,

Kim

Kim Irwin, MPH  
[Health by Design](#)  
Executive Director, Alliance for Health Promotion  
615 N. Alabama Street, Suite 426

Indianapolis, IN 46204  
317-622-4821  
[kirwin@hbdin.org](mailto:kirwin@hbdin.org)

**From:** Joe Jarzen  
**To:** [Kia Gillette](#)  
**Subject:** RE: North Split Consulting Parties Meeting No. 4 - Powerpoint Slides  
**Date:** Tuesday, October 30, 2018 4:28:02 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[KIB\\_DesNo1592385&1600808\\_October\\_2018.pdf](#)

---

Kia,

Thank you for the additional time. Please find attached some comments from KIB regarding the North Split project, Alternative 4C proposal.

Sincerely,  
Joe

Joseph Jarzen  
*Vice President of Program Strategy*  
**Keep Indianapolis Beautiful, Inc.**  
1029 Fletcher Ave., Ste. 100  
Indianapolis, IN 46203  
o: 317.264.7555 x106  
c: 765.967.0632  
[jjarzen@kibi.org](mailto:jjarzen@kibi.org)

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---

**From:** Kia Gillette [mailto:[kgillette@HNTB.com](mailto:kgillette@HNTB.com)]  
**Sent:** Thursday, October 25, 2018 4:52 PM  
**To:** Joe Jarzen <[jjarzen@kibi.org](mailto:jjarzen@kibi.org)>  
**Subject:** RE: North Split Consulting Parties Meeting No. 4 - Powerpoint Slides

Joe,

Comments are still due by October 29; however, if you can get them in by October 31 we will still accept them.

Thanks for checking,  
Kia

**Kia Gillette**  
Environmental Project Manager  
Email [kgillette@hntb.com](mailto:kgillette@hntb.com)

---

**From:** Joe Jarzen <[jjarzen@kibi.org](mailto:jjarzen@kibi.org)>  
**Sent:** Thursday, October 25, 2018 2:18 PM  
**To:** Kia Gillette <[kgillette@HNTB.com](mailto:kgillette@HNTB.com)>  
**Subject:** RE: North Split Consulting Parties Meeting No. 4 - Powerpoint Slides

Kia,

At the consulting parties meeting, it was shared comments were due back by end of day October 29. One of the questions was about extending that deadline to accommodate neighborhood's abilities to meet and compile their comments. I wondered if there was any consideration for this?

We are working on putting together our feedback, and I wondered what flexibility there might be to provide feedback by end of day Oct. 31? We have one more VP-Director meeting on Tuesday, and that would allow me time to have something to share with them before submitting to you.

Thanks for any feedback you can provide on this.

Sincerely,  
 Joe

Joseph Jarzen  
 Vice President of Program Strategy  
**Keep Indianapolis Beautiful, Inc.**  
 1029 Fletcher Ave., Ste. 100  
 Indianapolis, IN 46203  
 o: 317.264.7555 x106  
 c: 765.967.0632  
[jjarzen@kibi.org](mailto:jjarzen@kibi.org)

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**From:** Kia Gillette [<mailto:kgillette@HNTB.com>]  
**Sent:** Friday, October 19, 2018 12:34 PM  
**To:** Michelle Allen ([michelle.allen@dot.gov](mailto:michelle.allen@dot.gov)) <[michelle.allen@dot.gov](mailto:michelle.allen@dot.gov)>; Eryn Fletcher ([Eryn.Fletcher@dot.gov](mailto:Eryn.Fletcher@dot.gov)) <[Eryn.Fletcher@dot.gov](mailto:Eryn.Fletcher@dot.gov)>; Anuradha Kumar ([akumar@indot.IN.gov](mailto:akumar@indot.IN.gov)) <[akumar@indot.IN.gov](mailto:akumar@indot.IN.gov)>; Carpenter, Patrick A <[PACarpenter@indot.IN.gov](mailto:PACarpenter@indot.IN.gov)>; Ross, Anthony <[ARoss3@indot.IN.gov](mailto:ARoss3@indot.IN.gov)>; Laura Hilden ([lhilden@indot.IN.gov](mailto:lhilden@indot.IN.gov)) <[lhilden@indot.IN.gov](mailto:lhilden@indot.IN.gov)>; Seth Schickel <[sschickel@HNTB.com](mailto:sschickel@HNTB.com)>; John W. Myers <[jwmyers@HNTB.com](mailto:jwmyers@HNTB.com)>; Richardson, Jeromy <[Jeromy.Richardson@ucindy.com](mailto:Jeromy.Richardson@ucindy.com)>; 'Poland, Chris' <[Chris.Poland@ucindy.com](mailto:Chris.Poland@ucindy.com)>; Ali Hernandez ([ali.hernandez@borshoff.biz](mailto:ali.hernandez@borshoff.biz)) <[ali.hernandez@borshoff.biz](mailto:ali.hernandez@borshoff.biz)>; [erin@compassoutreachsolutions.com](mailto:erin@compassoutreachsolutions.com); Runfa Shi ([rshi@indot.IN.gov](mailto:rshi@indot.IN.gov)) <[rshi@indot.IN.gov](mailto:rshi@indot.IN.gov)>; Katie Rounds ([KRounds@indot.IN.gov](mailto:KRounds@indot.IN.gov)) <[KRounds@indot.IN.gov](mailto:KRounds@indot.IN.gov)>; Andrew Dietrick ([adietrick@indot.in.gov](mailto:adietrick@indot.in.gov)) <[adietrick@indot.in.gov](mailto:adietrick@indot.in.gov)>;



keep  
Indianapolis  
beautiful INC.

October 29, 2018

Kia Gillette  
Environmental Project Manager  
HNTB Indiana  
111 Monument Circle  
Indianapolis, IN 46204

RE: I-65/I-70 North Split Interchange Reconstruction Project (Des. Number (Nos.) 1592385 & 1600808)

Dear Kia,

On behalf of Keep Indianapolis Beautiful, Inc. (KIB), please accept the following comments to be included for consideration in review of the Indiana Department of Transportation (INDOT) project with funding from the Federal Highway Administration (FHWA) proposing a preferred alternative to the I-65/I-70 North Split Interchange Reconstruction Project in the City of Indianapolis, Marion County (Des. Number (Nos.) 1592385 & 1600808).

KIB hopes that any project at this site will balance improving current infrastructure conditions, provide a sustainable solution to traffic needs through and around Indianapolis beyond the next 50 years, and improve or at least not further harm quality of life for the City and the neighborhoods adjacent to the interstate, which include but are not limited to economic investment opportunities and improved environmental impacts. KIB believes that this project can minimize adverse effects by considering how the project will impact the character of the neighborhood's setting, whether that be visual, atmospheric and audible elements.

One way to address the visual, atmospheric and audible elements of a neighborhood's character is to preserve existing trees and plant additional native plants and trees throughout the project area. A mature tree canopy is prevalent throughout the adjacent neighborhoods. Maintaining and growing the tree canopy along the interstate impacts the aesthetic look of the neighborhoods, which will continue that historic character and soften the division line between the neighborhood and where it meets the interstate. An intentionally planted and expanded natural barrier will also significantly impact the annual benefits of carbon sequestration and other greenhouse gas mitigation, increase stormwater interception and reduce noise impacts. National studies prove the positive impacts of trees. The Green Heart Project by the University of Louisville (<https://louisville.edu/greenheart>) proves the impact of large trees upon a school along a highly traveled street. Results show mature trees provide significant benefits on air quality and health of students at the school. It is critical to ensure there is an increase in net green to accommodate high traffic counts that will exist by maintaining an interstate through downtown.

These comments are submitted responding to the preferred Alternative 4C shared during October 2018. Immediately adjacent to the project site are approximately 1,225 1-2" caliper trees that were planted as far back as 2007. Many of these trees are reaching maturity and having clear environmental and aesthetic impacts. Growing taller than the surface elevation of the interstate, these trees will continue to have significant impact if allowed to continue to thrive. In addition to the trees, KIB has also invested time, money and resources into 11 murals on underpasses throughout the project site. Note that the value of all these investments totals \$1,055,113 (including cost for planting and maintaining trees, and preparation and creation of 11 murals).

KIB understands that Preferred Alternative 4C has a large project site that will impact many of these resources. As a result, we would request the following be included in construction and budgetary plans for this project.

1. Preserve and protect as many mature trees as possible. While the construction site may not be able to avoid some mature trees, particularly on the west leg of the interstate from the North Split west through Central Ave., KIB wishes that as many mature trees are protected as possible throughout the construction.
  - a. Trees along Davidson St. appear to be outside of any proposed expansion within the ROW. If possible, these trees should be preserved and clearly protected through construction within the project site and staging areas. It should be clearly noted and considered in all bidding documents
2. Replace removed mature trees with mature native trees. Any trees that are lost should be replaced to match the number of trees removed. In order to match tree size, take the square inch of the cross section/diameter at breast height (DBH) to determine what size the new tree should match. Larger size trees will require substantially more water and this is determined by taking the DBH times 10, which equals the number of gallons per week the tree should receive.
3. Plant new native trees. Alternative 4C does widen the interstate within the existing ROW, however, it preserves some greenspace compared to some of the other alternatives. In light of this, there will likely be substantial plantable space. In these areas, new native trees should be planted with a preferred size of 1-2" caliper trees, including a three year maintenance plan to ensure survivability (15 gallons of water a week per tree, with appropriate pruning in subsequent years).
4. Plant native plants. In the design of Alternative 4C, there appears to be substantial plantable space within the North Split itself and along the berms. The land that will be opened up along O'Bannon Park to the north will also be expanded with the condensing of the split. In all of these areas, KIB would encourage the planting of native plants that would support migratory patterns of insects, birds and butterflies, provide environmental benefits such as stormwater runoff mitigation, and create a more attractive aesthetically appealing welcome to the crossroads of America.
  - a. Additional art installations should be considered in the space as well, similar to that which is seen with the RNA molecule at the I-70 exit ramp onto Madison Ave. The Idle,

overlooking the south split off Virginia Ave., is a good model to make an inaccessible place a bit more accessible and unique.

5. Accommodate and install new community driven murals. It appears that all eleven Vibrant Corridor murals will be lost through Alternative 4C. In light of this, KIB believes murals should also be replaced under every underpass. Murals are one method to create a better experience that is safer, more inviting and community oriented. Designs should be driven by the community and implemented with local artists who will respond to and include suggestions from the community.
6. Additional quality of life installations. Through this process, there have been a number of recommendations from a variety of organizations focused on ways to consider how to mend the divide between neighborhoods and their relationship with downtown. These suggestions need to be considered further. Lighting, bike lanes, pavement treatment, signage, green walls (exterior of walls planted to maximize opportunities for plants) and others not listed here should all be included in any improvements to this alternative.

KIB was founded in 1976 and is the largest most comprehensive affiliate of Keep America Beautiful. KIB is a private nonprofit organization with a mission to engage diverse communities to create vibrant public places, helping people and nature thrive. Its work spans community engagement through programs focused on litter mitigation, increasing the tree canopy, creating with local neighborhoods natural and artistically designed places rooted in community, supporting habitat restoration throughout the City and providing meaningful opportunities for youth development from elementary school through college. KIB hopes to clean our air and water by planting 30,000 trees by 2025, support a more biodiverse environment by restoring 100 acres of landscapes by 2020 and inspire 100,000 people to care for the environment by 2022.

The aim is to have an interstate that can as best as it possibly can, respond to the local heritage of the city, allow for city level connections for people, and put into place mitigation techniques that will lessen the negative environmental impacts that a high traveled, high speed corridor will have upon the adjacent community. Ensuring context sensitive solutions play an integral part in the design is essential. A significant amount of KIB's financial and social capital will be negatively impacted by this project, and without the above considerations, this project can have uninvited impacts upon the community. KIB supports the exploration of opportunities that increase the tree canopy, plant more native plants, create an aesthetically inviting, artistically created environment that engages neighborhoods in the process. These are all items that need to be added into the design for Alternative 4C.

Sincerely,



Joseph Jarzen  
Vice President of Program Strategy  
Keep Indianapolis Beautiful

**From:** Indy North Split  
**To:** [Marjorie Kienle](#)  
**Subject:** RE: preferred solution  
**Date:** Tuesday, October 30, 2018 9:03:21 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Marjorie Kienle <mlkienle@indy.rr.com>  
**Sent:** Monday, October 29, 2018 10:55 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** preferred solution

I want to personally thank INDOT for trying to listen to the citizens of Indiana and Indianapolis in the quest for an improved I65- I70 throughout downtown that will achieve their safety and transportation goals while respecting the four principles so very important to those who live and/or work downtown:

- 1, No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

There will still be walls with 4c but not so high and with green space that can be designed as parklike. There will be no through lanes but there will be an expansion of the roadbed, encroaching upon historic properties that are still worrisome. But the continued opportunities lie in working toward principles 3 and 4. I think that we can do better.

Further, the lack of participation by INDOT in the meetings with Arup is very distressful. This study was funded by private money, much of which was a small donation from many people. The lack of participation is extraordinarily disrespectful and surprising.

We have made good progress trying to find something that will be win-win. We are not there yet.

Marjorie Kienle  
Lockerbie Square and HUNI

**From:** Paul Knapp  
**To:** [Joseph McGuinness](#)  
**Cc:** [Marsh Davis](#); [Kia Gillette](#)  
**Subject:** Rethink 65/70 Coalition,  
**Date:** Wednesday, November 14, 2018 12:18:56 PM  
**Attachments:** [2018\\_11\\_12\\_ARUP\\_Visit\\_Pres\\_Public\\_email\\_reduced.pdf](#)

---

Dear Commissioner McGuinness,

On behalf of the Rethink 65/70 Coalition and its supporters, I am attaching the presentation deck we presented to the public on the evening of November 12<sup>th</sup>. You will see that it contains drawings depicting a new design concept for the north, east, and south legs of the Inner Loop interstates in downtown Indianapolis along with economic analysis provided by Arup Advisors which shows the enormous positive impact the Coalition's design could have on Central Indiana for decades to come.

We ask that the North Split Alternative 4c preliminary design that INDOT has designated as its preferred direction be modified during the final design stages so that it can accommodate the depressed highway design concept presented by the Rethink 65/70 Coalition and allow for the associated connectivity and economic development benefits.

Finally, we would welcome the opportunity to meet with INDOT engineers and project managers, as well as INDOT's outside engineers with HNTB, to work collaboratively to combine the North Split Alternative 4c preliminary design with the Coalition's design.

Thank you for your consideration.

Paul

**Paul J. Knapp // CEO**  
**YOUNG & LARAMORE // ECHOPOINT MEDIA**  
P: 317.264.8000 // [yandl.com](http://yandl.com)

**RETHINK**



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**RETHINK**



**REBUILD IT RIGHT.**

## **OUR VISION...**

**Capitalize on the interstate investment to vault our Capital City into the upper echelon of great American cities; where innovative transportation infrastructure, urban design, economic development, equitable access to housing and transportation, and quality of place work together, resulting in a compelling and engaging place to live, work, play and visit.**

# THE OPPORTUNITY...

**The investment in the I-65/I-70 north split and downtown interstate will reshape the economy and quality-of-life in Indianapolis for the next 50 years.**

**We owe future generations a better approach to the growth and mobility needs of the region and the city.**

**We have the opportunity to create a transformative system that enhances urban connectivity, economic development potential and revenue, and the livability of our growing and competitive 21st century city.**

# **WE CAN REBUILD IT RIGHT.**

**We can achieve a Rebuild scenario that...**

- Provides opportunity for economic development**
- Creates a new front door experience to the City and State**
- Manages traffic congestion – interstate and city streets**
- Supports the regional transit initiative**
- Positions Indiana as a forward-thinking state regarding transportation technologies and smart infrastructure**



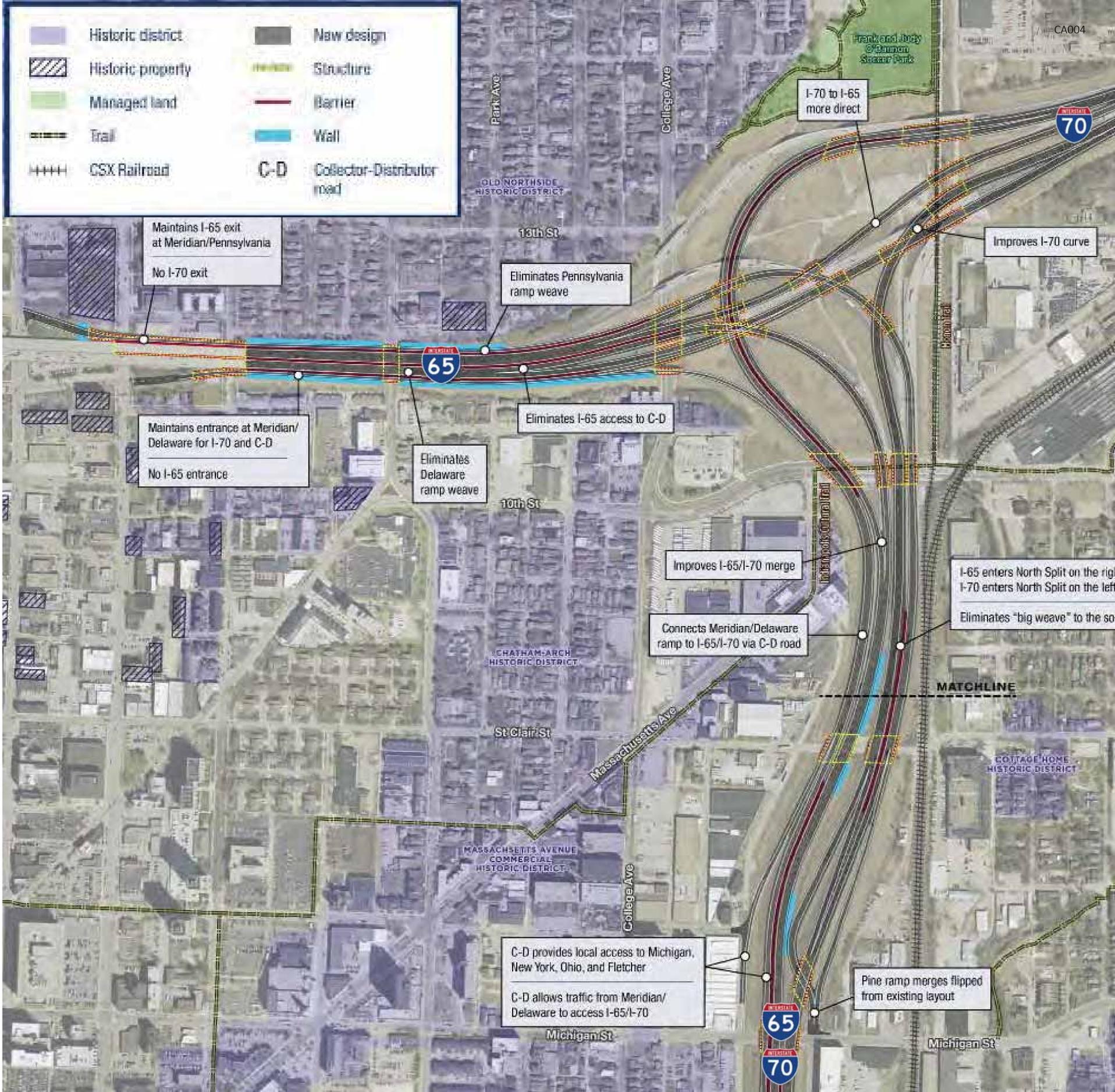
**REVIEW OF  
INDOT'S PREFERRED ALTERNATIVE  
CONCEPT 4C**

# INDOT Alternative 4C

## Preliminary Preferred Alternative

### IMPROVEMENTS:

1. Improves safety
2. Removes bottlenecks
3. Does not add Through Lanes
4. More compact interchange
5. Minimizes walls on West leg
6. No exterior walls on East/South legs



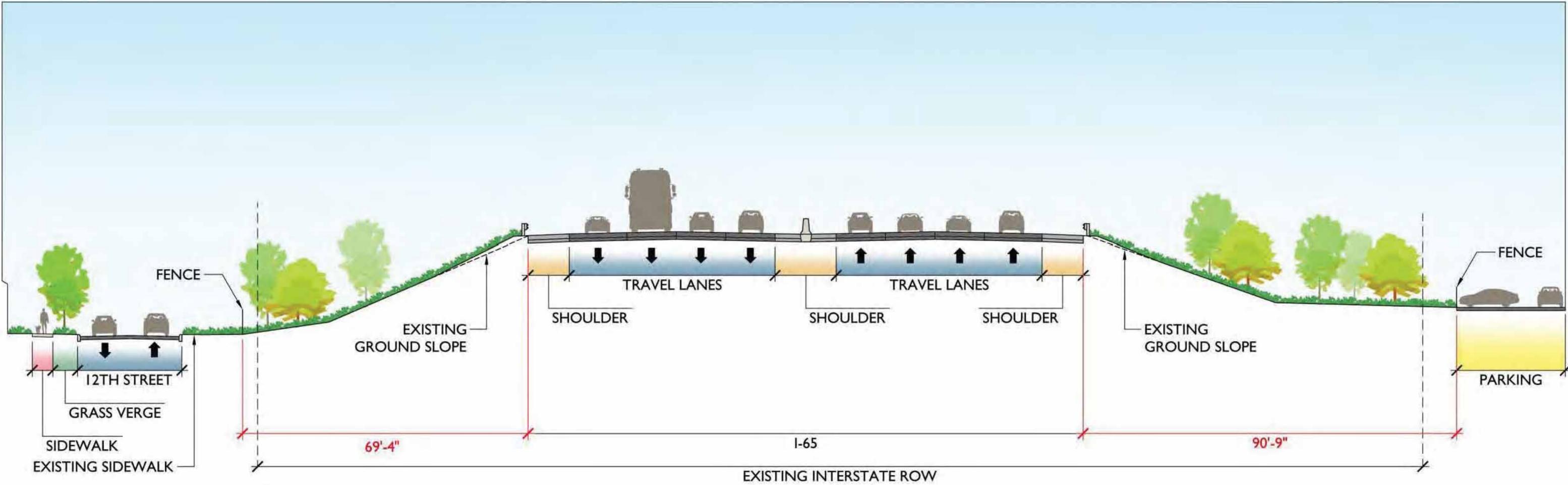
**RETHINK**  **REBUILD IT RIGHT.**

- 01** No above-grade walls.
- 02** No expansion of existing number of through lanes.
- 03** Increased connectivity between neighborhoods and areas of commerce divided by the interstates.
- 04** Increased opportunities for inclusive economic development along the path of the interstates.

# INDOT Alternative 4C

## Existing I-65 Cross Section at Central – Looking East

### 1. No Above Grade Walls?

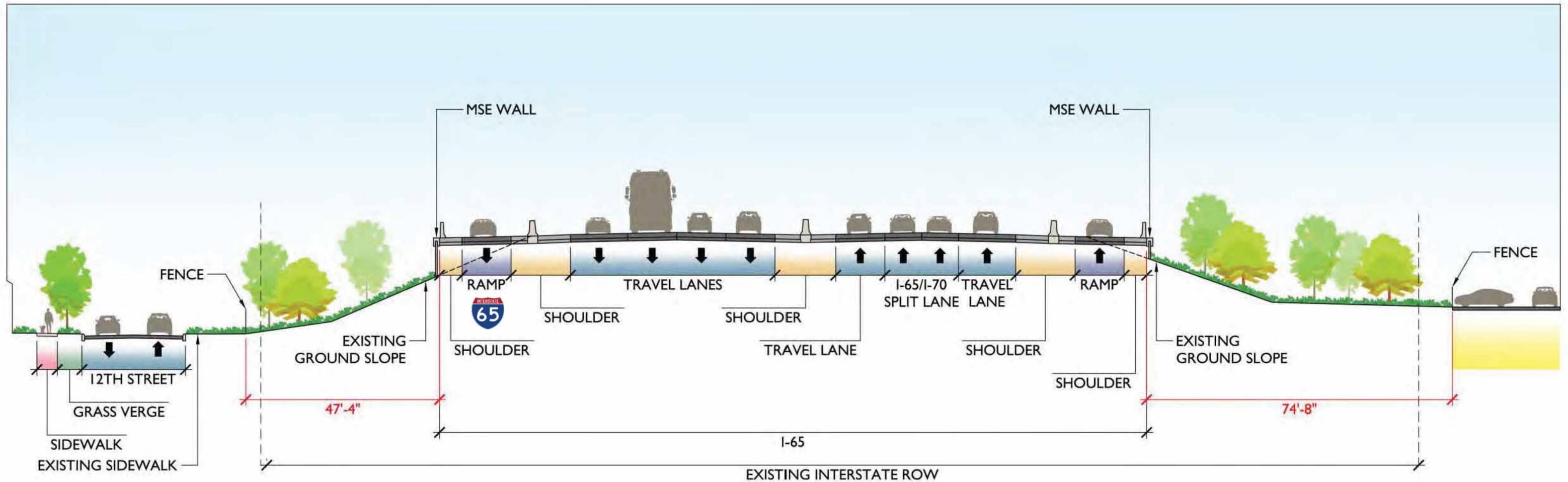


# INDOT Alternative 4C

## Proposed I-65 Cross Section at Central – Looking East

### 1. No Above Grade Walls?

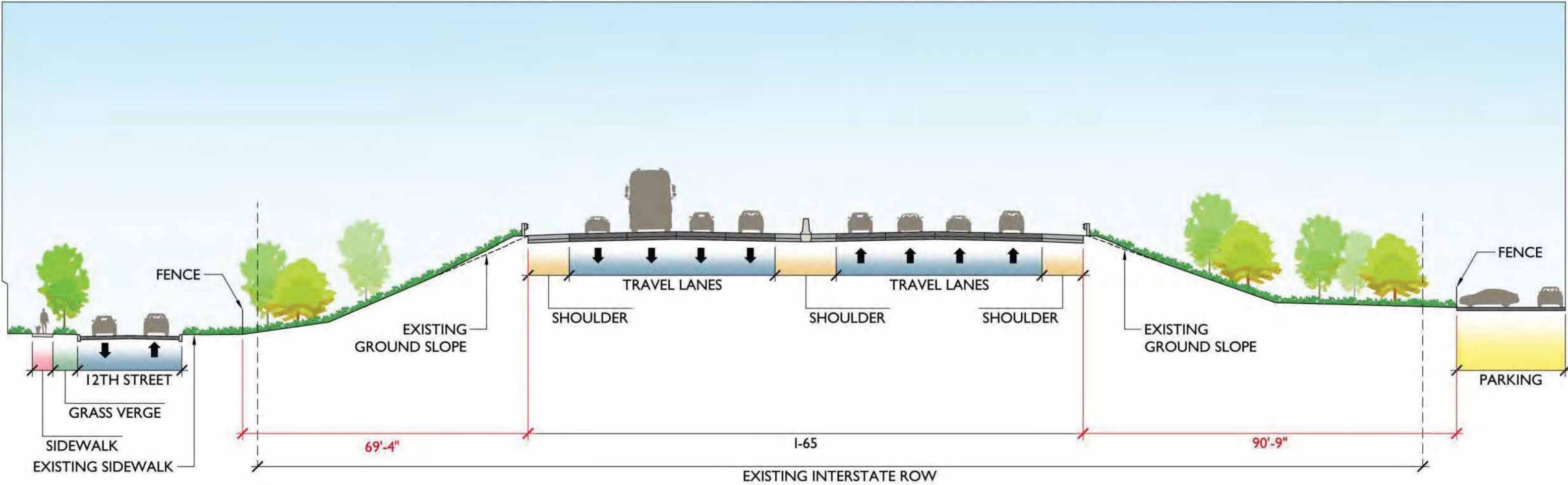
*Up to 11 ft. High north (Ala. To Park) and 7 ft. high south (Ala. to College)*



# INDOT Alternative 4C

## Existing I-65 Cross Section at Central – Looking East

### 2. No Lane Expansion?

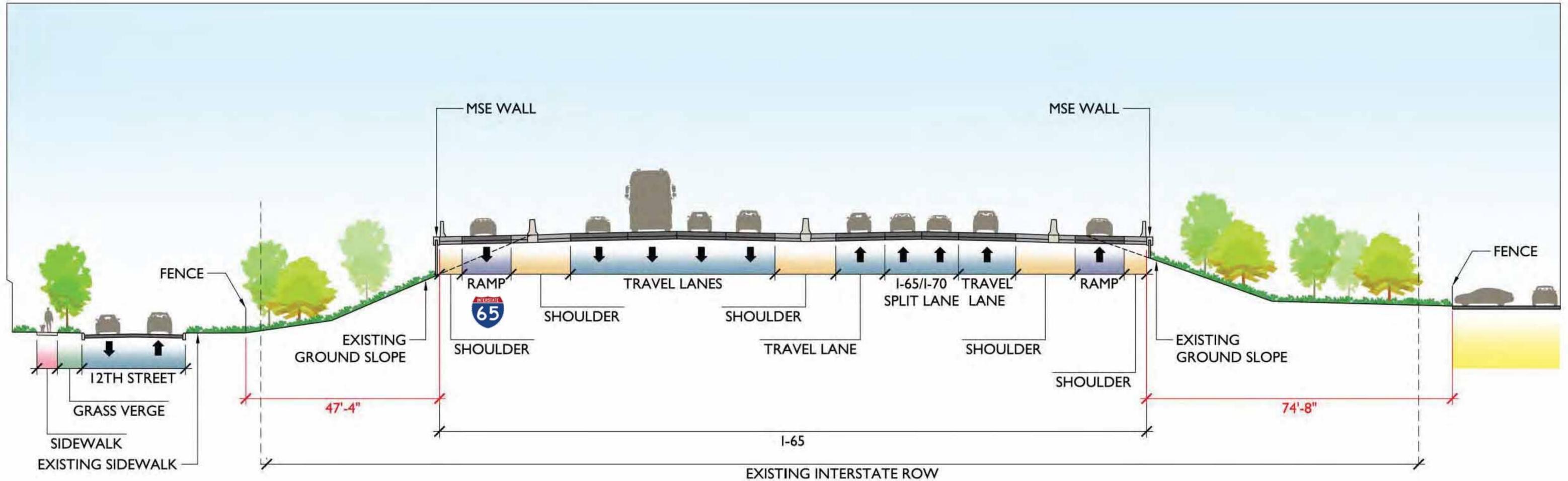


# INDOT Alternative 4C

## Proposed I-65 Cross Section at Central – Looking East

### 2. No Lane Expansion?

*Up to 22 ft. wide north and 16 ft. wide south*

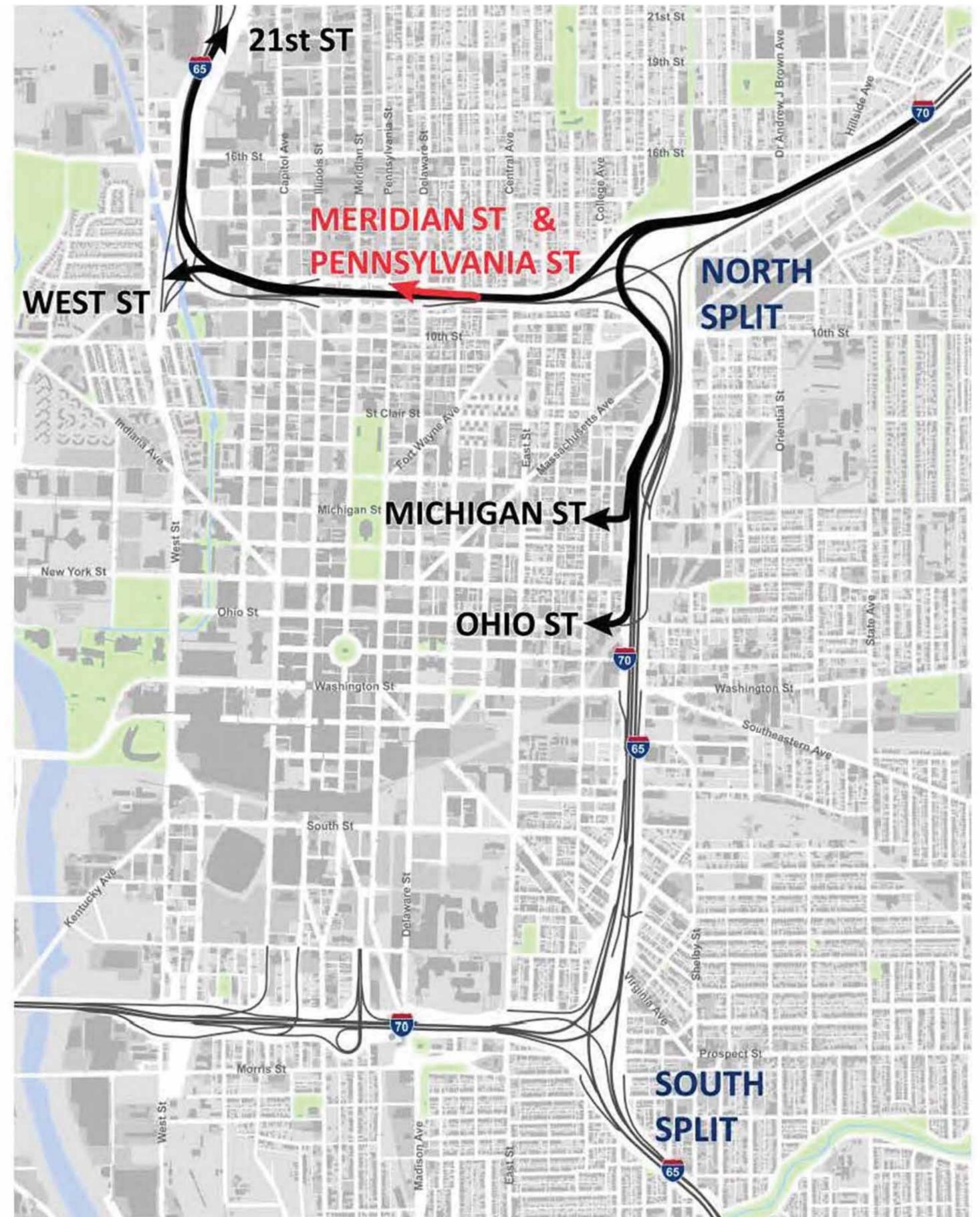


# INDOT Alternative 4C

## Ramp Restrictions

### 3. Increased Connectivity?

- *Elimination of WB 70 Exit at Meridian/Penn. drives more congestion to West Street interchange*
- *Addition congestion decreases connectivity/quality of life/mobility in NW neighborhoods*

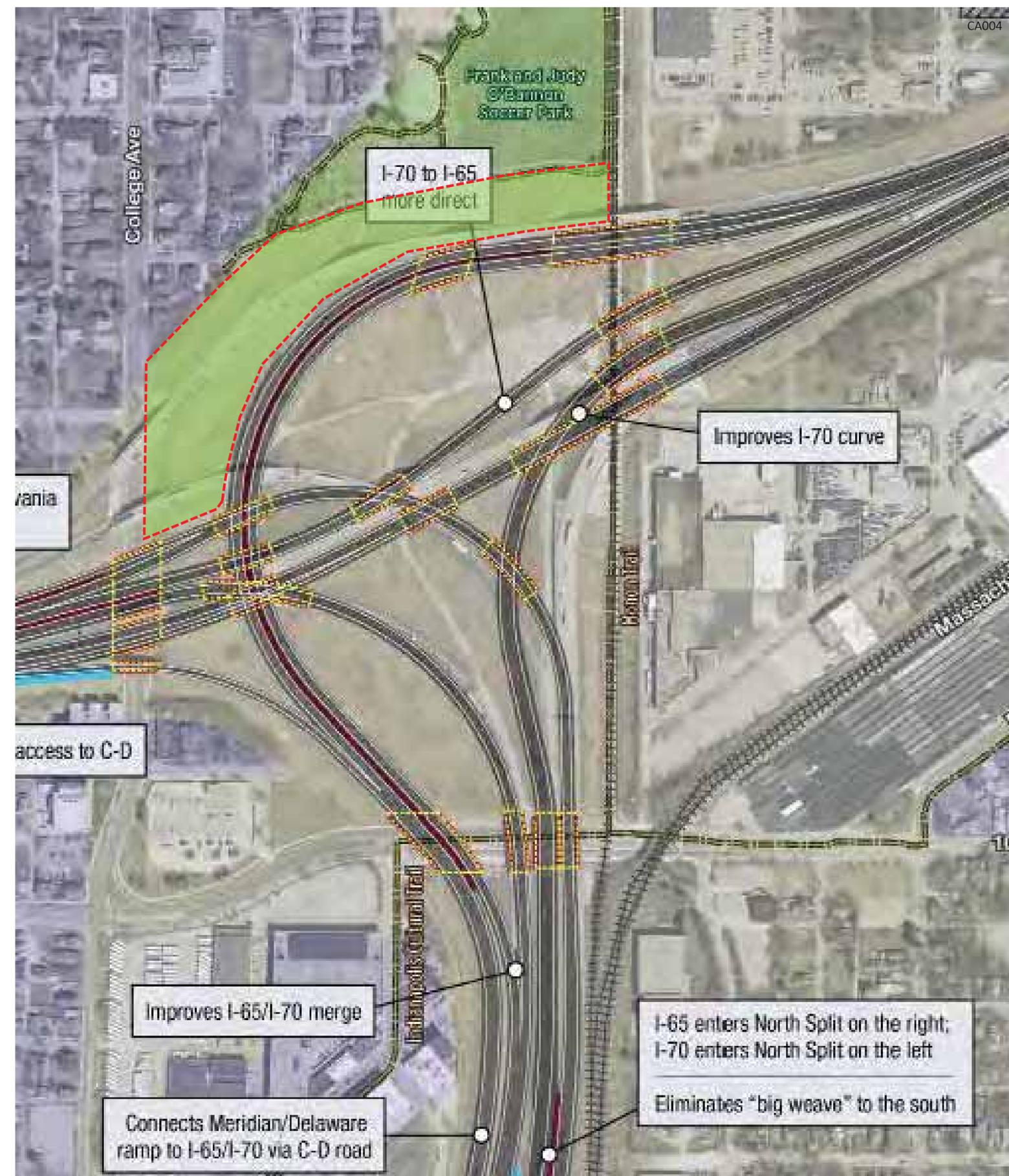


# INDOT Alternative 4C

## Smaller Footprint

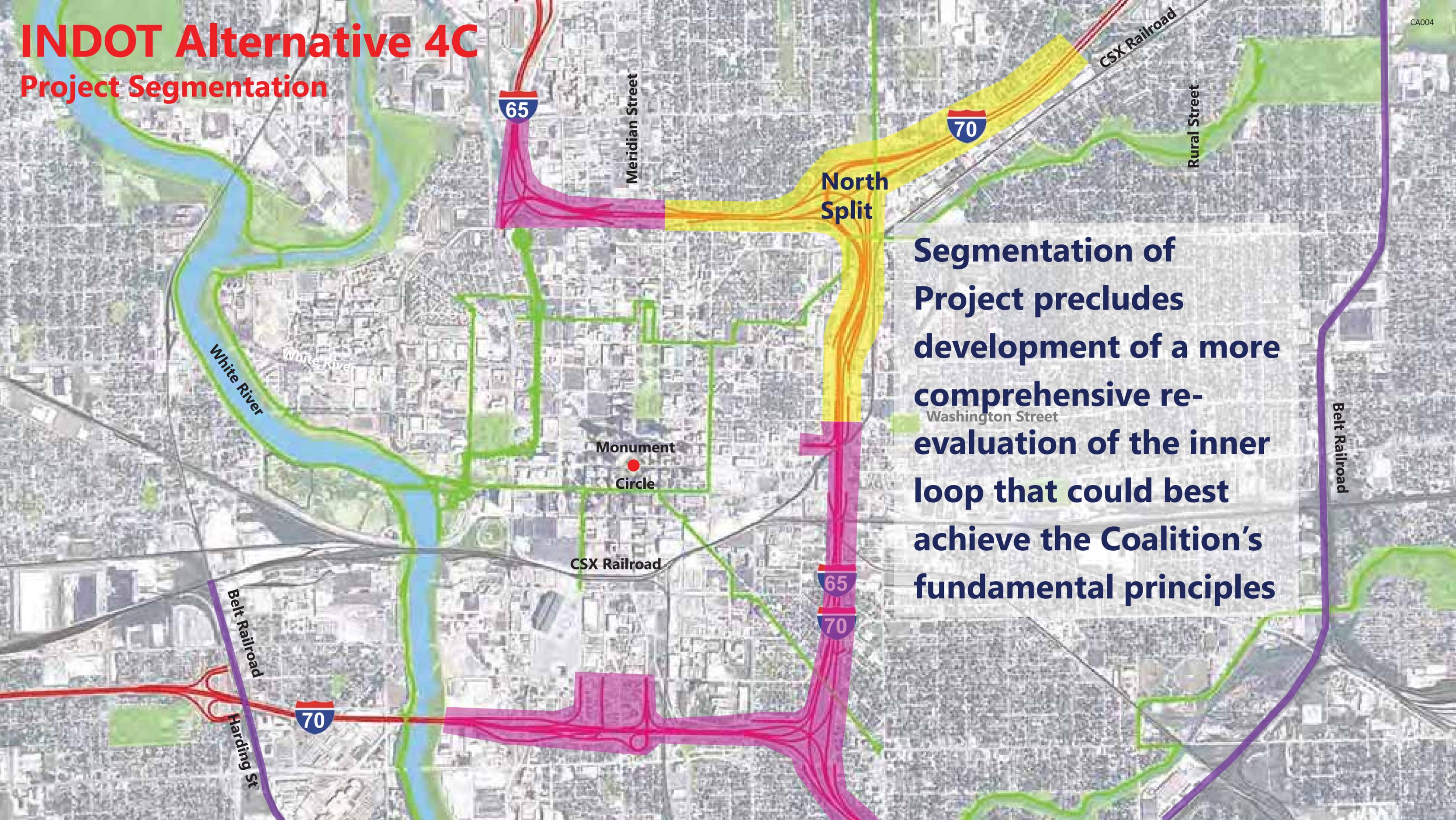
### 4. Inclusive Economic Development Potential?

- *Limited additional land created for park space adjacent to O'Bannon Park on north side of interchange*



# INDOT Alternative 4C

## Project Segmentation



**Segmentation of Project precludes development of a more comprehensive re-evaluation of the inner loop that could best achieve the Coalition's fundamental principles**



# COALITION CONCEPT



## **WE ARE INSPIRED...**

**There is a national movement in cities across US to Rethink interstate rebuilds**

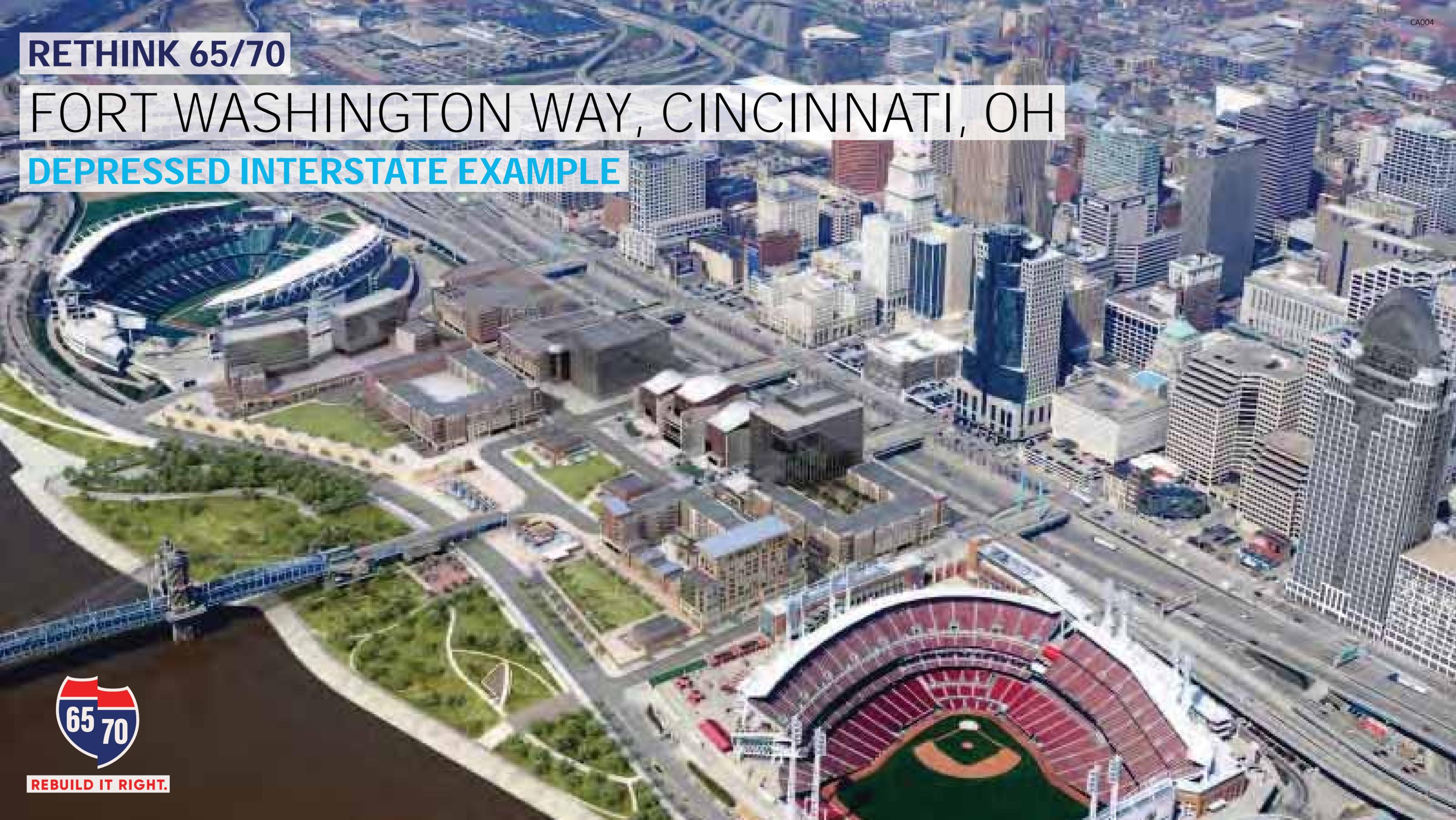
**Solutions that create sustainable and equitable growth, while safely accommodating commuter and logistics traffic**

**One such example exists just over 100 miles to the southeast of Indianapolis ...**

**RETHINK 65/70**

**FORT WASHINGTON WAY, CINCINNATI, OH**

**DEPRESSED INTERSTATE EXAMPLE**



**REBUILD IT RIGHT.**

**RETHINK 65/70**

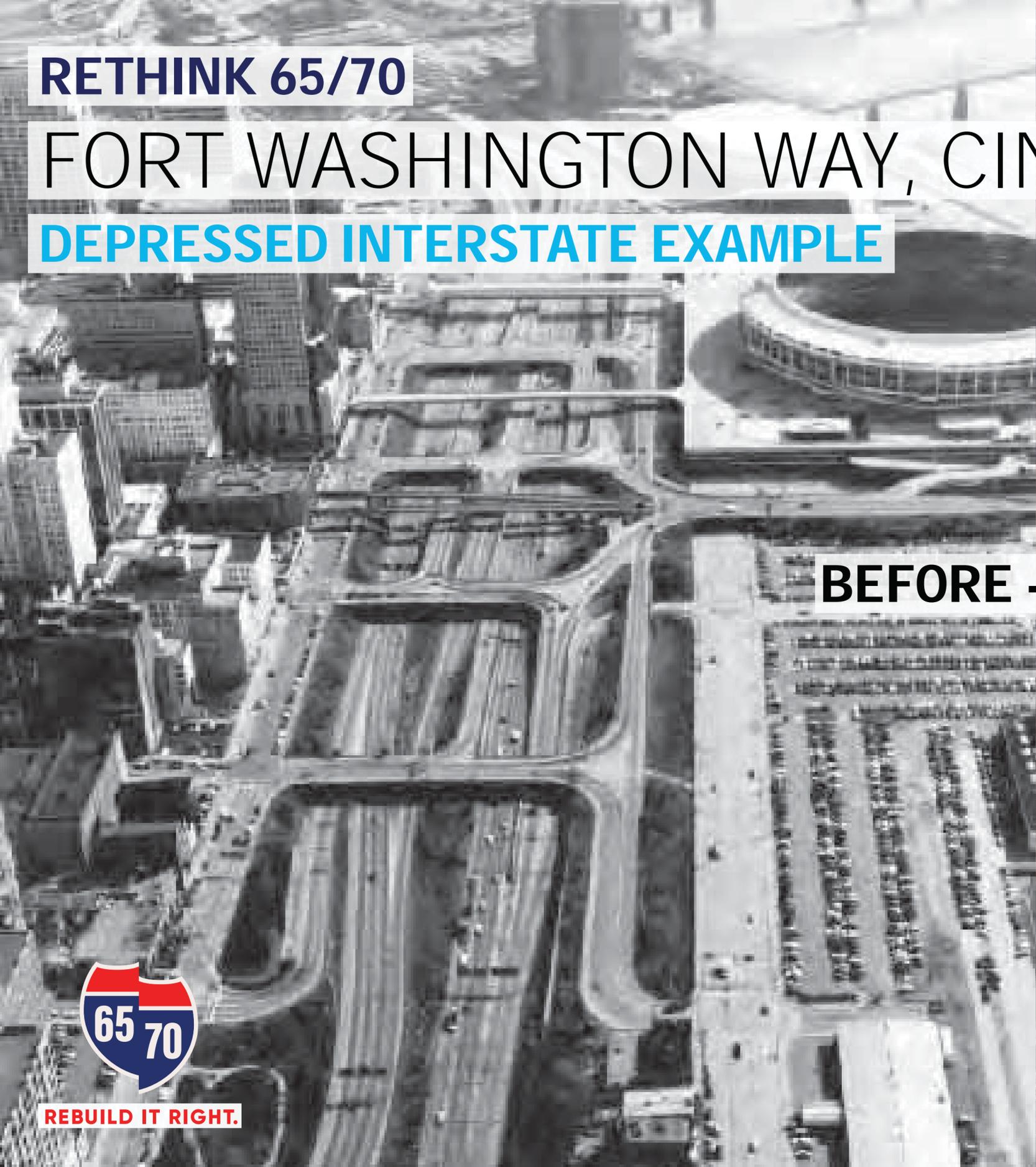
**FORT WASHINGTON WAY, CINCINNATI, OH**

**DEPRESSED INTERSTATE EXAMPLE**

**BEFORE - AFTER**



**REBUILD IT RIGHT.**



**RETHINK 65/70**

# FORT WASHINGTON WAY - 1993

**DEPRESSED INTERSTATE EXAMPLE**

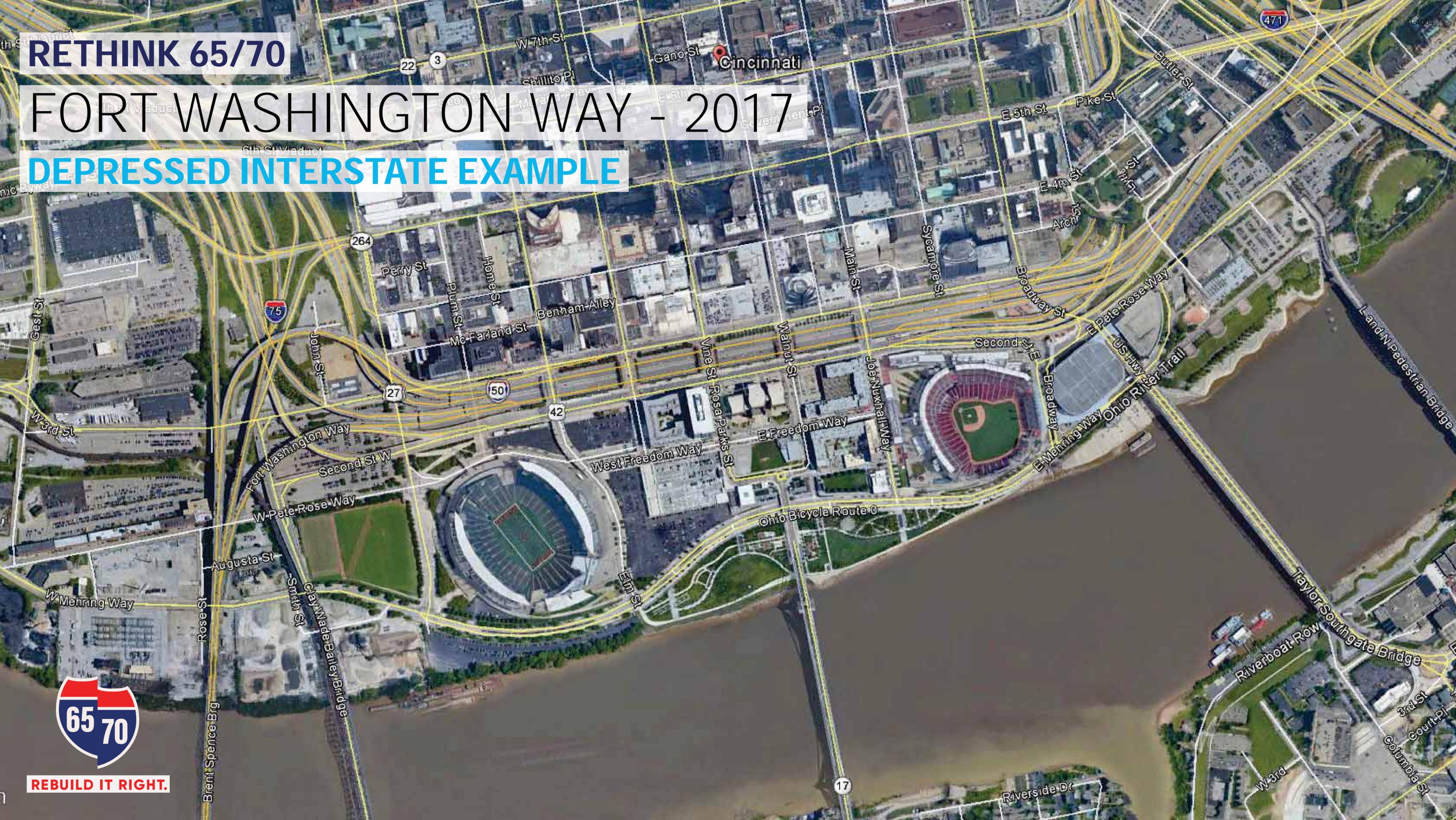


**REBUILD IT RIGHT.**

**RETHINK 65/70**

# FORT WASHINGTON WAY - 2017

**DEPRESSED INTERSTATE EXAMPLE**



**REBUILD IT RIGHT.**

**RETHINK 65/70**

# FORT WASHINGTON WAY - FUTURE

**DEPRESSED INTERSTATE EXAMPLE**



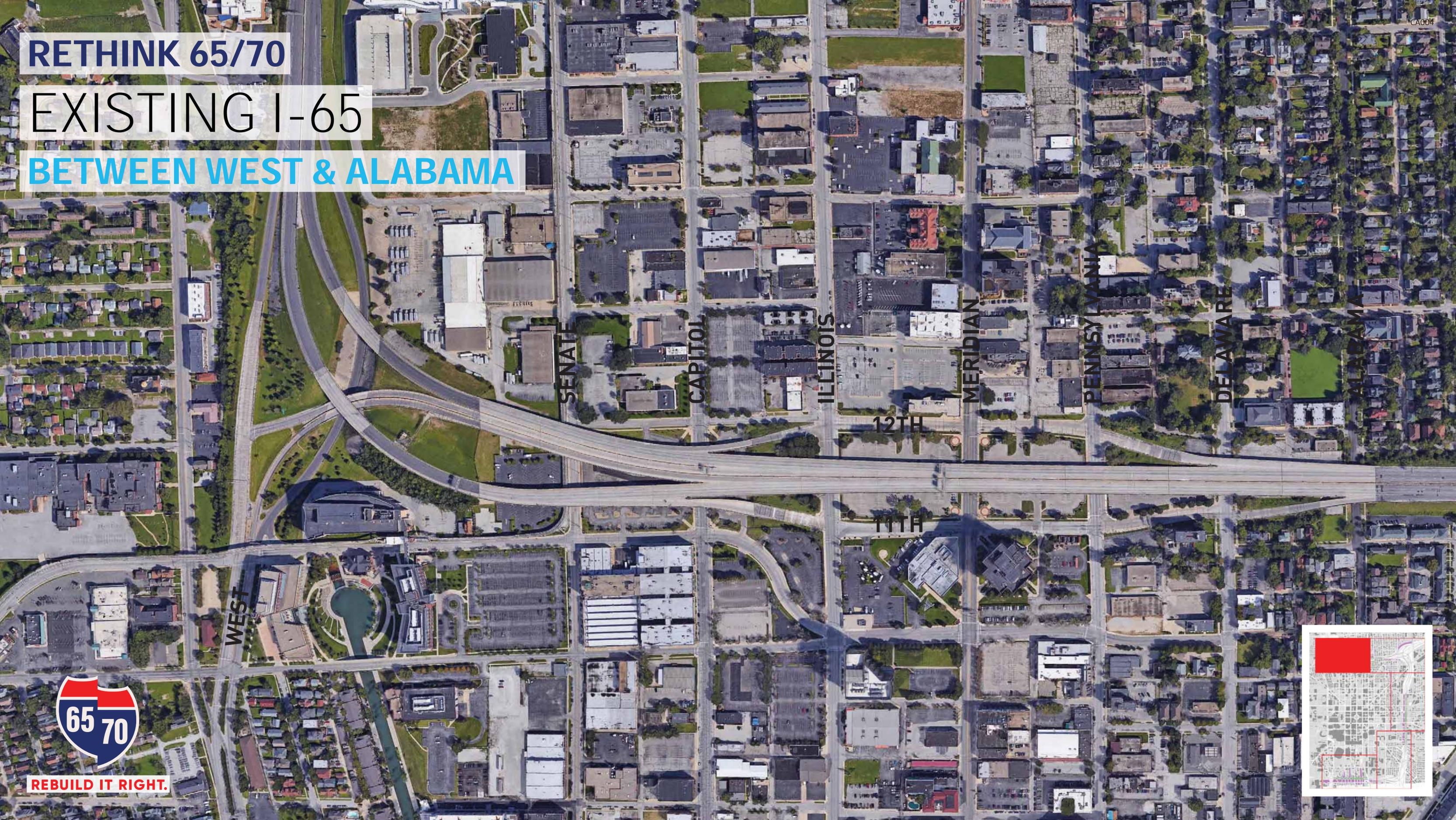
**REBUILD IT RIGHT.**



**RETHINK 65/70**

**EXISTING I-65**

**BETWEEN WEST & ALABAMA**



**REBUILD IT RIGHT.**



**RETHINK 65/70**

# DEPRESSED ALTERNATIVE

**BETWEEN WEST & ALABAMA**



**REBUILD IT RIGHT.**

**RETHINK 65/70**

**EXISTING I-70**

**BETWEEN SOUTH SPLIT & WEST**

WEST

MISSOURI

CAPITOL

ILLINOIS

MERIDIAN

MADISON

DELAWARE

MADISON

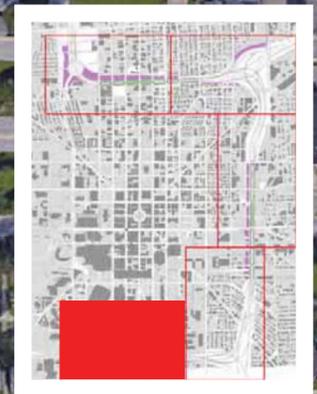
RA

WILKINS

10TH



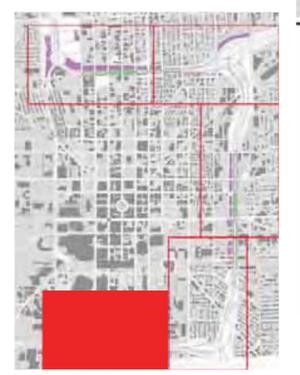
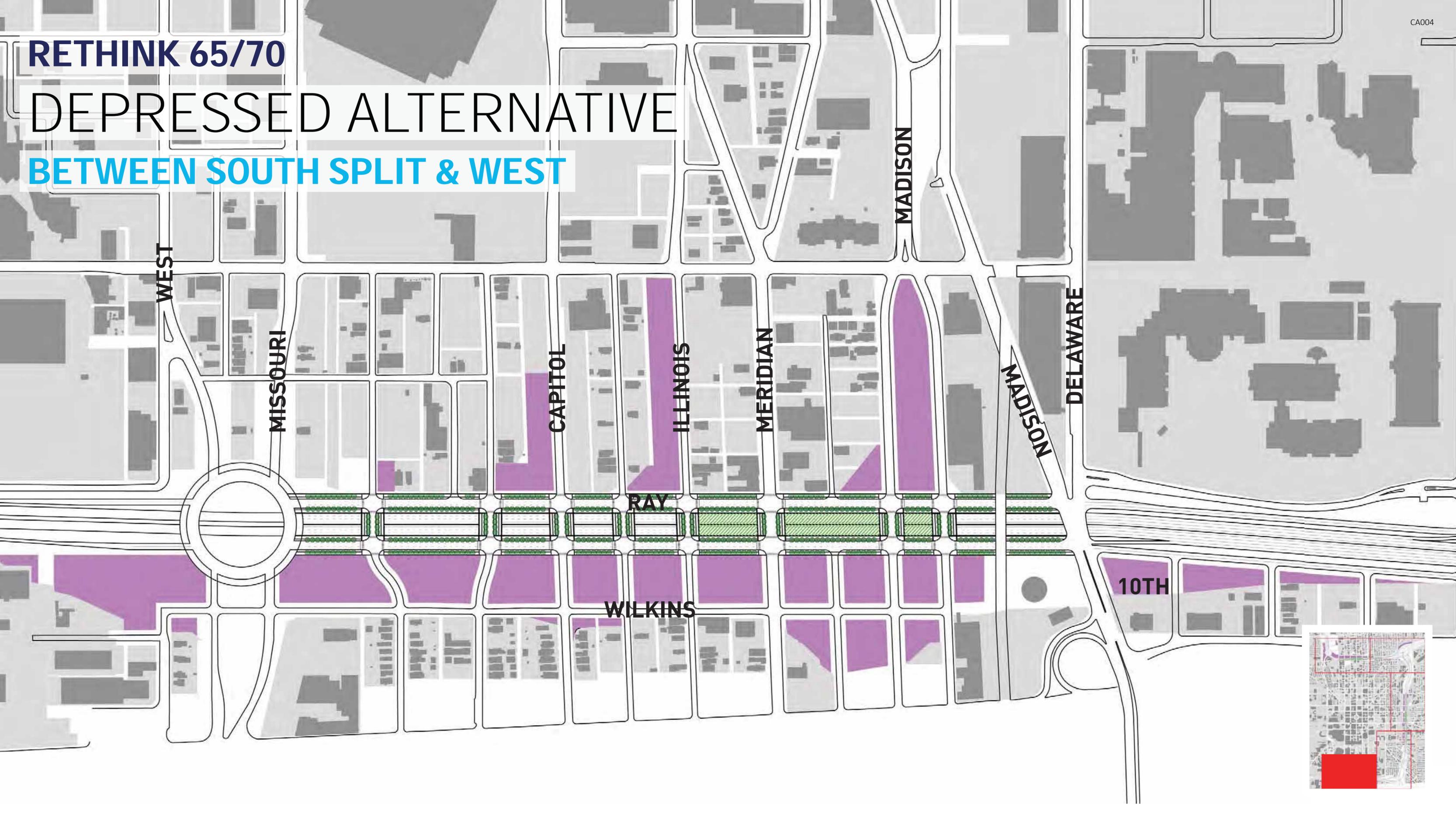
**REBUILD IT RIGHT.**



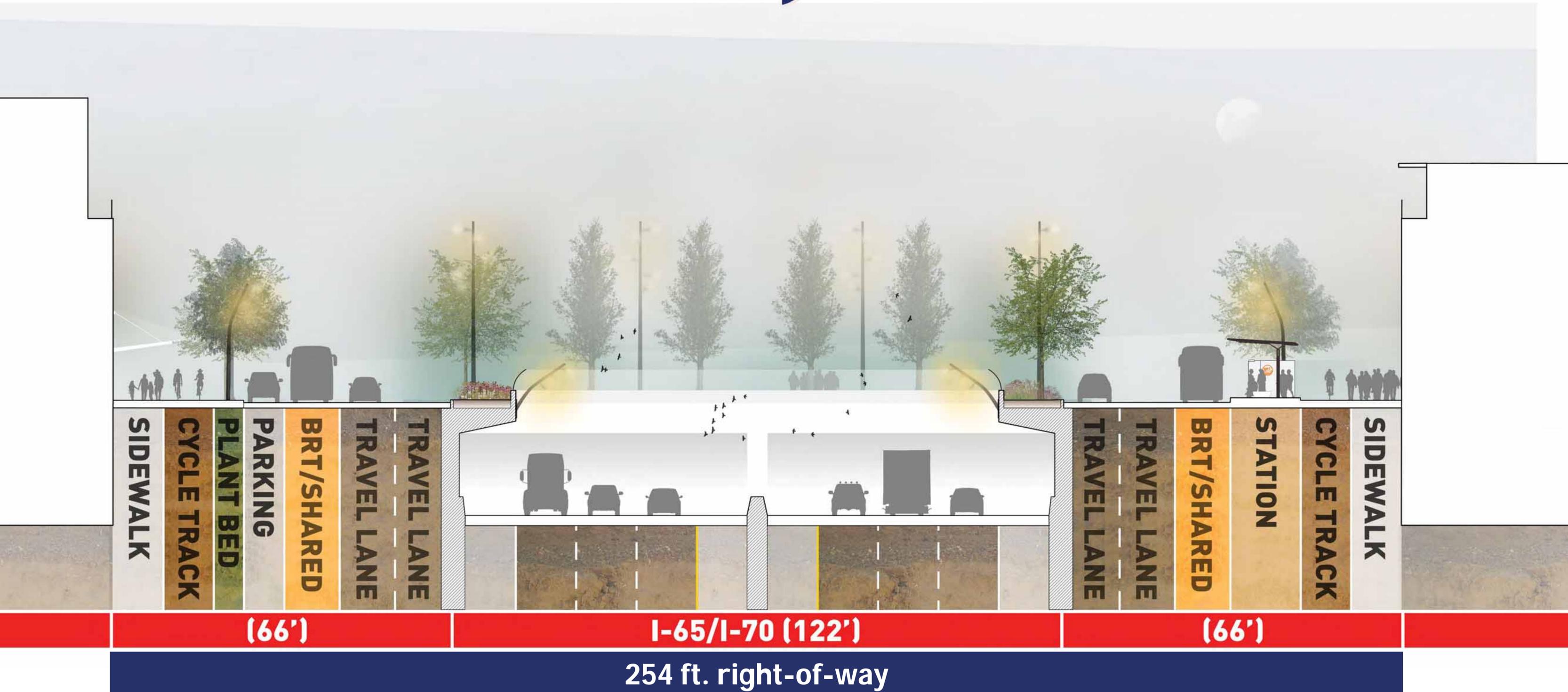
# RETHINK 65/70

## DEPRESSED ALTERNATIVE

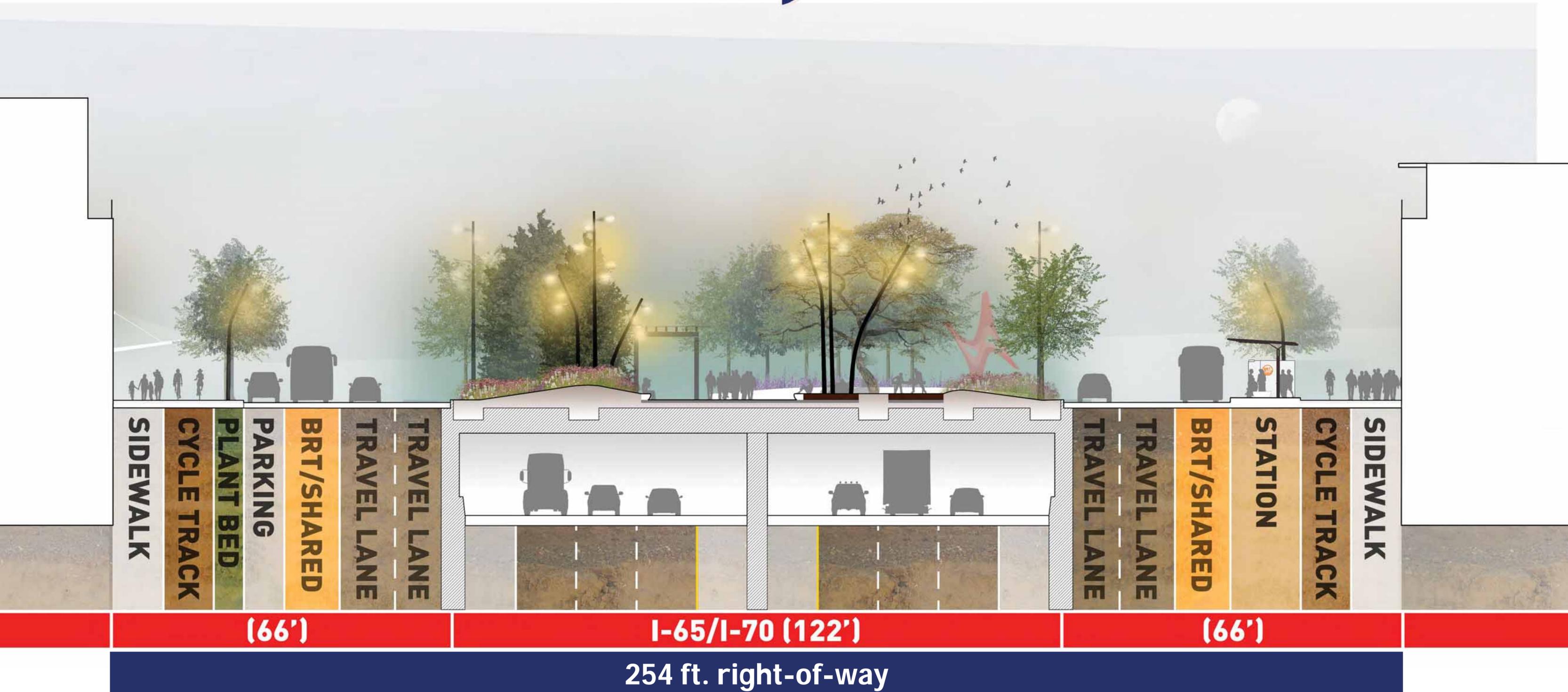
### BETWEEN SOUTH SPLIT & WEST



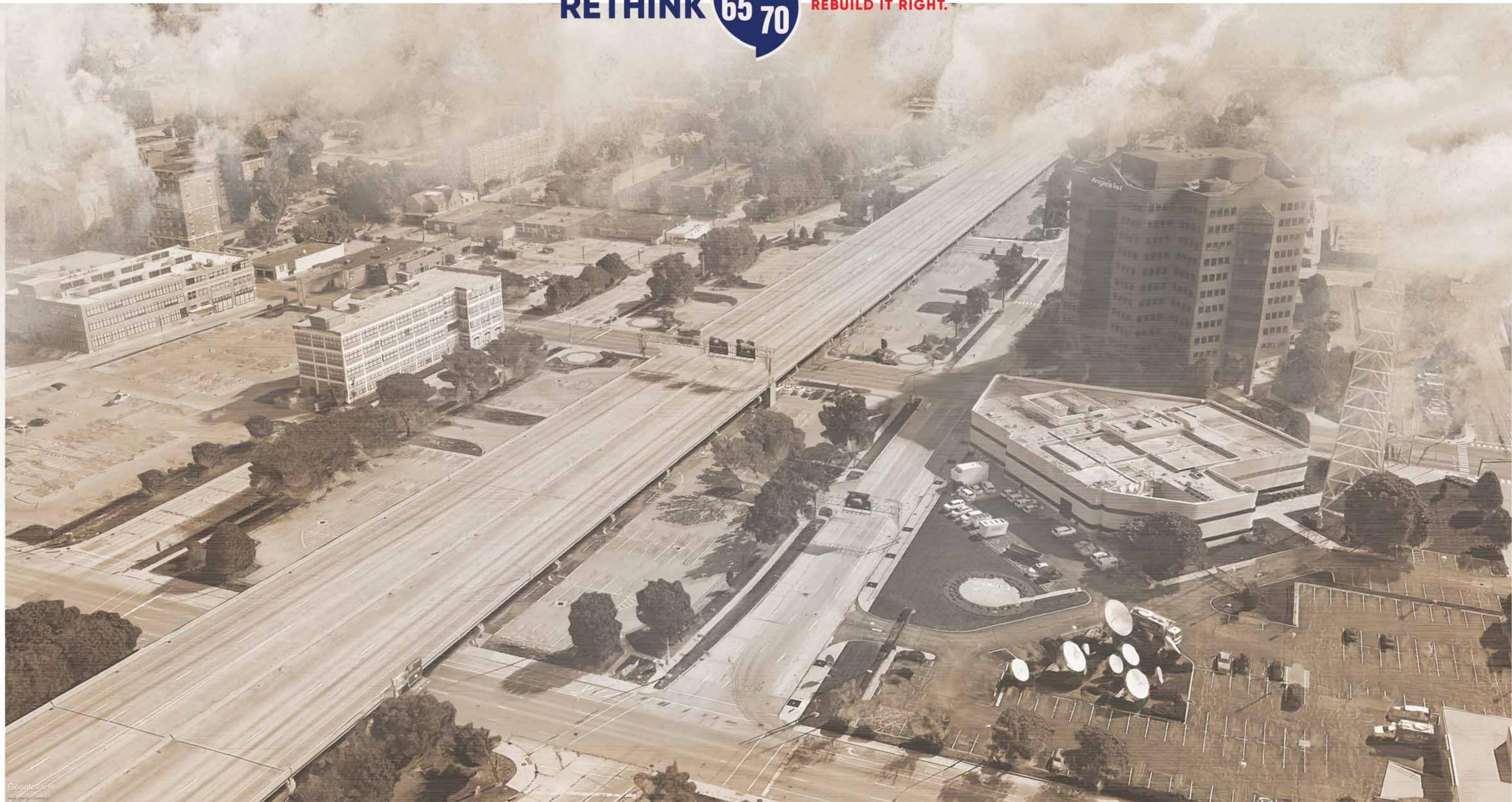
**RETHINK**  **REBUILD IT RIGHT.**



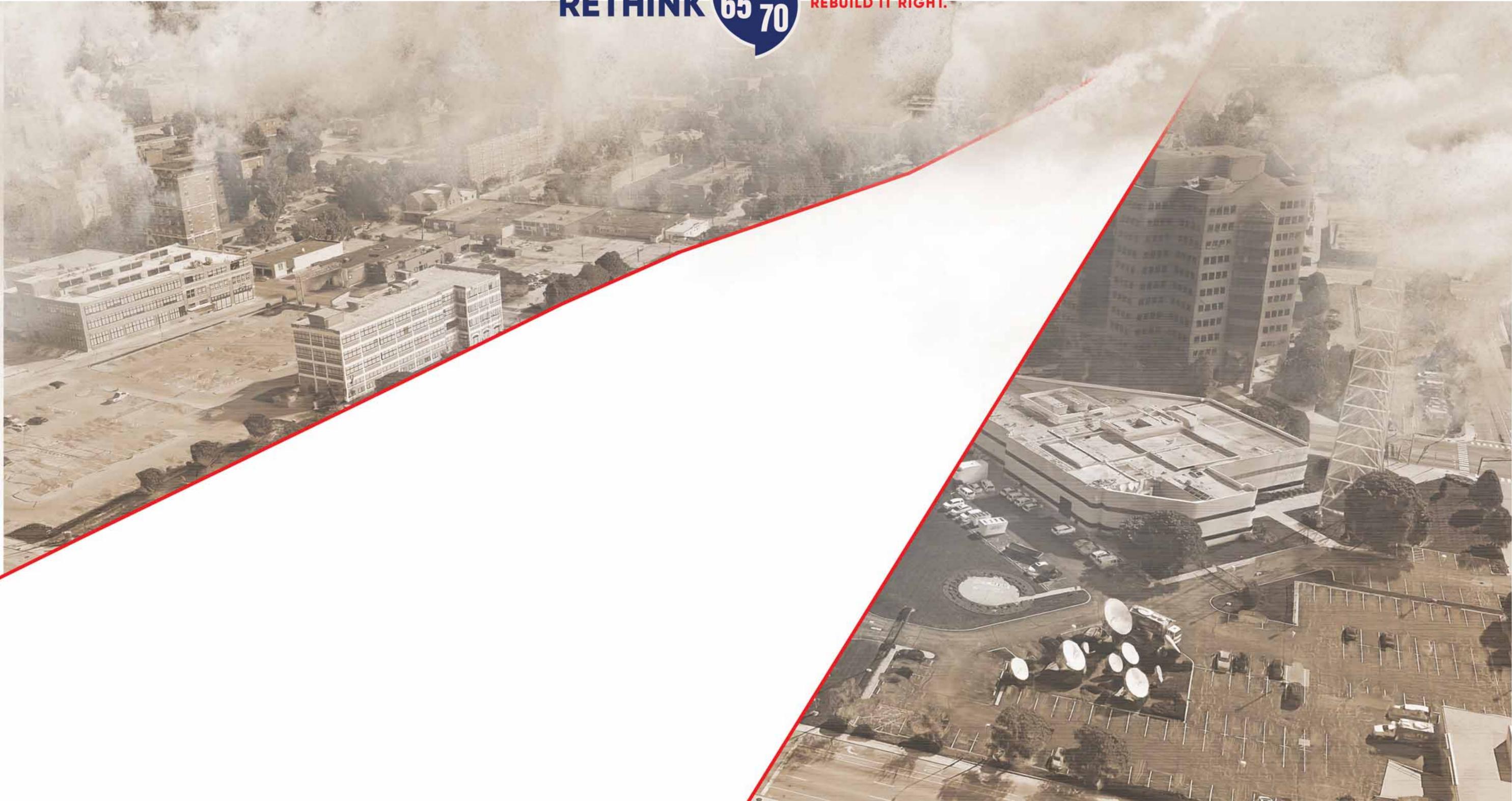
**RETHINK**  **REBUILD IT RIGHT.**



**RETHINK**  **REBUILD IT RIGHT.**



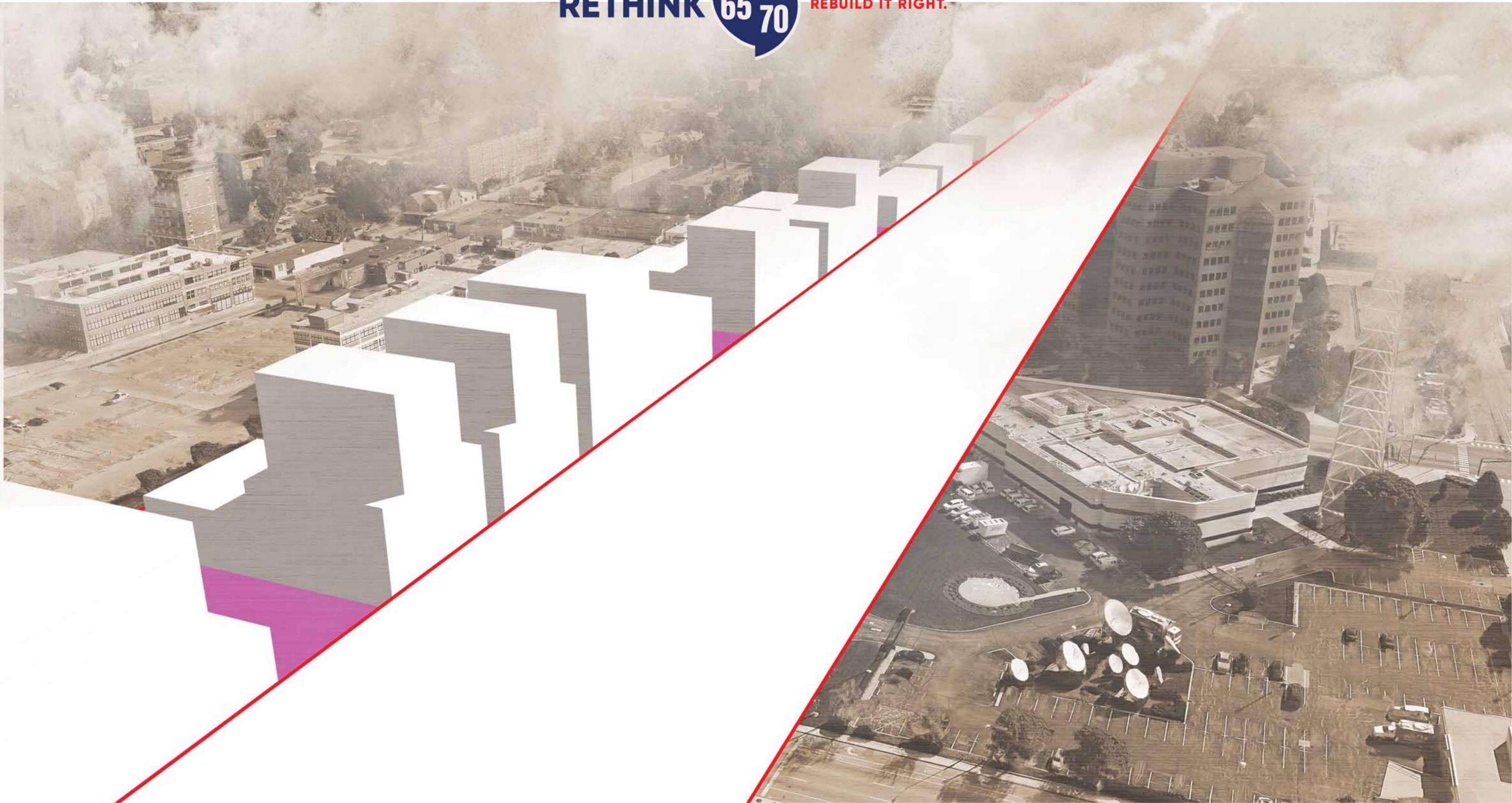
**RETHINK**  **REBUILD IT RIGHT.**



**RETHINK**  **REBUILD IT RIGHT.**



**RETHINK**  **REBUILD IT RIGHT.**



**RETHINK**  **REBUILD IT RIGHT.**



**RETHINK**  **REBUILD IT RIGHT.**

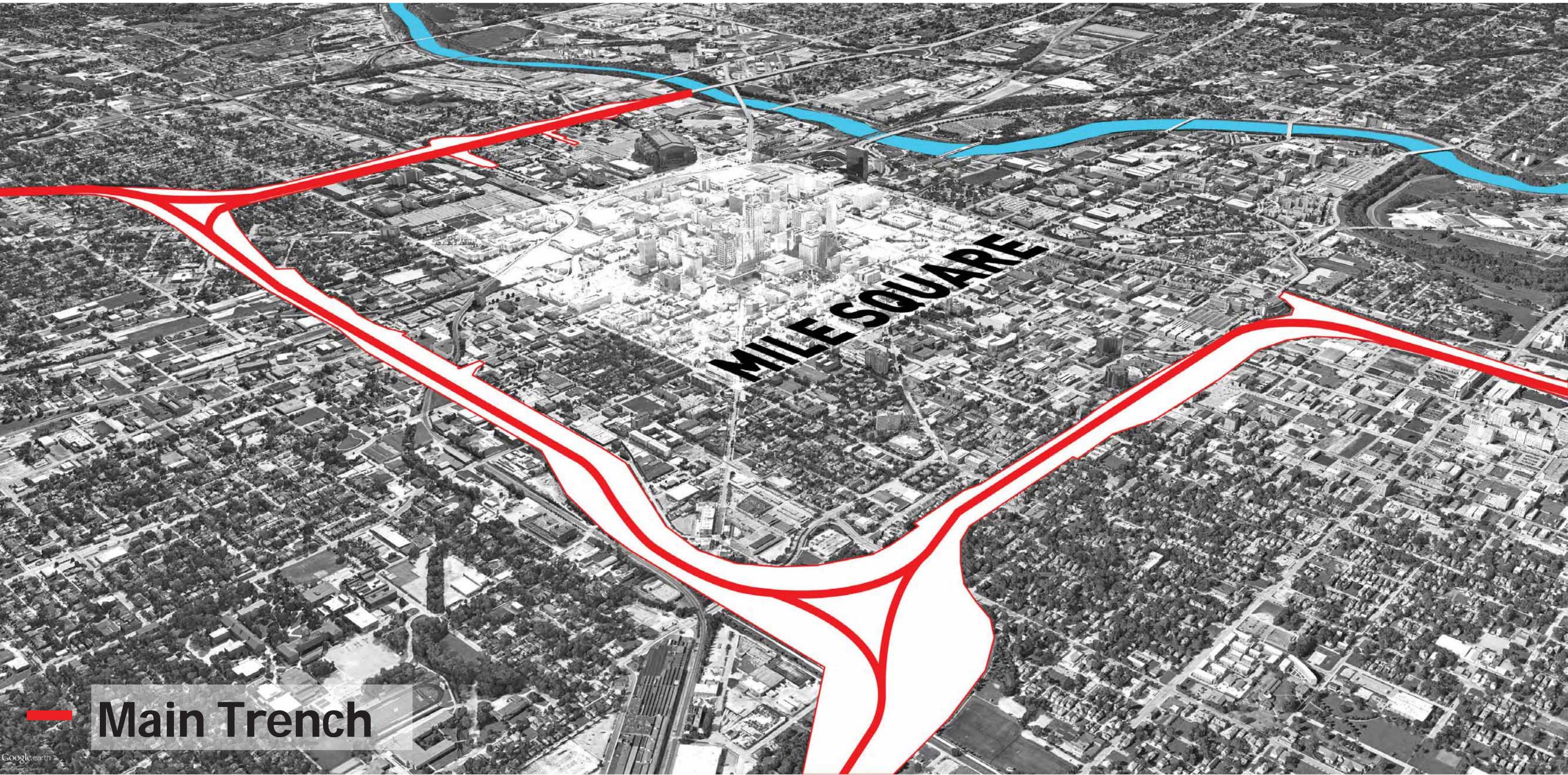




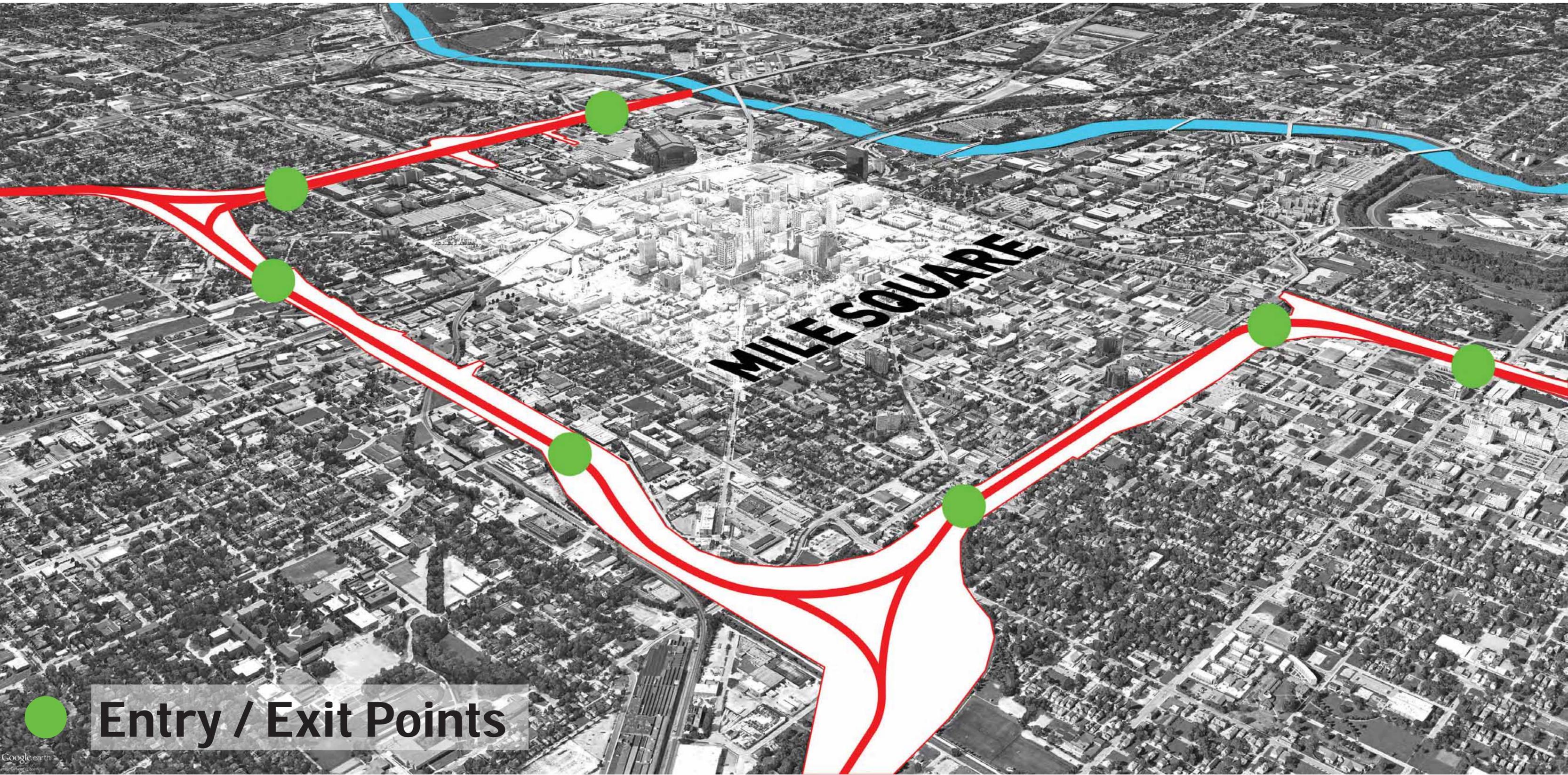
**MILE SQUARE**



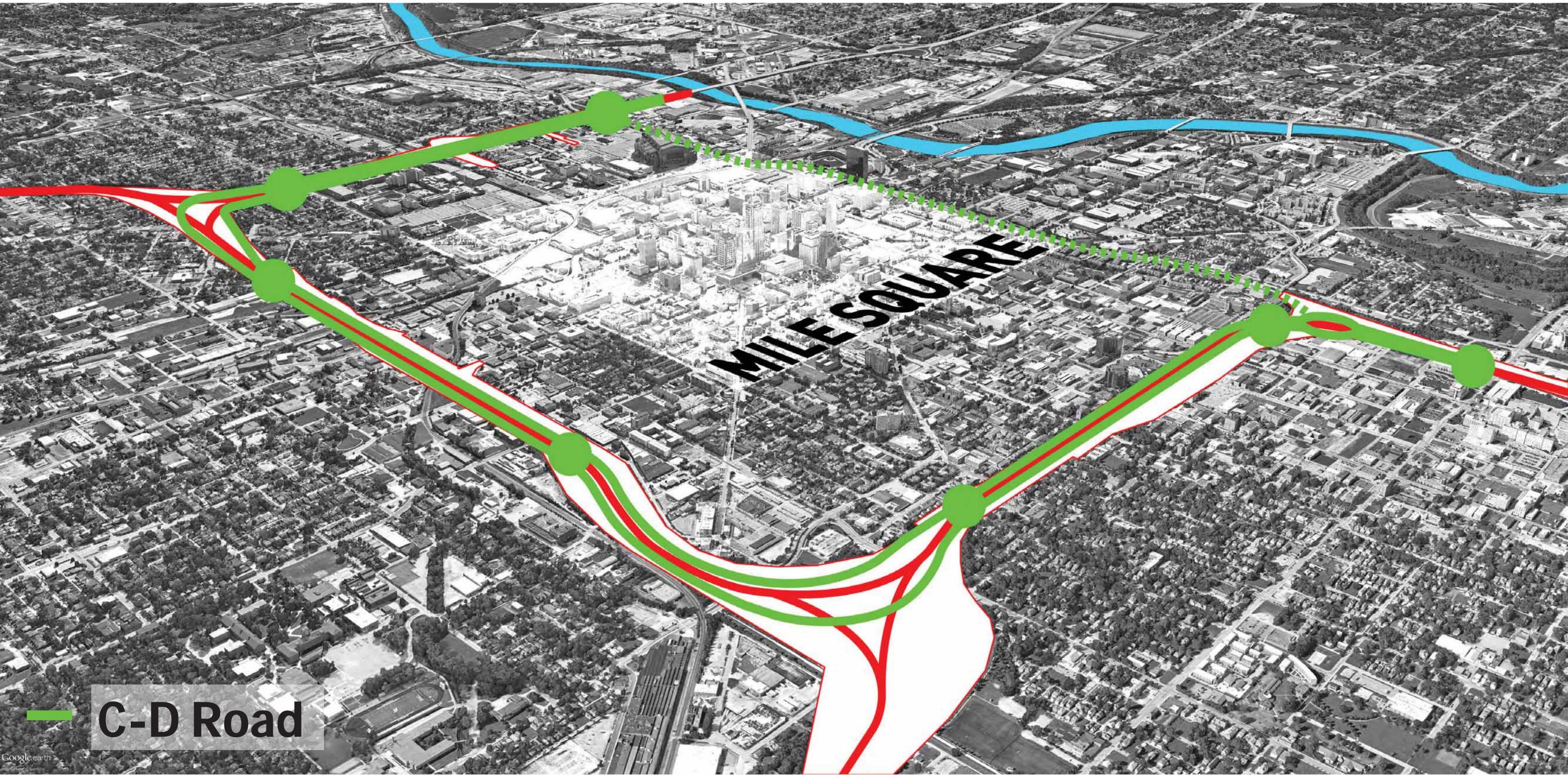
**INDOT ROW**



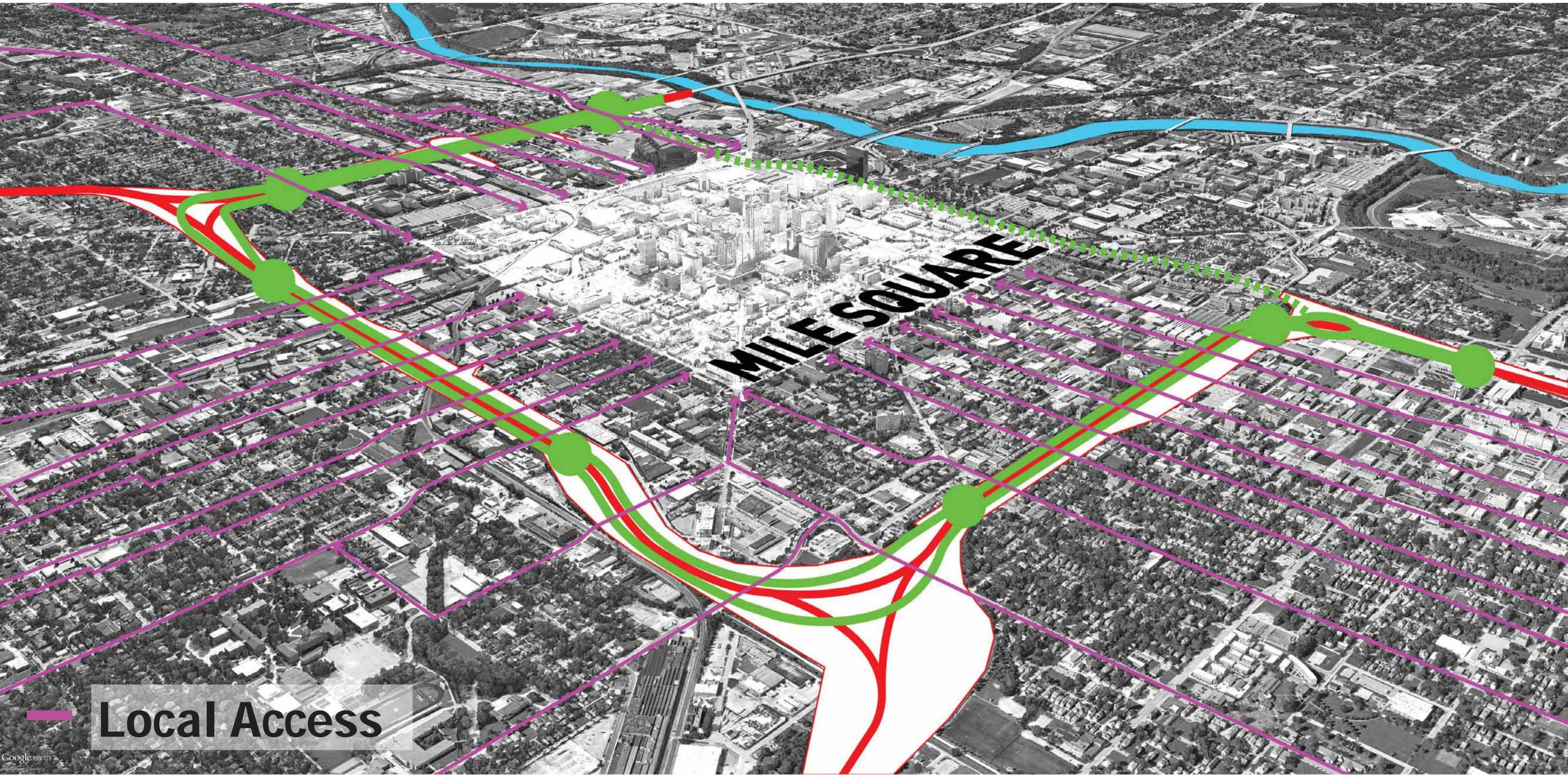
 Main Trench



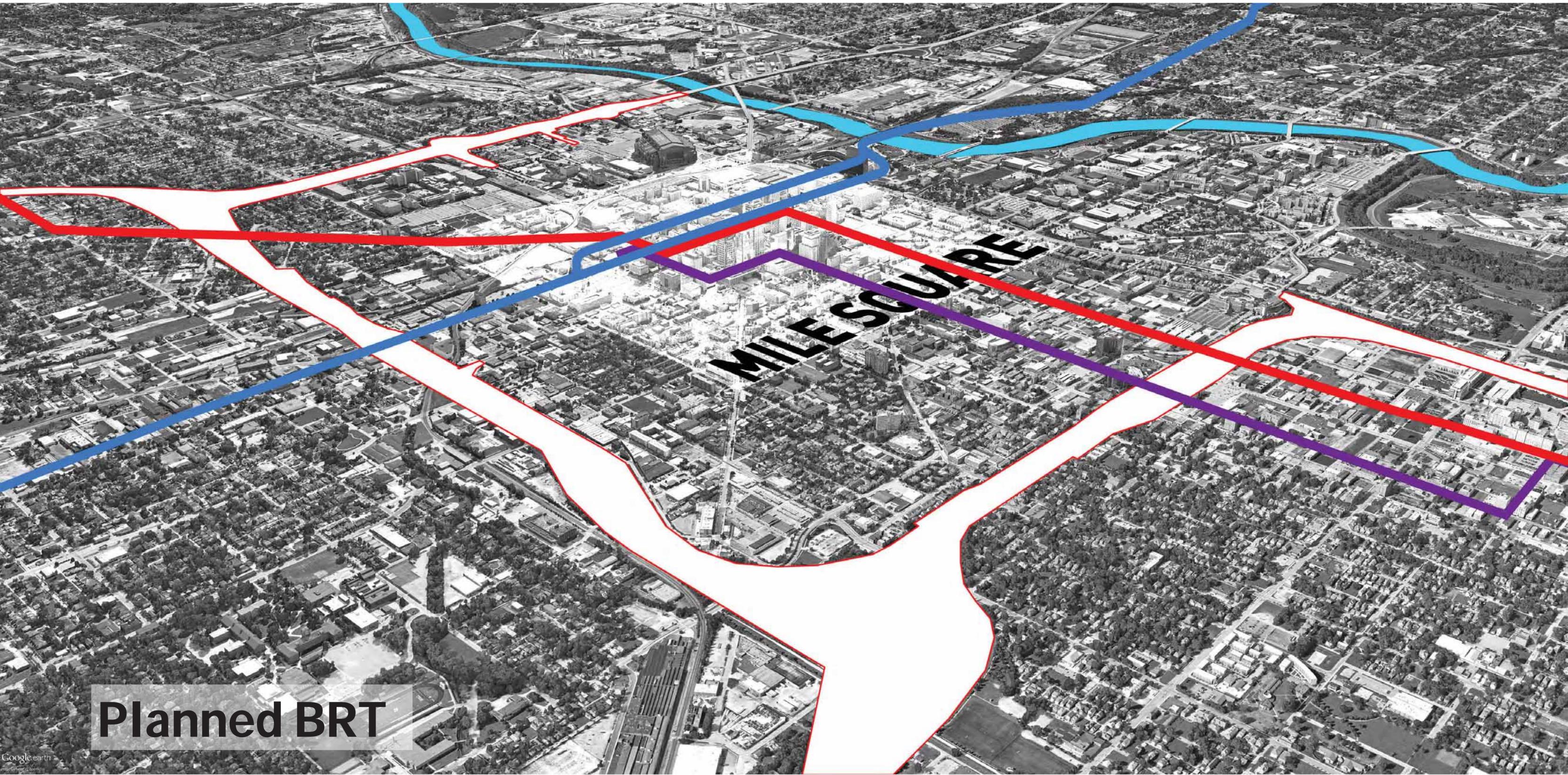
● Entry / Exit Points



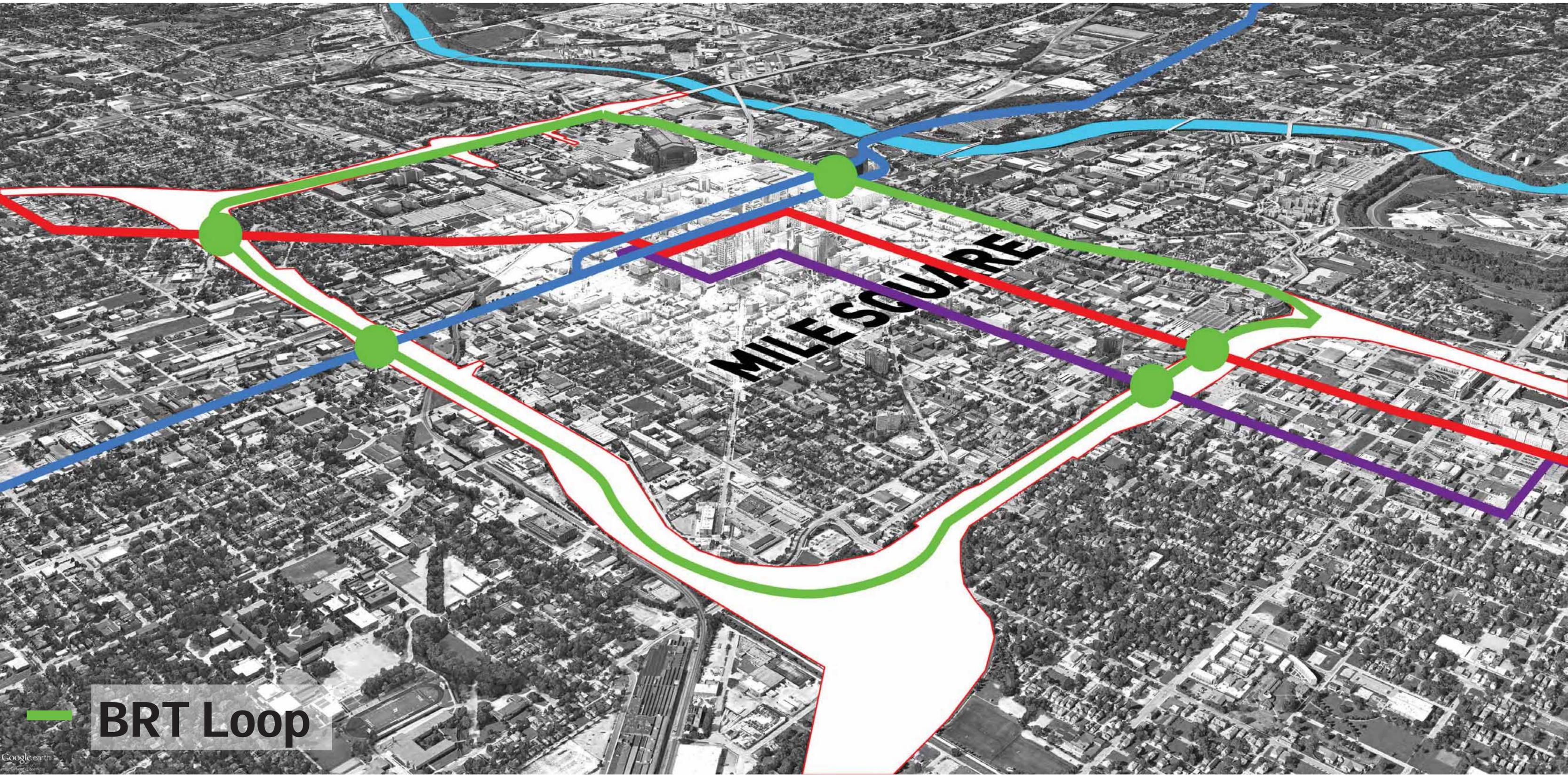
 C-D Road



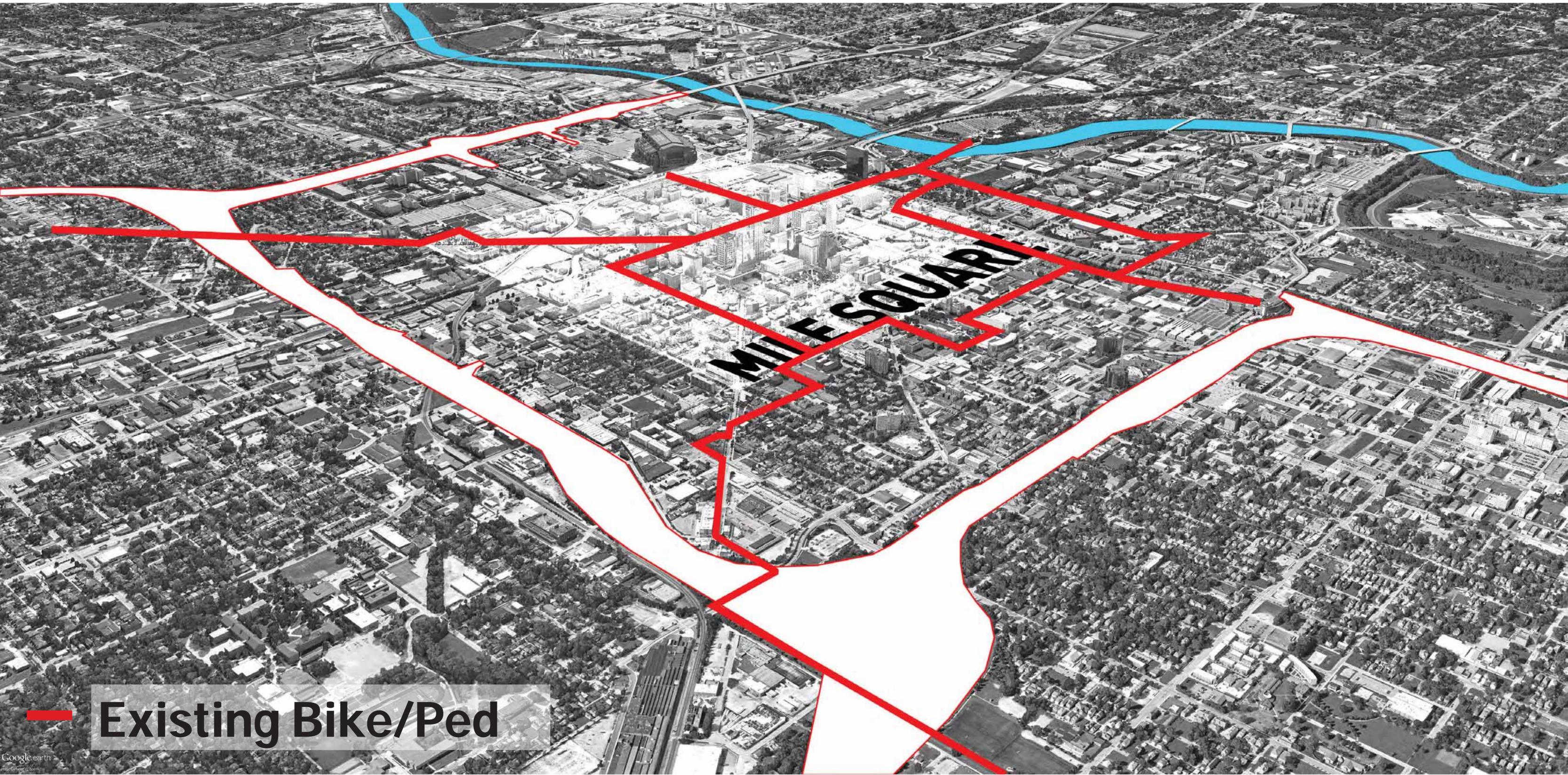
Local Access



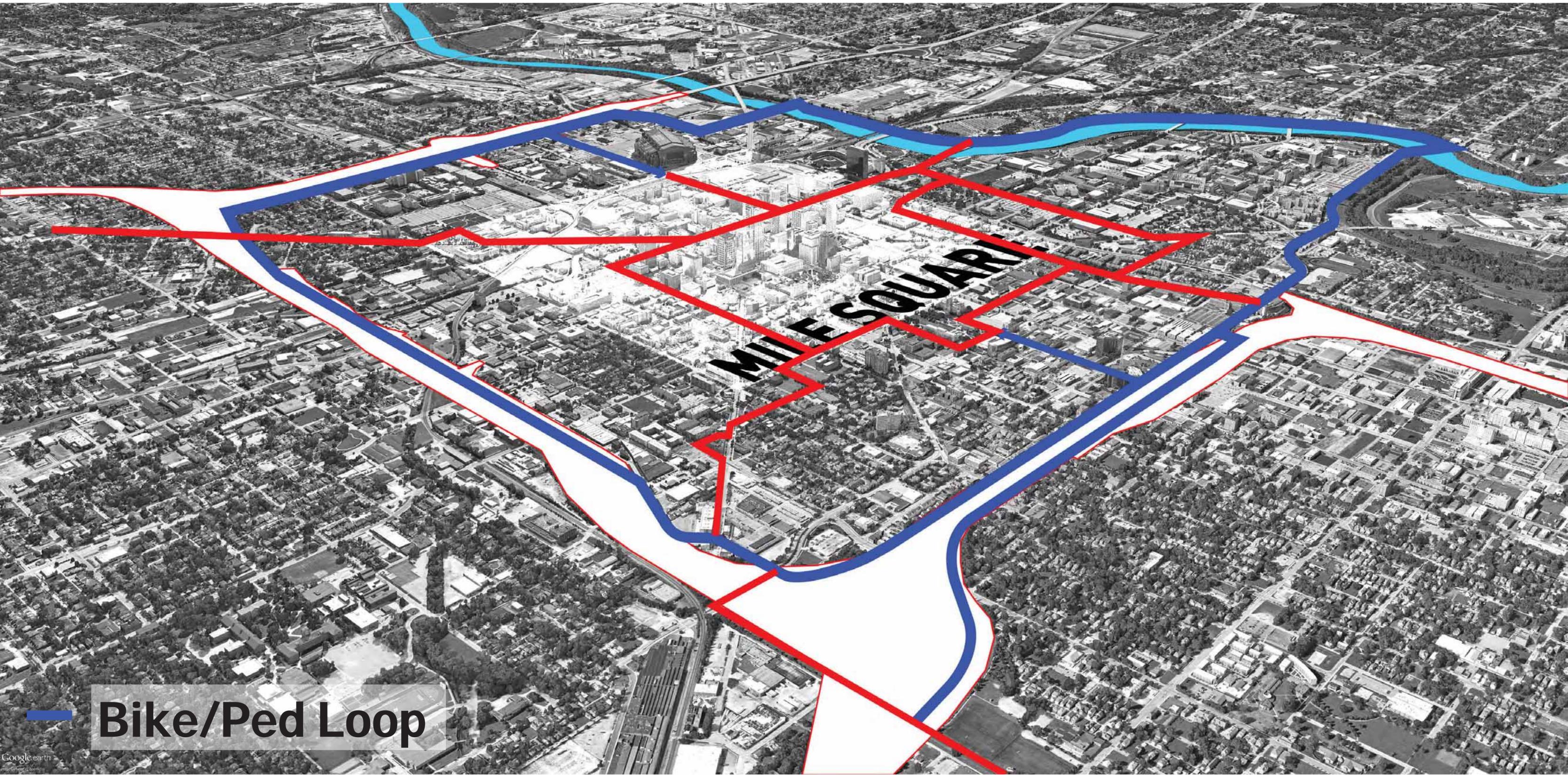
Planned BRT



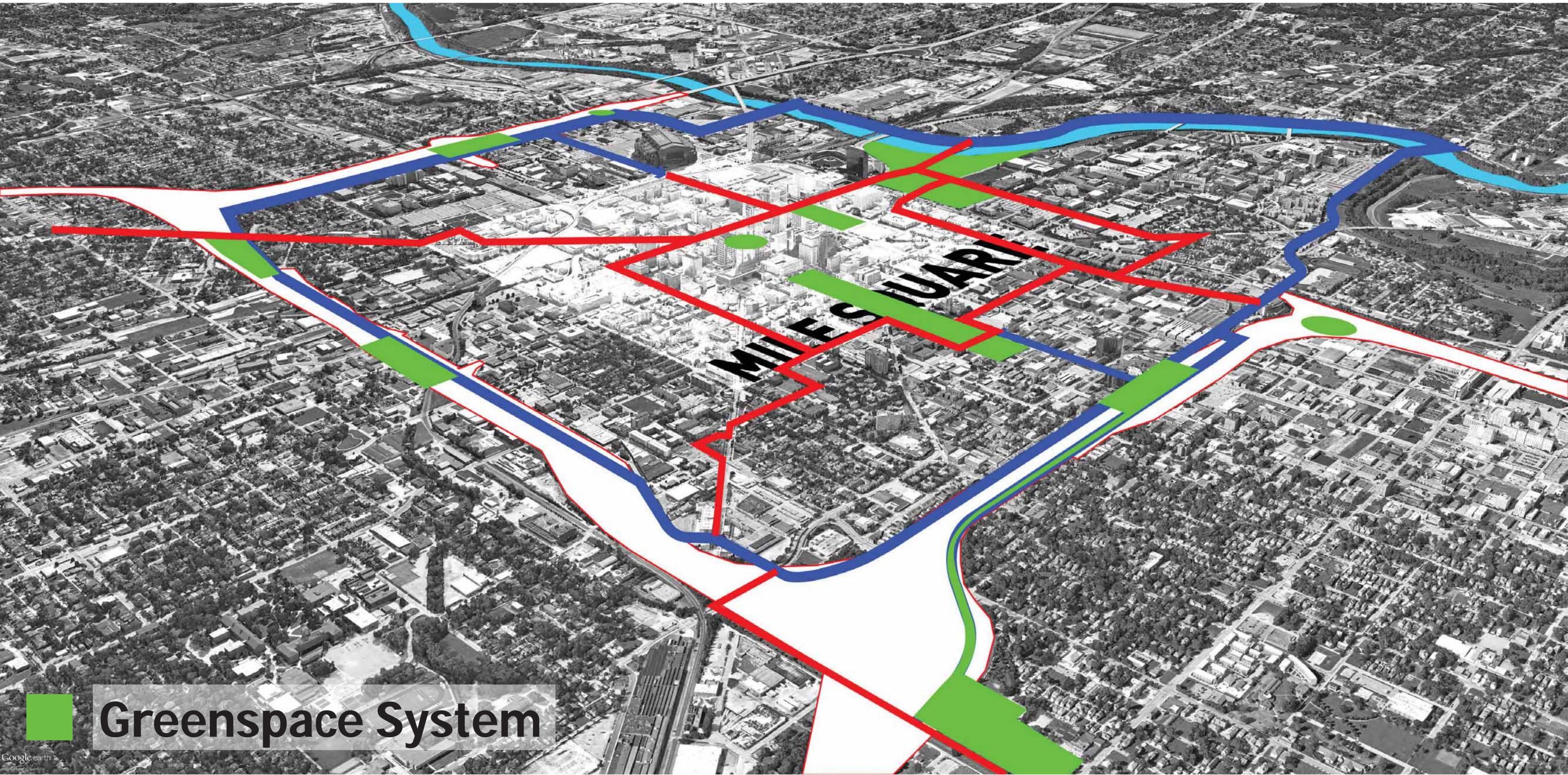
 **BRT Loop**



 Existing Bike/Ped



**Bike/Ped Loop**

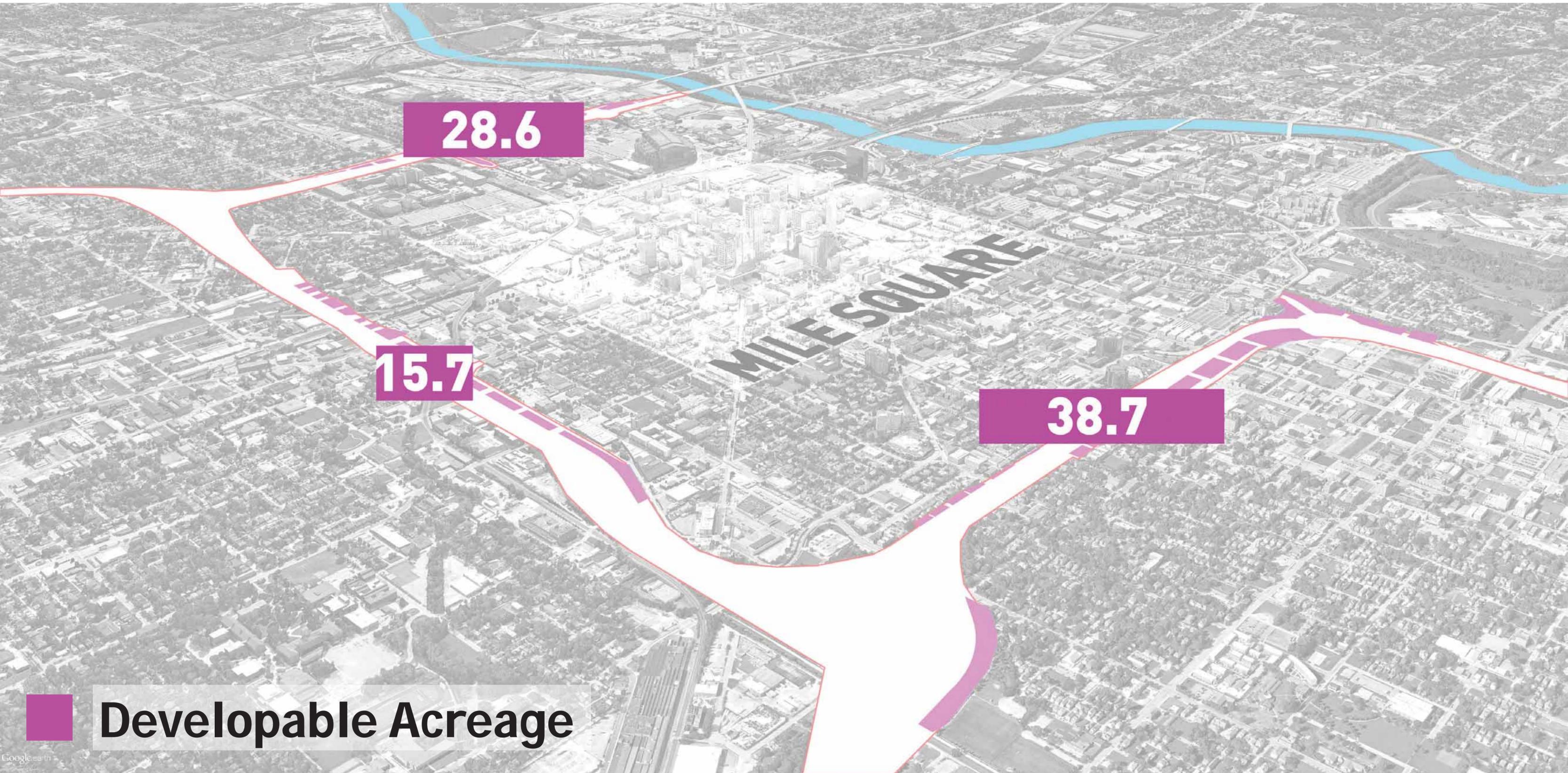


 **Greenspace System**

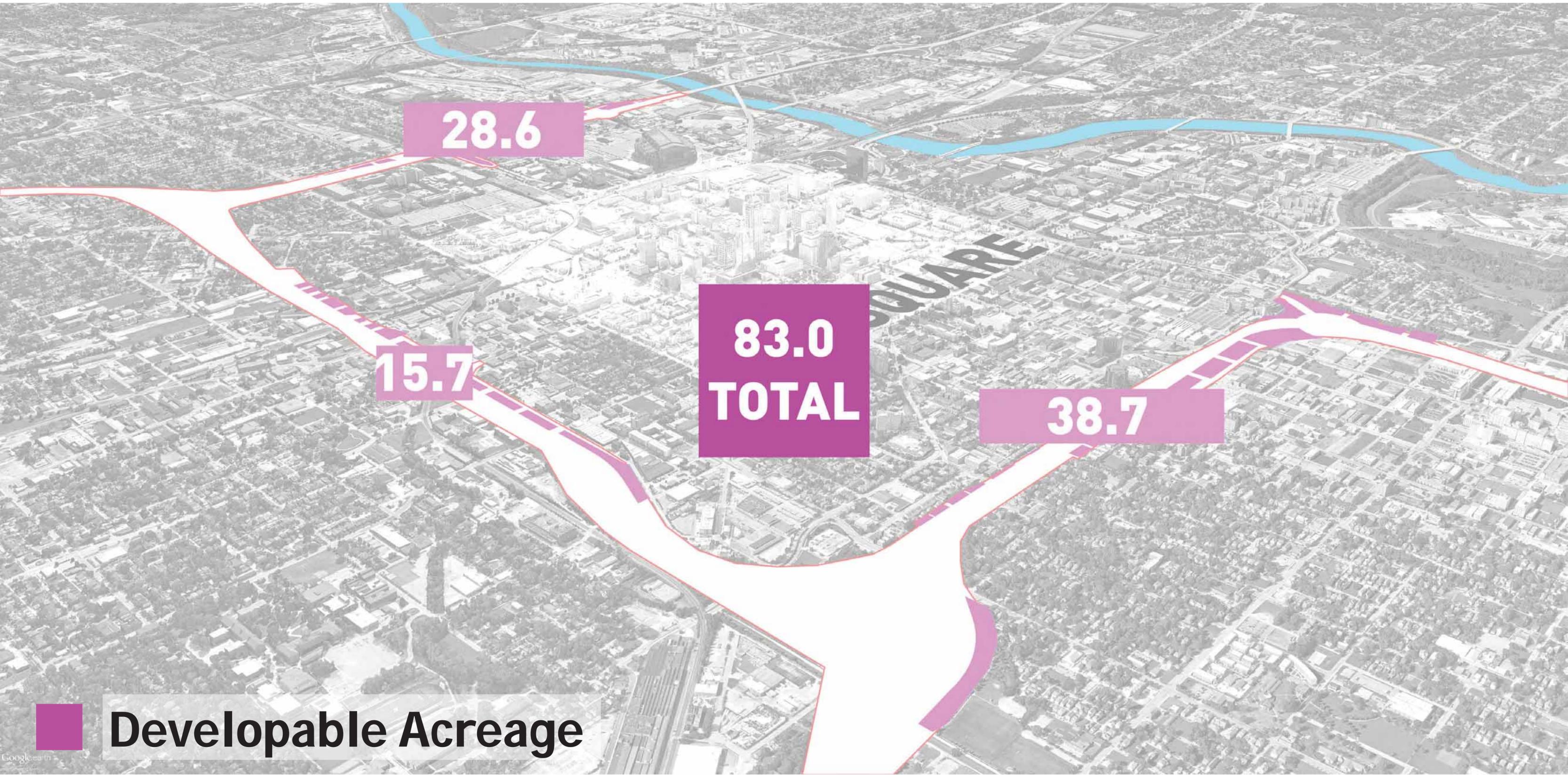


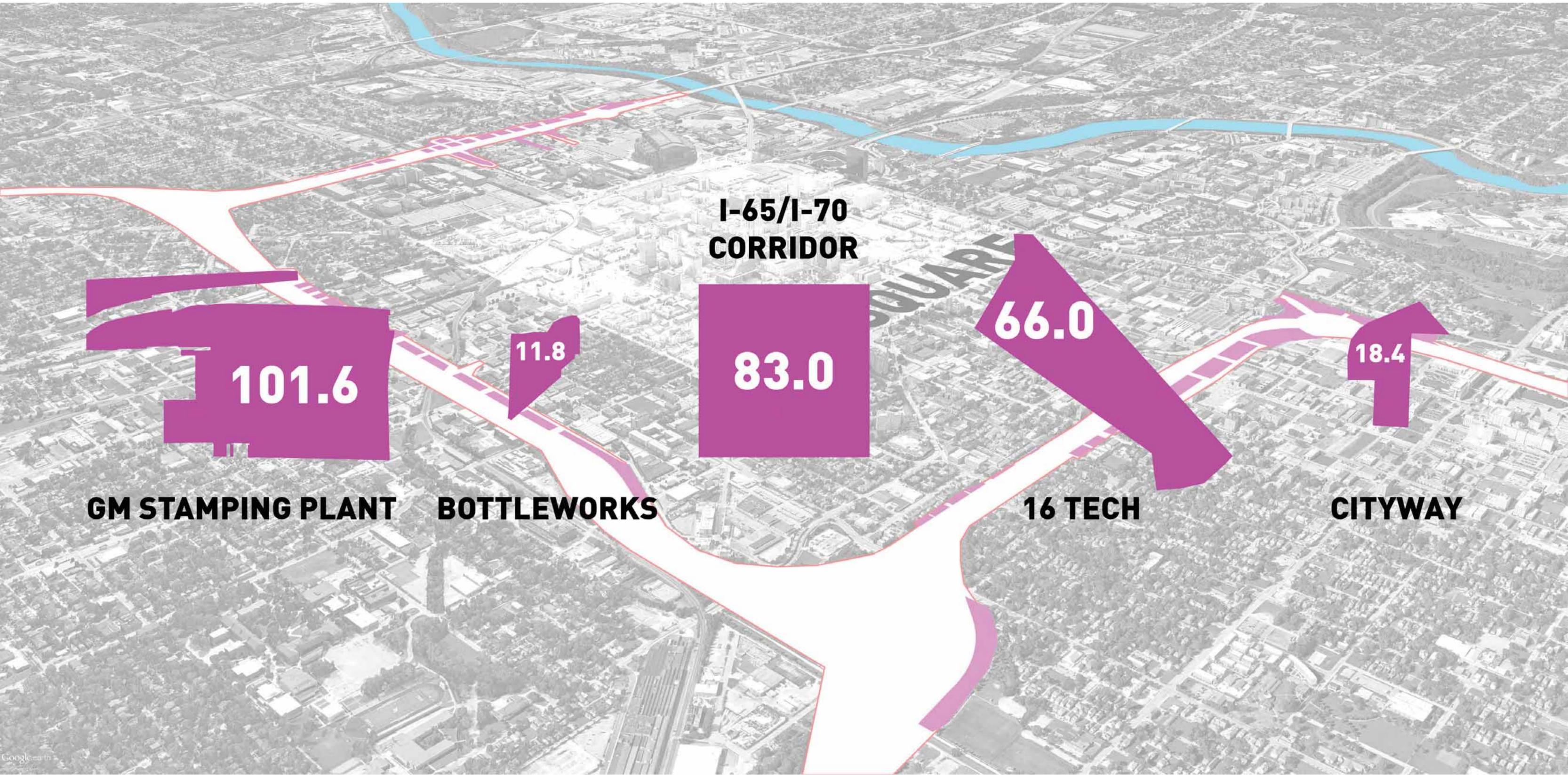
**MILE SQUARE**

 **Developable Land**



 **Developable Acreage**





**GM STAMPING PLANT**

**BOTTLEWORKS**

**I-65/I-70  
CORRIDOR**

**16 TECH**

**CITYWAY**

**101.6**

**11.8**

**83.0**

**66.0**

**18.4**



**ECONOMIC DEVELOPMENT OPPORTUNITY**

ARUP



# Indianapolis Downtown Interstate 65/70 System Strategic Advisory

November 2018

## **Indianapolis Downtown Interstate 65/70 System Strategic Advisory**

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  - a. About Arup
  - b. Downtown Indianapolis and the interchange opportunity
  - c. Arup's Scope
  
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  - a. Land appreciation
  - b. Redevelopment opportunities
  
3. Financing/delivery alternatives
  
4. Conclusions and next steps

# 1. Introduction

## About Arup

Arup is an independent firm of over 14,000 designers, planners, engineers, consultants and technical specialists, operating from 84 offices in 34 countries, working across every aspect of today's built environment. Together we help our clients solve their most complex challenges – turning exciting ideas into tangible reality as we strive to find a better way and shape a better world.

By integrating economics, business strategy, financial analysis and policy advice, Arup supports clients to meet the challenges and opportunities presented by cities. In doing so, we aim to support the development, regeneration and transformation of our urban spaces.



## 1. Introduction

### The 65/70 Interchange Opportunity

It has been 40-years since Mayor Hudnut addressed the new interstate surrounding downtown Indianapolis with an economic development program that continues to pay off measured by economic/social metrics:

- **\$4.7b+ invested in the downtown CBD** since 2010.\*
- Downtown **doubled the apartment units since 2010**. Around **30,000 people will be downtown residents** by 2020\*
- Nearly **150,000 jobs in downtown**. In 2017 more than 7,000 jobs were added, 2/3 of which were generated in the technology sector.\*\*
- There are **over \$3.6 billion in investment for downtown projects** expected to **open between 2018 and 2022** (around 3,400 units and 2.2m Sq. Ft of commercial space).
- **Connectivity improvements**, such as Indy's new BRT system and transit improvement program.
- **Downtown has been designated an economic opportunity zone** (Tax Cuts and Jobs Act).



Note: \* Tikijian Apartment Market Overview 2017. \*\* 2018 Downtown Indy Community Report

## 1. Introduction

### The 65/70 Interchange Opportunity

- Cities around the country are in **constant competition for talent and private investment.**
- Cities need both high skilled labor and infrastructure (i.e. transportation, entertainment/culture).
- The city of Indianapolis is adequately positioned for this competition:
  - Local high skilled labor (Indiana hosts several reputable universities in engineering and science)
  - Downtown has become a desirable place to work and live attracting and retaining talent.

**The rehabilitation of the 65/70 Interchange opens the door to think about the implications of today's design and the future of downtown** and the adjacent neighborhoods currently divided by the interstates.



**The New York Times**

COMMON SENSE

*Is Indianapolis Cool Enough for Amazon? It Just Might Be*



## 1. Introduction

Arup's Scope: seizing economic development opportunities

Based on the Rethink 65/70 Coalition concept, **seizing the potential for economic development** from:

- **Land appreciation** of existing properties.
  - Land Value Appreciation Economic theory: suggests that property's features, its location/access to employment centers, and **public amenities** (schools, parks, quality of the infrastructure) are "**capitalized**" in its price.
  - Empirical studies indicate that **properties do pay a premium from proximity to a park which oscillates between 10-20%** compared to properties located further from the park.
- Creation of **new parcels** for redevelopment
  - Add residential units and commercial space to accommodate people/jobs.
  - Potential real estate investment and related jobs.



## 2. Economic Development Opportunities

### Land Appreciation

- Property value appreciation around the Inner Loop (1 block to half a mile) could be **between \$36m and \$64m**.
- The land value appreciation assessment was **differentiated** between properties that would potentially face a park/green space versus those facing the depressed freeway:
  - Low scenario: appreciation between 0% and 10%
  - High scenario: appreciation between 2% and 20%
- North Split Interchange would have **only marginal effects** on the value appreciation

Total potential property appreciation (rounded numbers)

	North	East	South	Total
Low	\$14m	\$16m	\$6m	<b>\$36m</b>
High	\$23m	\$29m	\$12m	<b>\$64m</b>

Excluding Exempt Properties, University, and properties around the North Split Interchange

## 2. Economic Development Opportunities

### New Developable Land

- Coalition Concept **creates approximately 95 new parcels totaling 83 acres**
- **37 acres of park area and 46 acres of new developable land**
- Reference value of around **\$93 million based on an assumption of close to \$47 per Sq. Ft.**
- The actual market value will depend on:
  - Real estate market conditions
  - Level of improvements in the parcels
  - Entitlements or development preapprovals of the parcels, and the transaction mechanisms.

Reference value of new developable parcels based on current market prices (rounded numbers)

	North	East	South	Total
<b>New park area (acres)</b>	28	4	6	<b>37</b>
<b>New developable area (acres)</b>	11	12	23	<b>46</b>
<b>Value of developable parcels</b>	\$23 m	\$24 m	\$47 m	<b>\$93 m</b>

## 2. Economic Development Opportunities

### Development potential

Based on proposed zoning, **development potential of 10m Sq. Ft**

**Full realization of the development potential could take decades.**

**Development potential** does not necessarily mean the creation of new jobs, yet it **serves as a catalyst to encourage/attract/speedup the location of jobs and residents in downtown** and boost the positive economic cycle.

Total development potential of new parcels, in million Sq. Ft.

	North	East	South	Total
<b>Residential</b>	1.2	1.2	1.4	<b>3.7</b>
<b>Office</b>	1.3	1.5	2.5	<b>5.3</b>
<b>Retail</b>	0.3	0.4	0.6	<b>1.3</b>
<b>Total</b>	<b>2.8</b>	<b>3.0</b>	<b>4.6</b>	<b>10.4</b>

## 2. Economic Development Opportunities

### Development potential

- Potential to support approximately **3,330 new residential units and 6.6 million square feet of new commercial floor space.**
  - **Approx. 6,000 residents and more than 23,000 jobs.**
  - **30% of total apartment units in downtown in 2017 and more than 50% of current CBD office inventory [Tikijian, JLL].**
- Approx. **\$2.1B - \$2.5B in investment over the next decades associated with real estate development potential** (excluding land costs, entitlements and permits, and leasing/sale costs).
  - **14,000 and 18,000 construction related jobs** during development.

	North	East	South	Total
<b>Residential* (Units)</b>	1,035	1,035	1,260	<b>3,330</b>
<b>Commercial (mill. Sq. Ft.)</b>	1.6	1.9	3.1	<b>6.6</b>
<b>Jobs housed**</b>	5,760	6,695	11,200	<b>23,600</b>
<b>Real Estate Dev. Investment</b>	\$0.5b - \$0.7b	\$0.6b - \$0.7b	\$0.9b - \$1.1b	<b>\$2.1b - \$2.5b</b>
<b>Construction related jobs</b>	3.9k – 4.8k	4.3k – 5.2k	6.4k – 7.8k	<b>14.6k – 17.8k</b>

## 2. Economic Development Opportunities

### Fiscal Impacts

- **Increase in property tax revenue from existing properties oscillating between \$0.8m and \$1.5m annually, depending on the scenario** (assuming a property tax rate of 2% for multifamily residential uses and 2.75% for other uses).

Total property value appreciation of existing properties

	North	East	South	Total
Low	\$14m	\$16m	\$6m	<b>\$36m</b>
High	\$23m	\$29m	\$12m	<b>\$64m</b>

Excluding Exempt Properties, University, and properties around the North Split Interchange

Total annual property tax on property value appreciation (existing properties)

	North	East	South	Total
Low	\$0.3m	\$0.4	\$0.2m	<b>\$0.8m</b>
High	\$0.5m	\$0.7m	\$0.3m	<b>\$1.5m</b>

x Prop.  
Tax

Property tax rate: 2% for residential uses, 2.75% for industrial commercial, and vacant.

## 2. Economic Development Opportunities

### Fiscal Impacts

- **Increase in property tax revenue from new parcels at full built out oscillating between \$54m and \$66m annually** (assuming a property tax rate of 2% for multifamily residential uses and 2.75% for other uses).

Total Gross Assessed Value (GAV) of new parcels assuming full build-out

	North	East	South	Total
Low	\$0.6b	\$0.6b	\$1.0b	\$2.2b
High	\$0.7b	\$0.8b	\$1.2b	\$2.6b

GAV is calculated as the sum of land value at \$47 per Sq. Ft. plus construction investment at current cost

Total annual property tax on new properties (rounded numbers)

	North	East	South	Total
Low	\$14m	\$16m	\$24m	<b>\$54m</b>
High	\$17m	\$19m	\$29m	<b>\$66m</b>

x Prop.  
Tax

Property tax rate: 2% for residential uses, 2.75% for industrial commercial, and vacant.

### 3. Financing/delivery alternatives

- Projects of this size (several billion \$) typically rely on **multiple funding sources** (e.g. taxes, driving licenses, tolls, vehicles registrations, philanthropic contributions).
- The **property value appreciation and real estate development potential could be partially captured** to help fund the infrastructure investment:
  - New developable parcels can be capitalized through **land sale or ground lease**.
  - Part of the **property value appreciation from existing and new parcels** could be **captured via property taxes** through TIF districts or Economic Improvement Districts (EID) mechanisms.

	North	East	South	Total
Reference value of new parcels	\$23 m	\$24 m	\$47 m	<b>\$93 m</b>
New annual prop. tax (existing parcels)	\$0.2m - \$0.3m	\$0.3m - \$0.5m	\$0.05m - \$0.1m	<b>\$0.5m - \$0.9m</b>
New annual prop. tax (new parcels)	\$14m - \$17m	\$16m - \$19m	\$24m - \$29m	<b>\$54m - \$66m</b>

## 4. Conclusions and Next Steps

### Conclusions

#### Potential Economic Impacts

- **Properties values increase of \$36m - \$64m**, based on current GAV.
- Creation of **46 new parcels of developable land with an approximate current market value of more than \$90m.**
- The new developable land can support approximately **3,330 new residential units and 6.6m Sq. Ft of new commercial floor space (≈ 6,000+ residents and 23,000 jobs).**
- Real estate investment of **\$2.1B-\$2.5B and more than 14,000 construction related jobs.**

#### Potential Social benefits

- **37 acres of open space** for parks and recreational purposes.

#### Potential Fiscal Impacts

- **Additional annual property taxes from land appreciation from existing properties of \$0.8m - \$1.5m.**
- **Annual property taxes from new parcels of \$55m -\$65m (at full build-out).**

## 4. Conclusions and Next Steps

### Next Steps

A depressed interstate demands a sizeable investment and entails undertaking several tasks to move the project from a conceptual to a feasibility phase:

- **Understanding of INDOT’s I-65/70 interchange project phasing and funding available** to “piggy back” and prioritize the segments that could eventually be depressed.
- **Understanding of INDOT’s long term vision of the interstate system** (tolling, others, expansions, etc.).
- **Assessment of the design modifications needed to INDOT’s I-65/70 interchange preliminary option** to accommodate a depressed freeway in the immediate or medium term in function of the funding sources.
- **Rough order of magnitude of construction costs associated with modifying INDOT’s I-65/70 interchange preliminary option** to accommodate a depressed interstate broken down by segment.
- **Rough order of magnitude of construction costs of a depressed interstate broken down by segment.**
- **Funding gap and affordability analysis**, this would help the city assess additional funding sources needed (taxes, tolls, real estate) to undertake the project.



## **Benefits Realized by Coalition Vision ...**

- **Potential to reshape economy and quality of life in Indianapolis for next 50 years**
- **Addresses growth and mobility needs to sustain a vital and thriving city and region -- the economic engine for the State**



## **Benefits Realized by Coalition Vision ...**

- **Transformative system that enhances urban connectivity, development potential and revenue, and the open space needs of our growing and competitive 21st c. City**
- **Strikes a balance between traffic mitigation, environmental/public health, social equity, quality of life, economic development, community connectivity, innovative urban design, project cost and ROI**



## Realization of Coalition Vision...

- **North Side:** Requires design of North Split interchange to not preclude future implementation of a depressed highway concept and its associated benefits
- **East Side:** Requires resolution of CSX Railroad and Pogue's Run underground storm pipe
- **South Side:** Requires INDOT commitment and consideration of Rethink Coalition's vision as part of future planning and alternatives analysis

# You can help!

**Ask officials to ensure the design of North Split interchange does not preclude implementation of a depressed highway concept and its associated benefits**

**Governor Eric Holcomb**

[in.gov/gov/2752.htm](https://www.in.gov/gov/2752.htm)

**Indiana Department of Transportation**

[northsplit.com/contact-us/](https://northsplit.com/contact-us/)



**Updates and information: [rethink65-70.org](https://rethink65-70.org)**

**RETHINK**



**REBUILD IT RIGHT.**

**From:** Indy North Split  
**To:** [Paul Knapp](#)  
**Subject:** RE: INDOT's Preferred Alternative 4c - Comments by Interstate Business Group  
**Date:** Monday, October 29, 2018 3:37:08 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** Paul Knapp <pknapp@yandl.com>  
**Sent:** Monday, October 29, 2018 11:06 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** INDOT's Preferred Alternative 4c - Comments by Interstate Business Group

This submission is being made on behalf of the Interstate Business Group (IBG), a group of nearly 60 businesses and organizations along the path of I-65/I-70 who have come together over the last year after learning of INDOT's plans to completely reconstruct I-65 and I-70 in downtown Indianapolis. The members of IBG are listed below. IBG is a part of and joins in the concerns and objections to INDOT's new design (Alternative 4c) submitted or to be submitted by the Rethink 65/70 Coalition. We incorporate, as if recited here, all of Rethink Coalition's comments.

In summary, without limitation, here are some of our major concerns with INDOT's preferred design Alternative 4c:

- Although it has been said that Alternative 4c does not expand through lanes, the width of the interstate does indeed expand beyond the current width at a crucial point between two historic neighborhoods and encroaching ever closer to one of the crown jewels of our community, the Indiana Landmarks building.
- Alternative 4c eliminates certain entrances and exits to the interstate thereby making certain commercial and non-commercial traffic more difficult AND also causing MORE congestion at the now fewer remaining entrances and exits to the downtown from the interstates. This fact really calls for INDOT to not approach the reconstruction of the Inner Loop in a segmented approach but more holistically.
- We call on INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid. This also calls for the North Split to be largely depressed also.
- When the legs of the interstate are reconstruction as dictated by the Alternative 4c design of the North Split, it will yield very little opportunity for new land for economic development. This is a shortsighted design. The approach presented by Rethink/Arup will yield well over 50

acres of new land for economic development and permanent new jobs while reconnecting neighborhoods and commercial districts.

Thank you for consideration of these comments and objections.

The Interstate Business Group

Andrews Florist	Sun King Brewery	Easley's Winery
The Great Divide	Lockerbie Pub, LLC	Lockerbie
Square Office Bldg		
Alsco, Inc.	Young & Laramore	Cash & Carry
Midland Arts & Antiques	Blumlux	Cunningham
Restaurant Group		
Marks Companies, Inc.	Marian, Inc.	
Hogan/Mayflower		
CenterPoint Brewing	Hoosier Security	Jungclaus
Campbell		
Indy Reads	Indy Stage Sales & Rentals	East End
Property Management		
Teagen Development	Van Rooy Corporate Headquarters	Downtown
Veterinarian		
Litz Real Estate	Indiana Landmarks	T. Smith, Ph. D
J. Smith, JD	Payne Gateway	Benjamin
Harrison Presidential Site		
Lancer + Beebe	McGowan Hall Foundation	Knights of
Columbus Council 437		
Flanner/Buchanan	The Nature Conservancy	RJE Business
Furniture		
Design-Aire Engineering	TWG Development	Downtown Indy
Fitzmark	Spotts Garden Center	DMC, Indy
Redevelopment Group	Athenaeum Foundation	Christian
Smeltzer		
Coat Check Coffee	Provisions Tinker Flats	Shapiro's
Delicatessen		
Premier Capital	Big Car Collaborative	Fountain
Square Music Festival		
Dr. Eugene White	Martin University	Curran
Architecture		
Old Southside Neighborhood Assoc.	Central Christian Church	App Press
J. W. McQuiston Architecture	IN American Society Of Landscape Architecture	

**From:** Indy North Split  
**To:** [Dan Mullendore](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Tuesday, October 30, 2018 8:43:33 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** Dan Mullendore <bookem4096@gmail.com>  
**Sent:** Monday, October 29, 2018 2:22 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thanks.

Dan Mullendore

1420 N Alabama St.

Indianapolis, IN 46202

317-500-5424

[Bookem4096@gmail.com](mailto:Bookem4096@gmail.com)

Sent from my iPad

**Contact : Entry # 624****Name**

Dan Mullendore

**Email**[Bookem4096@gmail.com](mailto:Bookem4096@gmail.com)**Phone**

(317) 500-5424

**Message**

Feedback on Option 4c. This is a vast improvement over the what might have been, but I am still disappointed that options to drop the north split below grade were not seriously explored.

I have not been able to download an option 4c map with enough detail to explain why there is no exit option from I70 west bound to Meridian / Pennsylvania or why access to the feeder lanes from I65 was eliminated.

One of the goals should be to increase connectivity to the street grid, and not eliminate connection points. I understand the safety issues, but if safety were such a driving factor, why were changes not made 10 years ago during "hyper fix". The accident rate has remained steady for many years.

The 4c option also does not explore the potential economic development that might happen as the right of way shifts to the south near college avenue. It also ignores the potential economic development that shrinking the foot print and creating a two layer system might generate.

While above grade retaining walls have been mitigated, they have still crept into the plan.

The overall plan does not explore the effect of off loading traffic from the inner loop to the outerloop with thru traffic tolling.

**From:** Indy North Split  
**To:** [Mayor Myers](#)  
**Subject:** RE: Communities Support  
**Date:** Tuesday, October 30, 2018 5:41:36 PM  
**Attachments:** [Communities Support.pdf](#)

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** Lisa Edwards <edwardsl@greenwood.in.gov> **On Behalf Of** Mayor Myers  
**Sent:** Tuesday, October 30, 2018 10:12 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Communities Support

Good Morning,

Please see attachment.

Thank you,

**LISA EDWARDS**  
**EXECUTIVE ADMINISTRATIVE ASSISTANT TO THE MAYOR**

**G R E E N W O O D**  
300 South Madison Avenue  
Greenwood, IN 46142  
317-887-5000 **Office**  
317-887-5721 **Fax**  
[edwardsl@greenwood.in.gov](mailto:edwardsl@greenwood.in.gov)  
[greenwood.in.gov](http://greenwood.in.gov)

-  
Statement of Confidentiality: The information in this message is privileged and confidential and it is intended only for the use of the above named individual or entity. If the reader of this message is not the intended recipient, you are hereby notified that you are prohibited from disseminating, distributing, or copying the information contained in this message. If you have received this message in error, please notify the sender immediately and destroy all copies of the original message.



October 30, 2018

To Whom It May Concern,

I would like to show my communities support for the upgrades and improvements known as option 4C for the I-65/I-70 North Split.

As Mayor of Greenwood, many of our residents use this roadway each and every day. They are either commuting to their place of employment or going downtown to view one of the many different athletic events or shopping in the Indy area.

As we live in a regional economy, many residents invest in the Indy Metro area in retail, restaurants and other economic development areas. I personally visit Indy on almost a daily basis and I know how important this project is to our region.

Most importantly of all is the Public Safety factor in repairing this area. We all know of the many issues with these bridges and the roadway in the North Split. They are in dire need of repair and I support INDOT and Commissioner McGuinness in the quest to repair this area to make it safer for all who commute on these roadways on a daily basis.

Thank you,

  
Mark W. Myers



OFFICE OF MAYOR MARK W. MYERS

300 South Madison Avenue | Greenwood, IN 46142 | 317.887.5000

**From:** Indy North Split  
**To:** [David L Pflugh](#); [Kia Gillette](#)  
**Cc:** [canaindy@gmail.com](mailto:canaindy@gmail.com)  
**Subject:** RE: CANA letter  
**Date:** Friday, November 9, 2018 11:02:19 AM  
**Attachments:** [CANA INDOT letter 29October2018.pdf](#)

---

Hi David,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** David L Pflugh <pflugh\_david\_l@elanco.com>  
**Sent:** Monday, October 29, 2018 2:00 PM  
**To:** Indy North Split <info@northsplit.com>; kgillette@hntb.com  
**Cc:** canaindy@gmail.com  
**Subject:** CANA letter

Kia,

Attached please find my letter from CANA regarding INDOT's new Preferred Alternative.

Thanks,  
David

David L. Pflugh, Ph.D.  
Patent Counsel, Elanco  
317-651-6282 (office) | 317-801-1083 (mobile)  
[Pflugh\\_david\\_l@elanco.com](mailto:Pflugh_david_l@elanco.com) | [www.elanco.com](http://www.elanco.com)



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Chatham Arch Neighborhood Foundation  
PO Box 441125  
Indianapolis, IN 46244  
[www.chathamarch.org](http://www.chathamarch.org)

October 29, 2018

Kia Gillette  
HNTB Corporation  
111 Monument Circle, Suite 1200  
Indianapolis, IN 46204

RE: North Split Consulting Parties meeting #4 on INDOT's new Preferred Alternative design

Dear Ms. Gillette,

I represent the Chatham Arch Neighborhood Association (CANA). CANA members are residents, business owners and interested persons in the larger Chatham Arch-Massachusetts Avenue Historic District (CAMA). CAMA is located immediately south of Interstate 65 (I-65) and west of the combined I-65/I-70 Collector/Distributor on the east side of Indianapolis. Chatham Arch was listed on the National Register of Historic Places in 1980, and CAMA was listed in 1982.

Because of Chatham Arch's location, the members of CANA are particularly concerned about INDOT's plans for reconstruction of the North Split Interchange. We have been intently following the evolution of INDOT's plans for the project, and I would like to register some comments and concerns regarding INDOT's latest Preferred Alternative on behalf of CANA.

The PA addresses safety concerns while keeping costs low and minimizing the addition of retaining walls. However, the PA fails to adequately account for stated desire of the downtown neighborhoods for increased connectivity. Instead, the PA preserves the discontinuity between our neighborhoods resulting from the original construction of the interstates fifty years ago. This discontinuity is not something that can be remediated through additional work on the current design.

INDOT has presented studies to the Consulting Parties showing the majority of vehicle traffic on the downtown interstates originates or terminates within the approximate mile square city center. This data appears to have been overlooked in the creation of the new PA design, which instead seems to encourage, even promote, through traffic.

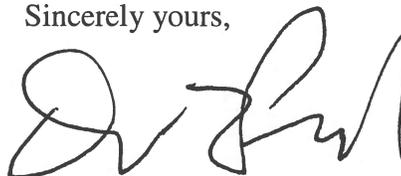
I propose INDOT conduct further studies on expressways which transition to at-grade boulevards or a Collector/Distributor route through the downtown area. If possible, express routes could be built underneath the CD, but as the closure of a section of I-65 in July demonstrated, express routes through the city are merely a convenience, not a necessity for workers and visitors to access downtown businesses.

An at-grade route would satisfy all the stated objectives of the state and many local residents: slowing or re-routing traffic to increase safety, removing barriers between neighborhoods, and promoting dissemination of economic opportunities to a wider section of the city, all while keeping construction and maintenance costs at a minimum.

In summary, CANA supports in principle the objectives of the Rethink I-65/70 Coalition. To that end, CANA formally requests an Economic Impact Study (EIS) for the North Split Reconstruction project. CANA feels an Environmental Assessment (EA) only is not sufficient to determine the effects of the project on our nationally-recognized historic neighborhood.

CANA appreciates the partnership demonstrated by INDOT to date, and we hope to continue working together to further the vision of a successful and vibrant downtown Indianapolis.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'David L. Pflugh', written in a cursive style.

David L. Pflugh, PhD, Esq.

President, CANA

**From:** Purnsley, Meg T  
**To:** [Kia Gillette](#)  
**Subject:** Comments on North Split Alternatives Screening Report  
**Date:** Monday, October 29, 2018 12:58:41 PM

---

Good morning, Kia-

Thanks to you and your team for working with the CAC and Consulting Parties. Regarding the North Split Alternatives Screening Report, I respectfully provide the following comments.

The number of historic resources, both locally and nationally designated, that are impacted by this project are extraordinary. In 1963, local preservationists were aware of the threat the interstate was going to have on historic preservation, and this project became the impetus for Indiana Landmarks purchasing the Morris Butler House as formed a Lockerbie Square Committee to support State legislation creating the IHPC Indianapolis Historic Preservation Commission. Here we are five decades later, having a similar conversation on how the interstate impacts historic resources. Although I commend you and your team for working hard towards trying to mitigate the impact this project might have on historic structures and neighborhoods, but it would be contrary to our mission to provide any indication of support for the alternative as proposed. The widening of the physical interstate will set it significantly closer, 20 feet in some areas, to significant historic neighborhoods such as the Old Northside which includes the Indiana Landmarks Center, St. Joseph, Chatham Arch-Massachusetts Avenue, Fletcher Place, Cottage Home and Lockerbie Square among others.

It strikes me that more time is needed to determine answers to several unanswered questions about the project, including, but not limited to, possible other alternative design options. Indianapolis has lived with the positive and negative impacts of the introduction of the interstate for 50 years, so allowing a reasonable amount of additional time to sort through the design questions and mitigation efforts would be the responsible thing to do.

Thanks for your time.

**Meg Purnsley | Administrator**

Department of Metropolitan Development

Indianapolis Historic Preservation Commission | City of Indianapolis

[meg.purnsley@indy.gov](mailto:meg.purnsley@indy.gov) | 317-327-4408 | [www.indy.gov/ihpc](http://www.indy.gov/ihpc)

-

**[APPLY FOR A COA:](#)**

<https://my.indy.gov/activity/historic-preservation-certificate-of-appropriateness>

**From:** Indy North Split  
**To:** [Jordan Ryan](#)  
**Cc:** [North Square](#)  
**Subject:** RE: North Square Neighborhood Association Public Comment Submission  
**Date:** Monday, October 29, 2018 3:34:33 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Jordan Ryan <jordanblairryan@gmail.com>  
**Sent:** Monday, October 29, 2018 11:02 AM  
**To:** Indy North Split <info@northsplit.com>  
**Cc:** North Square <NorthSquareNA@gmail.com>  
**Subject:** North Square Neighborhood Association Public Comment Submission

The North Square Neighborhood Association thanks the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years.

The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place. We are serious about collaborating for a solution that befits the Hoosier State and that becomes a model for other States.

\*We are disappointed that NSNA's request to have the public commenting period deadline extended until after the release of the Arup engineering study was declined. INDOT is rushing the process and denying the public the ability to make informed decisions with all information available.

**Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.**

**1.0 Purpose and Need Statement**

The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention.

**Comments:**

- a. The Alternatives Screening Report *Purpose and Need statement* is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. This

is most notable by using the east end of the Alabama Street bridge and Meridian Street ramps as convenient rather than logical termini.

b. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project Segmentation.

c. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states "Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR's in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ....at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg." ***Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study.***

d. Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.

## 2.0 Proposed Performance Measures shown in Table 2-4, page 2-15

### Comments:

a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.

b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and should be considered in the APE.

c. Bridge Condition & Remaining Service Life: the community supports measures to

stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.

### **3.0 Traffic Mobility Comments**

Comments:

a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.

### **4.0 Economic Development Potential**

Comments:

- a. The INDOT Proposal is not compatible with the Coalition's principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.
- b. The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.
- c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.
- d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.

### **5.0 Connectivity Comments**

Comments:

- a. The INDOT Proposal is not compatible with the Coalition's principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.
- b. This will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.

c. This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.

d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.

e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.

### **6.0 Economic/Social Justice Comments**

Comments:

a. The INDOT Proposal is not compatible with the Coalition's goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.

### **7.0 Preferred Alternate 4C**

Comments:

a. Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from 1-70 westbound traffic proposal: we find it unacceptable that access to Indianapolis' primary street to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips.

b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.

c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

Respectfully submitted,

North Square Neighborhood Association

**From:** Manning, Scott  
**To:** [Kia Gillette](#); [Rounds, Katie](#); [Shi, Runfa](#); [erin@compassoutreachsolutions.com](mailto:erin@compassoutreachsolutions.com); [Kiefer, Chris](#); [Underhill, Travis](#); [Seth Schickel](#); [Ali.Hernandez@borshoff.biz](mailto:Ali.Hernandez@borshoff.biz); [John W. Myers](#)  
**Subject:** Fwd: STATEMENT: Mayor Hogsett on this morning's announcement by INDOT  
**Date:** Friday, September 28, 2018 11:40:05 AM

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Sent from my iPhone

Begin forwarded message:

**From:** "Schaffer, Taylor" <[Taylor.Schaffer@Indy.Gov](mailto:Taylor.Schaffer@Indy.Gov)>  
**Date:** September 28, 2018 at 11:07:10 AM EDT  
**To:** Undisclosed recipients;;  
**Subject:** **STATEMENT: Mayor Hogsett on this morning's announcement by INDOT**

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

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Following today's announcement by INDOT outlining their preliminary preferred alternative for the reconstruction of the I-65/I-70 North Split, the below statement can be attributed to Mayor Joe Hogsett:

*"This preliminary design is a testament to the legitimate concerns of Indianapolis neighborhoods who have felt the generational impact of the urban interstate system, and INDOT's genuine willingness to listen and ensure their plans reflected that feedback. Residents should be encouraged by this kind of collaboration, and we can be proud of the initial plans it has resulted in.*

*I want to thank Commissioner Joe McGuinness for his continued work to bring this much-needed project to fruition, and I applaud the community groups who have tirelessly advocated city and state officials to ensure this infrastructure investment does not impede the livability and growth of our urban neighborhoods."*

**Taylor Schaffer**

Deputy Chief of Staff - Communications  
Office of Mayor Joe Hogsett – City of Indianapolis  
[taylor.schaffer@indy.gov](mailto:taylor.schaffer@indy.gov)

**P:** (317) 327-2793 **C:** (317) 694-0463  
[www.indy.gov](http://www.indy.gov)

**From:** [Kia Gillette](#)  
**To:** [Tom Beck](#)  
**Cc:** [Sherry Seiwert](#)  
**Bcc:** [North Split Project \(NorthSplit@hntb.com\)](#); [Ali Hernandez \(ali.hernandez@borshoff.biz\)](#)  
**Subject:** RE: INDOT 65 / 70 Reconstruction - Comment from Downtown Indy, Inc.  
**Date:** Friday, November 9, 2018 8:54:00 AM

---

Tom,

I just wanted to let you know we received your comments and they will be included in the formal record for the project.

Thanks,  
Kia

**Kia Gillette**

Environmental Project Manager  
 Email [kgillette@hntb.com](mailto:kgillette@hntb.com)

---

**From:** Tom Beck <tom@downtownindy.org>  
**Sent:** Monday, October 29, 2018 4:19 PM  
**To:** Kia Gillette <kgillette@HNTB.com>  
**Cc:** Sherry Seiwert <sherry@downtownindy.org>  
**Subject:** INDOT 65 / 70 Reconstruction - Comment from Downtown Indy, Inc.

Hello Kia –

On behalf of Downtown Indy, Inc. I am submitting the attached public comment document pertaining to INDOT's North Split Alternatives Screening Report. We appreciate all of the work that HNTB and INDOT have been doing related to this critically important infrastructure project in downtown Indianapolis.

With best regards,



Tom Beck  
 Planning / Research  
[tom@downtownindy.org](mailto:tom@downtownindy.org)  
[www.DowntownIndy.org](http://www.DowntownIndy.org)  
 317-237-2221  
 111 Monument Circle,  
 Suite 250  
 Indianapolis, IN 46204

**CELEBRATING 25 YEARS: 1993 – 2018.** As a private, not-for-profit organization, Downtown Indy, Inc. is uniquely positioned to address issues that affect the area's growth and well-being. Downtown Indy, Inc. focuses on three areas: development, management and marketing to advance Downtown as a great place to live, learn, work and play.



111 Monument Circle, Ste. 250  
Indianapolis, IN 46204  
(317) 237-2222  
www.DowntownIndy.org

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October 29, 2018

Attention: Kia Gillette, Environmental Project Manager HNTB Corporation e: kgillette@hntb.com

Re: INDOT North Split Alternatives Screening Report dated September 21, 2018 Des Nos. 1592385 and 1600808

Dear Ms. Gillette:

Downtown Indy, Inc. appreciates the opportunity to provide comments pertaining to INDOT's Alternatives Screening Report dated September 21, 2018. We also appreciate and encourage INDOT's ongoing promotion of strong citizen involvement and participation in the planning process for improving the North Split and the ongoing reconstruction of the entire downtown inner loop Interstate corridor. We look forward to continuing to collaborate with INDOT on achieving a rebuild solution that improves transportation in Indianapolis benefiting both through and local travelers using our Interstates as well as providing benefits and minimizing negative impacts for the businesses and residents located in the central core area of Indianapolis. Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report:

We encourage INDOT to work to develop design plans for construction that –

- Have no above grade walls – or if necessary, have minimal height designed to be as unobtrusive as possible
- Have no expansion of the existing number of through lanes
- Provide increased connectivity of neighborhoods and areas of commerce divided by the interstates
- Provide increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further separating a densely populated and vibrant area from the downtown core. Efforts to minimize right-of-way width should be pursued.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods. Reductions in downtown access should be minimized where possible.

We encourage INDOT to consider adopting all or portions of the design presented in the joint Rethink

The reconstruction planning of the North Split should consider opportunities to be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas. To address this concern, we encourage INDOT to look for opportunities to minimize right-of-way width for the project and consider ways to maximize economic growth on newly developable land made available by more efficient land use planning for the corridors. Strategies to do this will be presented in the design strategies proposed by the Rethink Coalition / Arup Report which will be made available to INDOT. We encourage INDOT to strongly consider the types of economic development opportunities presented in this report.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution. We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70 to better reflect the interconnectivity of the various areas that are part of the downtown Interstate inner-loop region.

Thank you for your consideration of these comments on this critically important infrastructure project in downtown Indianapolis.

Sincerely,

  
Sherry Seiwert  
President

**From:** Indy North Split  
**To:** [Meg Storrow](#)  
**Cc:** [rshi@indot.in.gov](mailto:rshi@indot.in.gov); [Jeff.Bennett@Indy.Gov](mailto:Jeff.Bennett@Indy.Gov); [daniel.parker@indy.gov](mailto:daniel.parker@indy.gov); [Emily.mack@indy.gov](mailto:Emily.mack@indy.gov); [anna.gremling@indympo.org](mailto:anna.gremling@indympo.org); [Robert.Dirks@dot.gov](mailto:Robert.Dirks@dot.gov); [rnnally@indot.in.gov](mailto:rnnally@indot.in.gov); [andrea.martin@mail.house.gov](mailto:andrea.martin@mail.house.gov); [jmcguinness@indot.in.gov](mailto:jmcguinness@indot.in.gov); [megan.sims@mail.house.gov](mailto:megan.sims@mail.house.gov); [LBrown2@gov.in.gov](mailto:LBrown2@gov.in.gov); [AdamsonforIndy@aol.com](mailto:AdamsonforIndy@aol.com); [voposili@gmail.com](mailto:voposili@gmail.com); [Meg.Purnsley@indy.gov](mailto:Meg.Purnsley@indy.gov); [Paul Knapp \(pknapp@yandl.com\)](mailto:Paul.Knapp@yandl.com); [Marsh Davis - Indiana Landmarks \(mdavis@indianalandmarks.org\)](mailto:Marsh.Davis@indianalandmarks.org); "Kevin Osburn"; [John Kinsella](mailto:John.Kinsella@storowkinsella.com)  
**Subject:** RE: Comments on INDOT North Split Alternatives Screening Report dated September 21, 2018  
**Date:** Friday, November 9, 2018 11:02:04 AM  
**Attachments:** [181028\\_MAMA Comments on North Split.pdf](#)

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Hello,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** Meg Storrow <[storow@storowkinsella.com](mailto:storow@storowkinsella.com)>  
**Sent:** Monday, October 29, 2018 11:18 AM  
**To:** Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>  
**Cc:** [rshi@indot.in.gov](mailto:rshi@indot.in.gov); [Jeff.Bennett@Indy.Gov](mailto:Jeff.Bennett@Indy.Gov); [daniel.parker@indy.gov](mailto:daniel.parker@indy.gov); [Emily.mack@indy.gov](mailto:Emily.mack@indy.gov); [anna.gremling@indympo.org](mailto:anna.gremling@indympo.org); [Robert.Dirks@dot.gov](mailto:Robert.Dirks@dot.gov); [rnnally@indot.in.gov](mailto:rnnally@indot.in.gov); [andrea.martin@mail.house.gov](mailto:andrea.martin@mail.house.gov); [jmcguinness@indot.in.gov](mailto:jmcguinness@indot.in.gov); [megan.sims@mail.house.gov](mailto:megan.sims@mail.house.gov); [LBrown2@gov.in.gov](mailto:LBrown2@gov.in.gov); [AdamsonforIndy@aol.com](mailto:AdamsonforIndy@aol.com); [voposili@gmail.com](mailto:voposili@gmail.com); [Meg.Purnsley@indy.gov](mailto:Meg.Purnsley@indy.gov); [Paul Knapp \(pknapp@yandl.com\)](mailto:Paul.Knapp@yandl.com) <[pknapp@yandl.com](mailto:pknapp@yandl.com)>; [Marsh Davis - Indiana Landmarks \(mdavis@indianalandmarks.org\)](mailto:Marsh.Davis@indianalandmarks.org) <[mdavis@indianalandmarks.org](mailto:mdavis@indianalandmarks.org)>; 'Kevin Osburn' <[kosburn@reasite.com](mailto:kosburn@reasite.com)>; [John Kinsella](mailto:John.Kinsella@storowkinsella.com) <[kinsella@storowkinsella.com](mailto:kinsella@storowkinsella.com)>  
**Subject:** Comments on INDOT North Split Alternatives Screening Report dated September 21, 2018

October 29, 2018

Kia Gillette, Environmental Project Manager  
 HNTB Corporation  
 e: [kgillette@hntb.com](mailto:kgillette@hntb.com)

Re: INDOT North Split Alternatives Screening Report dated September 21, 2018  
 Des Nos. 1592385 and 1600808

Dear Ms. Gillette:

The Mass Ave Merchants Association (MAMA) thanks the State of Indiana for encouraging citizens to participate and comment on the North Split. We are serious about collaborating with INDOT on achieving a solution that improves transportation in Indianapolis. Towards that end we respectfully attach a letter with our comments on the INDOT Alternatives Screening Report dated September 21, 2018.

Thanks,

Meg Storrow, Vice-President  
Mass Ave Merchants Association



## MASS AVE MERCHANTS ASSOCIATION

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October 28, 2018

Kia Gillette, Environmental Project Manager  
HNTB Corporation  
e: [kgillette@hntb.com](mailto:kgillette@hntb.com)

Re: INDOT North Split Alternatives Screening Report dated September 21, 2018  
Des Nos. 1592385 and 1600808

Dear Ms. Gillette:

The Mass Ave Merchants Association (MAMA) thanks the State of Indiana for encouraging citizens to participate and comment on the North Split. We are serious about collaborating with INDOT on achieving a solution that improves transportation in Indianapolis. Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.

### **1.0 Proposed Performance Measures shown in Table 5-7, page 5-9**

- a. INDOT proposes elimination of some connections to local streets to resolve safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. We believe the Area of Potential Effects (APE) should be expanded to include the exit/entry areas that may be impacted, such as West Street and Fletcher Ave.
- b. Alternative 4C, INDOT's Preferred Alternative, proposes eliminating access at Meridian/Pennsylvania and the Meridian/Delaware ramps from I-70 westbound traffic and the Ohio/Michigan exits via the collector-distributor ramp from I-70. We find it unacceptable that access to the downtown core would no longer be available to thousands of travelers and we believe this will deter our customer base and their patronage of Mass Ave.
- c. MAMA supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but that also remove the visual and physical connectivity divides between existing neighborhoods. Mass Ave was cut at 10<sup>th</sup> Street and no longer connects to north Mass Ave when the North Split was constructed. The northeast end of Mass Ave subsequently struggled for years to be economically viable. We urge INDOT

to consider an inner loop design that reconnects the street grid to provide connectivity and encourage economic development.

### **3.0 Retaining Walls:**

The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, and the Mass Ave Commercial District, all listed on the National Register of Historic Places. This additional separation is unacceptable and misses the opportunity to correct past mistakes.

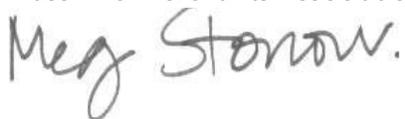
### **4.0 Added pavement width**

The additional pavement width of up to 24 feet exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods and the Mass Ave District. Many of our workers live in adjacent districts and walk or bike to work.

### **2.0 Economic Development Potential**

- a. The INDOT Proposal is does not promote or enhance economic development potential. MAMA agrees with the Rethink 65/70 Coalition that new mixed-use development districts created from relinquished interstate right-of-way space made available by a reduced interstate footprint could be transformative for downtown. As independent merchants and restaurant owners, we need continued means to grow our customer base to effectively compete with suburban malls.
- b. MAMA supports the Rethink 65/70 Coalition request that INDOT redesign the northside leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.
- c. We understand from a study that the Rethink 65/70 Coalition prepared, that over 38.7 acres of new area can be gained on the northside segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space. This would greatly enhance the viability of MAMA businesses.

Sincerely,  
Mass Ave Merchants Association



Meg Storrow  
Vice President, Mass Ave Merchants Association  
[storrow@storrowkinsella.com](mailto:storrow@storrowkinsella.com) | 317-697-5250

**MASS AVE MERCHANTS ASSOCIATION**

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October 28, 2018

Kia Gillette, Environmental Project Manager  
HNTB Corporation  
e: [kgillette@hntb.com](mailto:kgillette@hntb.com)

Re: INDOT North Split Alternatives Screening Report dated September 21, 2018  
Des Nos. 1592385 and 1600808

cc: Governor Eric Holcomb  
Mayor Hogsett, Indianapolis  
Councillor Vop Osili, Indianapolis  
Councillor Zach Adamson, Indianapolis  
Commissioner McGuinness, INDOT  
Representative Andre Carson

Robert Dirks, FHWA  
Anna Gremling, Indianapolis MPO  
Jeff Bennett, Mayor's Office  
Dan Parker, Indianapolis DPW  
Emily Mack, Indianapolis DMD  
Meg Purnsley, IHPC

**From:** Indy North Split  
**To:** [Tom Abeel](#)  
**Subject:** RE: New design for I-65/70 North Split  
**Date:** Tuesday, October 30, 2018 8:57:30 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Tom Abeel <tabeel@indy.rr.com>  
**Sent:** Monday, October 29, 2018 8:47 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** New design for I-65/70 North Split

To INDOT –

I have been following this project for some time now as a member of Historic Urban Neighborhoods of Indianapolis (HUNI). I support the principals put forward below:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated

approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Tom Abeel

Woodruff Place Resident

**From:** Indy North Split  
**To:** [Adkins, Sherril L](#)  
**Subject:** RE: Reconstruction Plans for the North Split  
**Date:** Tuesday, October 30, 2018 5:45:20 PM

---

Good evening,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Adkins, Sherril L <sladkin1@iupui.edu>  
**Sent:** Tuesday, October 30, 2018 11:51 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Reconstruction Plans for the North Split

I'm not an engineer, urban planner or pretend to know anything about traffic flow, but I lived through the debacle of the Evansville reconstruction where the highway plowed through the old downtown and I don't want our vibrant city and historic neighborhoods obliterated in the pseudo name of progress. Far smarter and forward thinking folks than me have spent years studying your plan and developed an alternative which I support to the max. Please, please pay heed to the lessons not learned by the likes of Detroit and seriously consider the points outlined in the Rethink Coalition/Arup Report. In particular, anything that threatens the integrity of the Indiana Landmarks headquarters and the neighborhood around it is an insult to the people who turned a slum in the making into a prosperous gem for the city.

Sincerely,

Sherril Adkins

3726 Riverwood Dr., Indianapolis 46214

**From:** Indy North Split  
**To:** [Alexandra Allinson](#)  
**Subject:** RE: North split  
**Date:** Tuesday, October 30, 2018 8:58:04 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Alexandra Allinson <alexandra.allinson@gmail.com>  
**Sent:** Monday, October 29, 2018 8:48 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** North split

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [Jonathan](#)  
**Subject:** RE: Interstate Redesign Feedback  
**Date:** Monday, October 29, 2018 3:47:25 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Jonathan <jonathan.allinson@gmail.com>  
**Sent:** Monday, October 29, 2018 12:05 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Interstate Redesign Feedback

Dear INDOT,

I, as well as my neighbors in the Cottage Home neighborhood where I live and the Fletcher Place neighborhood where I work, thank you for your work to redesign the 65/70 Interstate with the wishes of those individuals who will be affected by it the most in mind.

In the last round of feedback, I expressed a concern that widening these Interstates and constructing above-grade walls were antiquated ideas and out-of-touch design decisions that would set back, rather than further advance, our city and region. While I appreciate that, for the most part, these damaging and dividing roads will not be widened and surrounded with walls, I am still of the belief that this redesign is not as forward-looking as it should be.

This is a once-in-a-lifetime opportunity to redefine how people experience downtown Indianapolis, whether they are residents, workers, visitors, or just travelers passing through. This new proposal squanders this opportunity to reconnect historic neighborhoods, increase economic development opportunities, improve air and noise pollution, and be recognized as a national leader in truly multimodal transportation by replicating the status quo of the mid-20th century.

Beyond the opportunity cost of not doing something truly great, I find it unacceptable that access to Indianapolis' primary street (Meridian Street) will no longer be available to thousands of travelers by eliminating the Meridian/Pennsylvania and Meridian/Delaware ramps from I-70 Westbound. Similarly, access to the collector-distributor road should not be eliminated from I-65. People need to be able to access these neighborhoods.

Additionally, the proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.

Lastly, I am concerned that additional pavement width in areas like St. Clair Street will exacerbate the separation between historic districts and impact the comfort and safety of cyclists and pedestrians.

Again, I appreciate the steps that were taken from the previous designs to this proposal. However, issues like neighborhood connectivity and economic development are just as important and need to be taken just as seriously. This must be addressed. Furthermore, this entire proposal misses the mark in terms of rebuilding these arteries for the future and correcting the mistakes from the 1950s-1970s, rather than making the same mistakes yet again.

I look forward to continued collaboration to ensure that these Interstates are rebuilt in a way that befits city, the region, and the entire state of Indiana, and that improves quality of life for all who live, work, and play in the area.

Respectfully submitted,  
Jonathan Allinson

--

**From:** Indy North Split  
**To:** [Jonathan Allinson](#)  
**Subject:** RE: 65/70 Feedback  
**Date:** Tuesday, October 30, 2018 8:40:51 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** Jonathan Allinson <[jonathan@PivotMarketing.com](mailto:jonathan@PivotMarketing.com)>  
**Sent:** Monday, October 29, 2018 2:01 PM  
**To:** Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>  
**Subject:** 65/70 Feedback

Dear INDOT,

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you,  
Jonathan

## New submission from Contact at indynorthsplit.com

Kathy Andrews &lt;dreamdesigns@prodigy.net&gt;

Tue 10/30/2018 12:39 AM

To: info@northsplit.com &lt;info@northsplit.com&gt;; Erin Pipkin &lt;erin@compassoutreachsolutions.com&gt;;

**Name**

Kathy Andrews

**Email**[dreamdesigns@prodigy.net](mailto:dreamdesigns@prodigy.net)**Message**

Alternative 4c has two major flaws that the public is overwhelmingly unaware of. First, the elimination of access from westbound I-70 to Pennsylvania, Meridian, as well as Illinois, Capitol, and Senate will result in overloading the adjacent interchanges and downtown surface streets that cannot adequately handle the additional traffic. Second, the elimination of access from southbound I-65 to North, Michigan, Vermont, New York, Ohio, and Fletcher will have very negative impact on the near-eastside. All of this so the influential NIMBYs on the near-northside don't have to "suffer" with some retaining walls. Why should the near-eastside be penalized? Why do you only mention Michigan and Ohio when access is currently provided to many more streets?

The North Split has been open to traffic since 1976. All of these people knew it was there when they moved in. I doubt any of them lived there 42 years ago. Why should the silent majority be penalized for the vocal minority? INDOT is staying in their own right of way. As such, they should be allowed to serve the greater good of Central Indiana. Thank you.

**From:** Indy North Split  
**To:** [Andrew D. Arenson](mailto:Andrew.D.Arenson)  
**Subject:** RE: Comment on 65/70 interchange  
**Date:** Tuesday, October 30, 2018 8:52:54 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

Ali Hernandez  
North Split Public Involvement

-----Original Message-----

From: Andrew D. Arenson <arenson@spatzel.net>  
Sent: Monday, October 29, 2018 4:57 PM  
To: Indy North Split <info@northsplit.com>  
Subject: Comment on 65/70 interchange

I'd love to see the downtown freeways removed.

Failing that, can we please keep them to a minimum? Let's make sure we're connecting neighborhoods as much as possible. Let's avoid adding lanes and putting in taller walls that are closer to buildings.

Andy

--

Andrew D. Arenson (he/him/his)  
arenson (at) spatzel.net

H 317.964.0493  
C 317.679.4669

1 fine. No problem with that. And so since we have a  
2 gentleman that is already at the microphone, we're going  
3 to begin with this gentleman. We're going to be --  
4 we're going to ask you if you'd be so kind as to state  
5 your first and last name, and then the floor is yours,  
6 sir.

7 MR. ARMOND: Thank you very much. My name is  
8 Tim Armond. First, I just want to say, Rickie, you're  
9 really windy. You really take -- to explain things a  
10 lot, too much. Second of all, I didn't see anything --  
11 and I arrived late -- and I saw very little evidence  
12 that you took to rethink about 65, 70. I saw mention of  
13 the Chamber of Commerce. I saw mention of the mayor,  
14 but I didn't see all those great drawings and all those  
15 great ideas that we've been bringing to INDOT for all  
16 these months. I didn't see any of that at the present,  
17 so I'd like to hear about that. Thank you.

18 MR. CLARK: Very well. Very well. Very well  
19 said. Thank you, sir, for those comments. With our  
20 first speaker, perhaps there are others in our audience  
21 after we heard from our speaker, having reviewed the  
22 presentation, perhaps having spoken to a member of our  
23 team at the open house, someone else would like an  
24 opportunity to have his or her comment entered into the  
25 official public record this evening, have that statement

**From:** Indy North Split  
**To:** [tad.aschliman](mailto:tad.aschliman)  
**Subject:** RE: INDOT: Please honor the spirit of the recent City-county Council Resolution.  
**Date:** Tuesday, October 30, 2018 8:45:39 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** tad aschliman <tad.indy@gmail.com>  
**Sent:** Monday, October 29, 2018 3:24 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** INDOT: Please honor the spirit of the recent City-county Council Resolution.

I am concerned that INDOT appears to be forging ahead with designs and building momentum and public support for their latest proposal, even though they have not yet reviewed the recommendations of the ARUP proposal that the ReThink 65/70 Coalition has arranged and paid for through private donations. City Council specifically referenced this ARUP study in its resolution that INDOT engage the Coalition and seriously consider ALL of its design recommendations. The design decisions will significantly impact, for better or for worse, the neighborhoods in the affected areas as well as our city's over all economic viability and its ability to thrive as a center for commerce for decades to come.

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup

Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

--

**Tad Aschliman, REALTOR®**

*Creative, Savvy, Market and Neighborhood Expert...so you can invest with CONFIDENCE.*

office: 317.426.0068

cell: 317.696.8823

email (preferred): [tad.indy@gmail.com](mailto:tad.indy@gmail.com)

---

**From:** Indy North Split  
**To:** [Ken Avidor](#)  
**Subject:** RE: 65/70 Split  
**Date:** Monday, October 29, 2018 3:27:13 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Ken Avidor <ken.avidor@gmail.com>  
**Sent:** Monday, October 29, 2018 10:26 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** 65/70 Split

Indot,

I reside in Indianapolis. Please remove the highways in downtown Indianapolis. Our neighborhoods are for living in, not driving through.

Also, according to the recent IPCC report on climate change, we should be drastically reducing greenhouse gas emissions to avoid catastrophic changes to the planet's ecosystem. Your plans do not reduce emissions, they encourage more emissions.

Thank you,  
Ken Avidor  
Chatham Arch

**From:** Indy North Split  
**To:** [Chris Bachle](#)  
**Subject:** RE: I-65/70 Plans Still Need Improvement  
**Date:** Tuesday, October 30, 2018 5:47:01 PM

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Good evening,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Chris Bachle <cbachle@gmail.com>  
**Sent:** Tuesday, October 30, 2018 12:01 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** I-65/70 Plans Still Need Improvement

Hello,

After reviewing the options considered and the preferred alternative 4c, I think there are better options and believe INDOT should consider the following points:

- The analysis should be redone and include the entire downtown area (65 from 21st to Raymond St AND 70 from Harding to Rural) to produce the optimal solution for all of the downtown interstates / transit system rather than a piecemeal review.
- All existing downtown exits should maintain on and off access to the interstate. The need for the interstates to go through downtown is to allow for people to access the population and economic core of Indiana. If the interstate will be going through downtown, the new construction needs to enhance this connection and not reduce access.
- I have no problem with increased width / walls as long as it means more safety, existing or increased connectivity with the interstate, and reducing the interstate as a barrier between downtown and the nearby neighborhoods. Even though the 65/70 coalition seems very opposed to it, I believe that the above grade walls would be better than the sloping grass areas that just collect trash and debris.
- I think alternatives 4b and 5 are far superior to 4c but even those options can be improved. There are several new technologies in road and traffic engineering since the interstates were first constructed but I see all of the options presented as doing more of the same with some slight tweaks in angles. We don't need to incorporate new things just for the sake of them but what new technologies (e.g. on ramp design, flyover ramp, on ramp signals) have been evaluated?
- There looks to have been an analysis on traffic that originates from 465 and makes it through to 465 versus traffic that doesn't (and therefore must use the north split). I live downtown and work in Plainfield and my non scientific review during rush hour is that about half of space occupied on the downtown interstates are semi trucks. Some might have local deliveries but

most I see continuing through downtown and not stopping. This is particularly seen in the evening rush hour when the 70/465 interchange on the SW side of Indy is backed up so semis choose between going through downtown and waiting to access 465. With all of this being said, I think that efforts should be made to make through traffic less desirable than going on 465 (e.g. tolling semis, improving the 465 interchanges with 65 and 70).

- Davidson and Pine streets act like at grade on and exit ramps for 65/70 which inhibits access to the near east side of downtown. While I think access to the near east side should still be included in the interstate plan, I would like to see ways to make it easier for pedestrians and bikes to cross these streets.
- Streets that had access to downtown before the interstate should have their access restored. Streets that now serve as on or exit ramps for the interstate should restore their downtown connection in favor of slip ramps or other side access means to access the interstate. This could be accomplished with depressing the interstate below grade but doesn't have to.

Thank you,  
Chris Bachle

**From:** Indy North Split  
**To:** [Philip Baer](#)  
**Subject:** RE: I65/I70 split feedback  
**Date:** Monday, October 29, 2018 2:53:13 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Philip Baer <philipbaer@gmail.com>  
**Sent:** Monday, October 29, 2018 9:04 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** I65/I70 split feedback

Please take this into consideration:

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project

areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [Nancy Bain](#)  
**Subject:** RE: 65 - 70 North Split Proposal - comments  
**Date:** Tuesday, October 30, 2018 8:38:01 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Nancy Bain <nabain@msn.com>  
**Sent:** Monday, October 29, 2018 1:17 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** 65 - 70 North Split Proposal - comments

As a home owner on the near eastside (532 N. Highland) and a Trustee on the Board of the Cottage Home Neighborhood Association, I care deeply about the proposed INDOT I-70/65 expansion.

The expansion impacts me, my neighborhood, the entire east side, and indeed my city as a whole. While the changes made to the original proposal are much better, we are not there yet--not by a long shot. Since these changes will impact all us for many decades, I implore your to truly dig in and "Rethink".

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

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We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Sincerely,

Nancy Bain

532 N. Highland Ave, 46202

Board Trustee, Cottage Home Neighborhood Association



# COMMENTS AND QUESTIONS

Alicia Baker

NAME

~~300-000-0000~~

PHONE

317-808-2336

alabaker@jbncenters.org

ADDRESS

Near Eastside, St. Clair Place

EMAIL ADDRESS

I appreciate that there won't be any widening of the freeway - however - access to the Near Eastside is hampered significantly. It already is difficult to get from the Eastside to downtown because of the freeway & the railroad tracks. Taking the I-65 C-D access out will only make this worse. I would like there to be a comprehensive study that takes economic development into consideration as well, which has not been completed yet to my knowledge.



# COMMENTS AND QUESTIONS

Josh Baker

NAME

PHONE

Near Eastside, St. Clair Place

ADDRESS

joshsignsupforstuff@gmail.com

EMAIL ADDRESS

Thank you for putting forth an option that doesn't include higher walls and wider roads. But I feel that the constraints of the current road design make the options limited. Which is why I would hope ~~other~~ complete overhauls would be considered. <sup>(Depressed/Capped/Boulevard)</sup> To me, cutting off access to the already hard-to-get-to near eastside is concerning in this plan. But, again, thanks for the effort put forth in to listen to what the people of downtown want and need from the interstate.

**From:** Indy North Split  
**To:** [beamereed@aol.com](mailto:beamereed@aol.com)  
**Subject:** RE: Please Capture the Rethink Coalition's Guiding Principles  
**Date:** Tuesday, October 30, 2018 8:48:31 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

Ali Hernandez  
 North Split Public Involvement

-----Original Message-----

From: beamereed@aol.com <beamereed@aol.com>  
 Sent: Monday, October 29, 2018 4:10 PM  
 To: Indy North Split <info@northsplit.com>  
 Subject: Please Capture the Rethink Coalition's Guiding Principles

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

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INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [Jackson Beatty](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Thursday, November 1, 2018 4:37:39 PM

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Good evening,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Jackson Beatty <jacksonbeatty@gmail.com>  
**Sent:** Wednesday, October 31, 2018 5:42 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

To whom it may concern:

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
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development impact/potential of interstate right-of-way space in designated project areas.

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INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70

Thank you,

Jackson Beatty

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:15 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; maryalice630@sbcglobal.net &lt;maryalice630@sbcglobal.net&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin****North Split Public Involvement**

---

**From:** Mary Alice Bell <maryalice630@sbcglobal.net>**Sent:** Monday, October 29, 2018 1:54:04 PM**To:** info@northsplit.com; Erin Pipkin**Subject:** New submission from Contact at indynorthsplit.com**Name**

Mary Alice Bell

**Email**[maryalice630@sbcglobal.net](mailto:maryalice630@sbcglobal.net)**Phone**

(317) 679-7562

**Message**

Please take the more forward-thinking option to build tunnels instead of walls. It took visionary thinkers to get downtown Indianapolis to its current state. Please don't take us backward.

## New submission from Contact at indynorthsplit.com

Joe Berkemeier <joeberk@gmail.com>

Mon 10/29/2018 2:41 PM

To: info@northsplit.com <info@northsplit.com>; Erin Pipkin <erin@compassoutreachsolutions.com>;

**Name**

Joe Berkemeier

**Email**

[joeberk@gmail.com](mailto:joeberk@gmail.com)

**Message**

I am writing to express my concerns with alternative 4C for the North Split. The plans I have seen still leave the neighborhood split apart and limits the economic development prospects and livability of the area.

I would like to see further work done to reduce the impact of the north split, including converting both the North and South Splits into spurs only suitable for commuting traffic. Too often during morning/afternoon rush hour I am slowed by semi traffic clearly headed to out-of-state destinations. This traffic should be diverted to an upgraded I-465.



## COMMENTS AND QUESTIONS

Emma Berryman-moore 267-542-5445

NAME

PHONE

2236 E 10th St / Near Eastside

ADDRESS

eberryman-moore@jbccenters.org

EMAIL ADDRESS

I appreciate that this plan doesn't include higher walls or increased through lanes.

However, going ~~to~~ southbound it is/will be very difficult to access the Near Eastside which already faces many transportation barriers, which I find very concerning.

→ Other concerns: has there been any sort of study on the economic impacts / <sup>economic</sup> development opportunities? I haven't heard of any and would love to see that happen.

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:09 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; etbiggio@gmail.com &lt;etbiggio@gmail.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin****North Split Public Involvement**

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**From:** Elizabet Biggio <etbiggio@gmail.com>**Sent:** Monday, October 29, 2018 8:54:44 PM**To:** info@northsplit.com; Erin Pipkin**Subject:** New submission from Contact at indynorthsplit.com**Name**

Elizabet Biggio

**Email**[etbiggio@gmail.com](mailto:etbiggio@gmail.com)**Phone**

(708) 837-0878

**Message**

The reduction of access from southbound I-65 to the near east and southeast sides in the preliminary preferred alternative is disappointing. There is no attempt to mitigate either the huge swath put in isolation or the increased traffic inevitably imposed on the remaining exits, largely Meridian St. The project should serve downtown neighborhoods too.

I would hope to see the EA fully analyzes the cumulative impact of this project for the entirety of Indianapolis' interstate system as well as downtown pedestrian infrastructure, historic properties, and economic development. This project will be the precedent for how the I-65/I-70 projects are treated moving forward and they should be treated as large scale environmental issues.

**From:** Indy North Split  
**To:** [Billiard, Diane L](#)  
**Subject:** RE: 1-65/70 Redesign  
**Date:** Thursday, November 1, 2018 4:36:27 PM

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Good evening,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Billiard, Diane L <[dbilliar@iupui.edu](mailto:dbilliar@iupui.edu)>  
**Sent:** Tuesday, October 30, 2018 8:44 PM  
**To:** Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>  
**Subject:** 1-65/70 Redesign

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the

project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you

Diane Billiard

Indiana Landmarks member and docent

**From:** Indy North Split  
**To:** [Jen Bingham](#)  
**Subject:** RE: Downtown Indy highways  
**Date:** Friday, November 2, 2018 10:19:25 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

Ali Hernandez  
North Split Public Involvement

-----Original Message-----

From: Jen Bingham <jencbingham@gmail.com>  
Sent: Thursday, November 1, 2018 11:08 PM  
To: Indy North Split <info@northsplit.com>  
Subject: Downtown Indy highways

Hi!

I have lived in downtown Indy for around 30 years. The highways breaking up neighborhoods is already bothersome. We who live downtown have worked hard to make it livable. Please do not make things harder for us! You have a chance to help us make Indy better, which will lead to increased revenue for the whole state as more people move downtown.

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates <https://rethink65-70.org/>

Sent from my iPhone

**From:** Indy North Split  
**To:** [Katie Birge](#)  
**Subject:** RE: Design Concerns for I65/I70  
**Date:** Tuesday, October 30, 2018 8:39:04 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Katie Birge <birge.katherine@gmail.com>  
**Sent:** Monday, October 29, 2018 1:27 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Design Concerns for I65/I70

Hello, INDOT!

First, I want to commend you on the work you've done so far on improving our city's infrastructure, particularly for what you're working on to update the north split. As a new homeowner in the Near Eastside, and as an economic developer working to attract young, mobile tech talent to Indianapolis, I ask that you strongly consider the Rethink Coalition's guiding principles for the next generation of I65/I70, in particular:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the

east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you so much for your consideration. If you have any questions or would like to talk in more detail, feel free to contact me.

Sincerely,

Katie Birge  
438 N Highland Ave  
Indianapolis, IN 46202

**From:** Indy North Split  
**To:** [Sandra Blanton](#)  
**Subject:** RE: The North Split  
**Date:** Monday, October 29, 2018 3:08:47 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Sandra Blanton <sandyb435@gmail.com>  
**Sent:** Monday, October 29, 2018 9:55 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** The North Split

Please consider the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for future construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you for your consideration,  
Sandra Blanton

**From:** Indy North Split  
**To:** [Chris Bodem](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 2:58:32 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Chris Bodem <chris.bodem@gmail.com>  
**Sent:** Monday, October 29, 2018 9:21 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [Yasser Bouhlal](mailto:yasserbouhlal@gmail.com)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 3:26:20 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Yasser Bouhlal <yasserbouhlal@gmail.com>  
**Sent:** Monday, October 29, 2018 10:24 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

Dear INDOT -

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Best

Yasser Bouhlal, Ph.D.  
Resident and Home owner in Lockerbie Square

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:19 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; bboulware@daengineering.com &lt;bboulware@daengineering.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin**  
**North Split Public Involvement**

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**From:** E. W. Bob Boulware, PE <bboulware@daengineering.com>  
**Sent:** Monday, October 29, 2018 10:56:03 AM  
**To:** info@northsplit.com; Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

E. W. Bob Boulware, PE

**Email**[bboulware@daengineering.com](mailto:bboulware@daengineering.com)**Phone**

(317) 919-9090

**Message**

Indianapolis needs to take advantage of the need to upgrade the I 65 / 60 route through the city to improve its image as an international city and no longer the "capitol in the cornfield". I would like to fully support the efforts of the ReThink Coalition in these efforts.

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
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INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [Jacob Bower-Bir](#)  
**Subject:** RE: Rethink 65/70  
**Date:** Monday, October 29, 2018 3:38:27 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Jacob Bower-Bir <jbowerbir@gmail.com>  
**Sent:** Monday, October 29, 2018 11:11 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Rethink 65/70

Hello,

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
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INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project

areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Sincerely,  
Jacob S. Bower-Bir, PhD

**From:** Indy North Split  
**To:** [Austin Brandt](#)  
**Subject:** RE: 65/70 Split  
**Date:** Tuesday, October 30, 2018 8:55:01 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Austin Brandt <austin@austinbrandt.com>  
**Sent:** Monday, October 29, 2018 6:14 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** 65/70 Split

Hi,

As a downtown resident for the past 5 years I am continuously amazed at the transformation that has taken place right in front of me. The hard work and dedication of countless people over the past 20 years or so has culminated into what I really believe to be the makings of a world-class city (and I'm not an Indiana native so i don't think I'm particularly biased). This has been accomplished by big audacious projects such as the Circle Center Mall, Lucas Oil and Bankers, and the Cultural Trail.

This transformation is what has inspired me to set down roots in this city, even though my family and work are based hundreds of miles away. It is why I have now built two homes in the downtown area.

I believe we have an opportunity with the 65/70 rebuild that could surpass those other projects combined in terms of impact to our city.

To have this effect, I 100% support the vision of the Rethink Coalition/Arup Report. Please see the details found below.

Thank you

--

Austin Brandt

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [Jane Brannen](#)  
**Subject:** RE: PLEASE Change Your Plans for 65/70  
**Date:** Monday, October 29, 2018 3:30:01 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Jane Brannen <janebrannen@gmail.com>  
**Sent:** Monday, October 29, 2018 10:41 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** PLEASE Change Your Plans for 65/70

Hey INDOT,

The choices you make for our interstate this year will affect Indiana for decades to come. Please don't miss this opportunity. We can't afford for you to get it wrong.

I'm asking you to reconstruct the North Split in a way allows us to meaningfully improve the interstate—not just marginally update it. This means following the Rethink Coalition's principles:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

Please listen to the people. Please get this right. Let this interstate be a success for Indiana—and for INDOT.

**Jane Brannen**

[janebrannen.com](http://janebrannen.com)

859.753.4186

[Twitter](#) | [Facebook](#) | [LinkedIn](#)

**From:** Indy North Split  
**To:** [Greg Bright](#)  
**Subject:** RE: North Split Public Comment  
**Date:** Thursday, October 18, 2018 1:08:09 PM

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Mr. Bright,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

Ali Hernandez  
North Split Public Involvement

-----Original Message-----

From: Greg Bright <gregory32389@gmail.com>  
Sent: Thursday, October 18, 2018 11:44 AM  
To: Indy North Split <info@northsplit.com>  
Subject: North Split Public Comment

Good afternoon,

My name is Greg Bright, I live in Fletcher Place and this North Split alternative 4c does nothing to address the need for better connectivity between neighborhoods. It is apparent that you care very little, if at all, for the people who live downtown and their well-being. You have shown yourself to be an organization with no care for innovation. I strongly suggest and urge you to go back to the drawing board as alternative 4c is not good enough. You have not addressed my concerns or those of the people downtown to ensure historic neighborhoods are connected and/or re-connected.

Indianapolis can be a great city and needs to continue to improve, alternative 4c does not do that. Please, I beg you, rethink this split. Be Innovative. Show America that Indianapolis is a great city, not one that is too cowardly to lead the way in new infrastructure ideas.

Reject Alternative 4c!

Thank you,  
Greg Bright

**From:** Indy North Split  
**To:** [Greg Bright](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Thursday, November 1, 2018 4:35:52 PM

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Good evening,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

Ali Hernandez  
North Split Public Involvement

-----Original Message-----

From: Greg Bright <gregory32389@gmail.com>  
Sent: Tuesday, October 30, 2018 6:08 PM  
To: Indy North Split <info@northsplit.com>  
Subject: Please Rethink plans for I-65/70

Good afternoon,

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
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We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection

and north interchange between I-65 and I-70.

Greg Bright

Sent from my iPhone

**From:** Indy North Split  
**To:** [Scott](#)  
**Subject:** RE: Feedback from soon-to-be resident  
**Date:** Tuesday, October 30, 2018 8:34:27 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Scott <scott.brookie@gmail.com>  
**Sent:** Monday, October 29, 2018 12:37 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Feedback from soon-to-be resident

Hi,

My name is Scott Brookie, and I will soon be a resident very close to the North Split after we close on a house today.

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thanks,  
Scott Brookie

**From:** Indy North Split  
**To:** [Bess Browning](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 3:33:56 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

Ali Hernandez  
 North Split Public Involvement

-----Original Message-----

From: Bess Browning <[bbrowning@echopointmedia.com](mailto:bbrowning@echopointmedia.com)>  
 Sent: Monday, October 29, 2018 10:58 AM  
 To: Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>  
 Subject: Please Rethink plans for I-65/70

Hello -

As a resident of the Holy Cross neighborhood, the 65-70 is very important to me.

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Sent from my iPhone

**From:** Indy North Split  
**To:** [David Browning](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 3:36:41 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** David Browning <jdavidbrowning@gmail.com>  
**Sent:** Monday, October 29, 2018 11:25 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [Bruce Buchanan](#)  
**Subject:** RE: North Split Design Comments  
**Date:** Tuesday, October 30, 2018 8:36:28 AM

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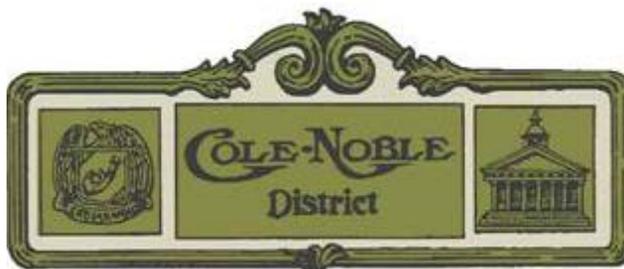
Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Bruce Buchanan <BBuchanan@buchanangroup.org>  
**Sent:** Monday, October 29, 2018 12:53 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** North Split Design Comments



I am writing in response to INDOT's plan to rebuild the North split in downtown Indianapolis. Our neighborhood is at the epicenter of the downtown freeway system of Indianapolis. Our eastern border is I-65 and we are a 18-square-block area west to Alabama Street, Washington Street on the south, and Miami Street on the north. We are home to numerous business, apartments, condominiums and many social services. Our neighborhood has been depressed since the freeway system originally cut through the City. The good news is that ECONOMIC REBOUND occurred when the I/65 freeway spur along Market Street was REMOVED in 2008.

We now have an opportunity to build on this improvement if INDOT will more closely follow the four principles developed by the ReThink 65/70 business and citizen's coalition; which is endorsed by the Indianapolis Chamber of Commerce and The Indianapolis City Council. I will list those four principles and

a review of the current INDOT plan below.

Within a few days we will have an independent report from the internally-renown ARUP design firm. I am confident that this report will offer ideas that follow these four critical principles. I hope that the State will take its time and develop a plan that will make Indianapolis the envy of other cities. Cole-Noble has lived the economic and social damage done by a poorly-designed freeway system. We now have the opportunity to turn this new plan into an economic dynamo with quality of life enhancement! It needs to be a huge win for the next generation. Let me know how I can help.

Sincerely,

Bruce W. Buchanan

President

Cole-Noble District Neighborhood Association, Indianapolis

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**Bruce Buchanan**

*Owner/CEO*

Buchanan Group Inc. | 600 E. Ohio St. | Indianapolis, Indiana 46202

Tel: 317-396-2502



**From:** Indy North Split  
**To:** [Alexander Butler](#)  
**Subject:** RE:  
**Date:** Tuesday, October 30, 2018 8:41:15 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Alexander Butler <butler21@iu.edu>  
**Sent:** Monday, October 29, 2018 2:04 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:**

To Whom It May Concern:

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Sincerely,

Alexander Butler  
Resident of a Downtown Indianapolis Neighborhood  
Associate Instructor  
Department of Curriculum and Instruction  
3225B W.W. Wright Education Building  
School of Education  
Indiana University

**From:** Indy North Split  
**To:** [Kathleen Callahan](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 3:12:17 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Kathleen Callahan <kcallahan@yandl.com>  
**Sent:** Monday, October 29, 2018 10:15 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

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The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**KATHLEEN CALLAHAN** // Digital Strategist

**YOUNG & LARAMORE** // [yandl.com](http://yandl.com)

**P:** 317.264.8000 // **M:** 917.239.8096

**From:** Indy North Split  
**To:** [Chuck Chamness](#)  
**Subject:** RE: 65/70  
**Date:** Monday, October 29, 2018 2:06:01 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Chuck Chamness <cchamness@namic.org>  
**Sent:** Monday, October 29, 2018 4:49 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** 65/70

Dear Sir or Madam

As a resident of downtown Indianapolis, I thank the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years.

The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place.

We are serious about collaborating for a solution that befits the Hoosier State and that becomes a model for other States.

**Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.**

**1.0 Purpose and Need Statement**

The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention.

Comments:

a. The Alternatives Screening Report *Purpose and Need statement* is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. This is most notable by using the east end of the Alabama Street bridge and Meridian

Street ramps as convenient rather than logical termini.

b. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project Segmentation.

c. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states "Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR's in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ....at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg." **Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study.**

d. Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.

## **2.0 Proposed Performance Measures shown in Table 2-4, page 2-15**

Comments:

a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.

b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and should be considered in the APE.

c. Bridge Condition & Remaining Service Life: the community supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.

### **3.0 Traffic Mobility Comments**

Comments:

a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.

### **4.0 Economic Development Potential**

Comments:

a. The INDOT Proposal is not compatible with the Coalition's principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.

b. The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.

c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.

d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.

### **5.0 Connectivity Comments**

Comments:

a. The INDOT Proposal is not compatible with the Coalition's principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.

b. This will provide multimodal balance between pedestrian, bicycle, transit and

automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.

c. This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.

d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.

e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.

## **6.0 Economic/Social Justice Comments**

Comments:

a. The INDOT Proposal is not compatible with the Coalition's goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.

## **7.0 Preferred Alternate 4C**

Comments:

a. Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from 1-70 westbound traffic proposal: we find it unacceptable that access to Indianapolis' primary street to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips.

b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.

c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

Respectfully submitted,  
Charles Chamness  
640 Lockerbie St  
Indianapolis In



# COMMENTS AND QUESTIONS

Dan CHAVAS  
NAME

773-936-4510  
PHONE

406 E. Michigan St. Apt. 201 Indy 46204  
ADDRESS

drchavas@gmail.com  
EMAIL ADDRESS

Preferred Alternative seems nice. ~~The~~ The loss of the I-65 Mich/Ohio exit access from the NW isn't a big deal — I drive home from Purdue 3-4 days/wk and Waze ~~has~~ has me exit at 113 always, except when there is zero traffic in which case it is only 30 seconds faster so I don't even bother. Glad this does not ~~add~~ <sup>add</sup> lanes!

Now I want to see the underpasses made beautiful & inviting for pedestrians! Allocate budget, bring in exterior decor and art, and make these spaces modern 21<sup>st</sup> century + something Indy can be proud of for decades!



# COMMENTS AND QUESTIONS

Carl Cheifetz 301 938 6358  
NAME PHONE

935 Woodmere Dr Indpls, IN 46260  
ADDRESS

CAC1214@hotmail.com  
EMAIL ADDRESS

I'm disappointed that movements were eliminated, WB 70 to Meridian and SB 65 to CD. Those are movements that are needed so as not to overwhelm West St or Illinois.

Also, the weave at the south end doesn't appear to be fixed. So increased speeds on mainline and then exit to Lilly will have to weave w/ CD road.

How can we get all movements back?

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:15 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; jeff@thechristoffersens.com &lt;jeff@thechristoffersens.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin**  
**North Split Public Involvement**

---

**From:** Jeffrey Christoffersen <jeff@thechristoffersens.com>  
**Sent:** Monday, October 29, 2018 1:14:16 PM  
**To:** info@northsplit.com; Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

Jeffrey Christoffersen

**Email**[jeff@thechristoffersens.com](mailto:jeff@thechristoffersens.com)**Phone**

(317) 590-6547

**Message**

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [Jeni Christoffersen](mailto:Jeni.Christoffersen)  
**Subject:** RE: Feedback on north split design  
**Date:** Tuesday, October 30, 2018 8:58:56 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Jeni Christoffersen <[jeni@thechristoffersens.com](mailto:jeni@thechristoffersens.com)>  
**Sent:** Monday, October 29, 2018 9:15 PM  
**To:** Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>  
**Subject:** Feedback on north split design

Dear INDOT Planning team,

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

Many sincere thanks,  
Jeni

Jeni Christoffersen  
221 Fulton St  
Indpls, IN 46202  
317-417-5378

Sent from my iPhone

**From:** Indy North Split  
**To:** [Michael Clemens](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Friday, November 2, 2018 10:21:01 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Michael Clemens <clemens.mike@gmail.com>  
**Sent:** Monday, October 29, 2018 2:36 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

To Whom it may Concern:

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Michael Clemens

**From:** Indy North Split  
**To:** [Mike Coghlan](#)  
**Subject:** RE: Public comment on 4c  
**Date:** Tuesday, October 30, 2018 8:41:28 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Mike Coghlan <MCoghlan@indypl.org>  
**Sent:** Monday, October 29, 2018 2:13 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Public comment on 4c

Greetings,

I want INDOT to adopt the design presented by the Rethink Coalition to better connect the local street grid by pushing the interstate down and have local access traffic be separated from interstate traffic.

You need to be looking ahead to allow for the continued growth of neighborhoods near downtown. I know you are focused on the over-burdened north split, but you ought to expand the plan to consider work at the West Street access.

Thanks

Michael Coghlan

**From:** Indy North Split  
**To:** [Alexander Cohen](#)  
**Subject:** RE: Rethink  
**Date:** Tuesday, October 30, 2018 5:50:54 PM

---

Good evening,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Alexander Cohen <alexmc@umich.edu>  
**Sent:** Tuesday, October 30, 2018 5:42 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Rethink

I disagree with the plan for the 65 70 split. I do not want the on-ramps and off-ramps near Meridian, Delaware, and Pennsylvania from and to 65 and 70 to be removed. Those are critical for where we live

--

Alex Cohen, P.E., M.S.  
Sr. Engineer – Bioprocess Purification Development  
Eli Lilly and Company  
Cell: 248-875-3290  
[cohen\\_alex@lilly.com](mailto:cohen_alex@lilly.com)

-

**From:** Indy North Split  
**To:** [Bob Collins](#)  
**Subject:** RE: Comments on North Split Preferred Alternative  
**Date:** Tuesday, October 30, 2018 8:50:27 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Bob Collins <bob@collinswriting.com>  
**Sent:** Monday, October 29, 2018 4:23 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Comments on North Split Preferred Alternative

I am concerned about the lack of downtown exits on southbound I-65 contemplated in the preferred alternative for the North Split. I drive this route every day. As I understand alternative 4c, there are no exits between Meridian Street and East Street. I believe that our interstates in Indianapolis already have too few exits, creating bottlenecks at the few exits and routing more cars through city streets to reach the interstates.

Here are the problems I see in this plan to reduce the number of exits downtown:

- With no exits on the east side of downtown, all southbound I-65 traffic will have to travel farther to reach East Street or one of the exits off I-70 on the south edge of downtown. This will ADD traffic to the inner loop.
- There is considerable congestion around the inner loop. Now INDOT has proposed a 50-year plan to reduce congestion that will not add any lanes, staking the whole plan on reducing weaving. But reaching the available exits from the new configuration of I-65 will require considerable weaving - cutting across at least two lanes of I-70 traffic. So the plan is not reducing weaving - it's just moving the weave farther south.

I have two requests:

- INDOT should reconsider how access might be provided from southbound I-65 to the Michigan/Ohio/Fletcher exits, or some alternative access from the east side of downtown.
- If INDOT does not add such access, it should consider how to make the Meridian Street exit more efficient to accommodate the increased traffic it will have to handle - e.g., providing more direct access to Pennsylvania and/or Capitol.

I believe that the goal to reduce congestion has been lost in the concern about affecting nearby neighborhoods. I understand that concern, but I think that INDOT has not been creative enough in developing a solution that also reduces congestion. In general, I believe

the design of the interstates in and around Indianapolis is klunky and ugly. I look at the I-70 interchange at Indianapolis International Airport - the kind of elegant and efficient highway design that seems to be common in other states - and wonder why there is nothing like that anywhere else in this city. I am afraid that INDOT has gone with a cheap alternative for the North Split, appeasing opponents by not adding lanes but not really building infrastructure to meet the future needs for traffic to reach downtown Indianapolis.

Thank you for considering my comments.

Robert J. Collins  
220 W 64th Street  
Indianapolis, IN 46260

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:26 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; BruceColville@Gmail.com &lt;BruceColville@Gmail.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin****North Split Public Involvement**

---

**From:** Bruce Colville <BruceColville@Gmail.com>  
**Sent:** Monday, October 29, 2018 8:56:18 AM  
**To:** info@northsplit.com; Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

Bruce Colville

**Email**[BruceColville@Gmail.com](mailto:BruceColville@Gmail.com)**Message**

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you.

**From:** Indy North Split  
**To:** [Bruce Colville](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 2:52:18 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Bruce Colville <brucecolville@gmail.com>  
**Sent:** Monday, October 29, 2018 8:57 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you

--

**BRUCE COLVILLE**

**From:** Indy North Split  
**To:** [Vernon Compton](#)  
**Subject:** RE: Brightwood Neighborhood organization  
**Date:** Monday, October 29, 2018 2:06:36 PM

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Vernon Compton <vrcompton.vc@gmail.com>  
**Sent:** Monday, October 29, 2018 5:17 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Brightwood Neighborhood organization

The Brightwood Concerned Citizens Neighborhood Association thanks the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years.

The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place.

We are serious about collaborating for a solution that befits the Hoosier State and that becomes a model for other States.

**Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.**

#### **1.0 Purpose and Need Statement**

The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention.

Comments:

a. The Alternatives Screening Report *Purpose and Need statement* is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or

The ( *your name/ neighborhood name* ) thanks the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years.

The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place.

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#### **1.0 Purpose and Need Statement**

The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention.

Comments:

a. The Alternatives Screening Report *Purpose and Need statement* is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. This is most notable by using the east end of the Alabama Street bridge and Meridian Street ramps as convenient rather than logical termini.

b. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project Segmentation.

c. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states "Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR's in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ....at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg." **Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study.**

d. Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.

#### **2.0 Proposed Performance Measures shown in Table 2-4, page 2-15**

Comments:

a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.

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d. Reconstructing a critical segment of the downtown

b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and should be considered in the APE.

c. Bridge Condition & Remaining Service Life: the community supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.

### 3.0 Traffic Mobility Comments

Comments:

a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.

### 4.0 Economic Development Potential

Comments:

a. The INDOT Proposal is not compatible with the Coalition's principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.

b. The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.

c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.

d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.

### 5.0 Connectivity Comments

Comments:

a. The INDOT Proposal is not compatible with the Coalition's principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.

b. This will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.

c. This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.

d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.

e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.

### 6.0 Economic/Social Justice Comments

Comments:

a. The INDOT Proposal is not compatible with the Coalition's goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.

### 7.0 Preferred Alternate 4C

Comments:

a. Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from I-70 westbound traffic proposal: we find it unacceptable that access to Indianapolis' primary

interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.

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b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.

c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

Respectfully submitted,

\*\*\* End of Text



ReplyForward

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correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

Respectfully submitted,

Vernon Ray Compton

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:14 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; cassie.conklin@gmail.com &lt;cassie.conklin@gmail.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin****North Split Public Involvement**

---

**From:** Cassie Conklin <cassie.conklin@gmail.com>**Sent:** Monday, October 29, 2018 2:27:43 PM**To:** info@northsplit.com; Erin Pipkin**Subject:** New submission from Contact at indynorthsplit.com**Name**

Cassie Conklin

**Email**[cassie.conklin@gmail.com](mailto:cassie.conklin@gmail.com)**Message**

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:24 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; chris.corr@gmail.com &lt;chris.corr@gmail.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin**  
**North Split Public Involvement**

---

**From:** Christopher Corr <chris.corr@gmail.com>  
**Sent:** Monday, October 29, 2018 9:45:12 AM  
**To:** info@northsplit.com; Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

Christopher Corr

**Email**[chris.corr@gmail.com](mailto:chris.corr@gmail.com)**Phone**

(317) 727-5511

**Message**

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
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INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [Paul Corsaro](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 3:33:24 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Paul Corsaro <paulincorsaro@gmail.com>  
**Sent:** Monday, October 29, 2018 11:01 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

Good morning !

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
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development impact/potential of interstate right-of-way space in designated project areas.

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

--

Paul N Corsaro  
Cash & Carry Paper Co  
914 E New York St  
Indianapolis,In 46202  
317-632-2651

**From:** Indy North Split  
**To:** [Rachel Cowgill](#)  
**Subject:** RE: Comments regarding INDOT north split  
**Date:** Monday, October 29, 2018 3:37:55 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Rachel Cowgill <moofishdesign@gmail.com>  
**Sent:** Monday, October 29, 2018 11:09 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Comments regarding INDOT north split

Based on what I had originally read regarding the planned upgrades it seemed that the Rethink campaign has a positive influence on the direction for the north split. It has now become clear that many of the things I deeply oppose are still planned.

Of greatest concern are the retaining walls: The proposed retaining walls of up to 11 feet tall is just a terrible idea. This is unacceptable and misses the opportunity to correct past mistakes.

The focus should be on needed repairs to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives. We do not need walls and other things that further separate our communities.

The plans also still overlook the potential economic gain and chance to reconnect our downtown vibrant communities.

We should not be catering to through-traffic and commuters that do not pay taxes in our district.

Thank you for your consideration,  
Rachel Cowgill  
967 Dorman Street  
Indianapolis, IN 46202

**From:** Indy North Split  
**To:** [dkc0023@aol.com](mailto:dkc0023@aol.com)  
**Subject:** RE: North Split Public Comment -- Slow down and photo ticket  
**Date:** Monday, October 22, 2018 4:34:16 PM

---

Hello,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** dkc0023@aol.com <dkc0023@aol.com>  
**Sent:** Sunday, October 21, 2018 9:55 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Fwd: North Split Public Comment -- Slow down and photo ticket

-----Original Message-----

**From:** dkc0023 <[dkc0023@aol.com](mailto:dkc0023@aol.com)>  
**To:** info <[info@northsplit.com](mailto:info@northsplit.com)>  
**Sent:** Sun, Oct 21, 2018 9:52 pm  
**Subject:** North Split Public Comment -- Slow down and photo ticket

Noise Noise Noise -- So, slow down, let's say 45 mph inside 465, or within 2 miles of the North Split.

But how can it be enforced? Not the way enforcement has been handled for the last 100 years. Other States/Cities do it -- electronics and cameras. And the revenue could fund the cost of the system. And no officers exposed to cars flying by or cars swerving over to give a lane clearance to officers who have pulled someone over.

-- Don Craft

**From:** Indy North Split  
**To:** [Dolly Craft](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Tuesday, October 30, 2018 8:46:27 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** Dolly Craft <dollybike@aol.com>  
**Sent:** Monday, October 29, 2018 3:27 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

As a resident of Lockerbie Place, I continue to be concerned about decisions relating to the I-65/70 Interchange. Thank you for paying attention to the desires of the residents.

Dolly Craft  
330 N. East Street  
46202

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
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INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

---

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:26 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; shannon.r.creasy@gmail.com &lt;shannon.r.creasy@gmail.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

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**Erin Pipkin**  
**North Split Public Involvement**

---

**From:** Shannon Creasy <shannon.r.creasy@gmail.com>  
**Sent:** Monday, October 29, 2018 8:48:58 AM  
**To:** info@northsplit.com; Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

Shannon Creasy

**Email**[shannon.r.creasy@gmail.com](mailto:shannon.r.creasy@gmail.com)**Phone**

(309) 645-7876

**Message**

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We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:22 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; scrowder@me.com &lt;scrowder@me.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin**  
**North Split Public Involvement**

---

**From:** Seth Crowder <scrowder@me.com>  
**Sent:** Monday, October 29, 2018 10:02:30 AM  
**To:** info@northsplit.com; Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

Seth Crowder

**Email**[scrowder@me.com](mailto:scrowder@me.com)**Message**

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you,

Seth

**From:** Indy North Split  
**To:** [Ali Cudby](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 2:53:11 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Ali Cudby <alicudby@mac.com>  
**Sent:** Monday, October 29, 2018 9:03 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you!  
Ali Cudby  
966 Stillwell St

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:09 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; j cudby@mxllc.net &lt;j cudby@mxllc.net&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

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**Erin Pipkin**  
**North Split Public Involvement**

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**From:** Joseph CUdby <jcudby@mxllc.net>  
**Sent:** Monday, October 29, 2018 9:25:46 PM  
**To:** info@northsplit.com; Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

Joseph CUdby

**Email**[jcudby@mxllc.net](mailto:jcudby@mxllc.net)**Phone**

(571) 214-0713

**Message**

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## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:26 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; sdafforn@gmail.com &lt;sdafforn@gmail.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin****North Split Public Involvement**

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**From:** Sco Da ffor n <sdafforn@gmail.com>  
**Sent:** Monday, October 29, 2018 8:30:36 AM  
**To:** info@northsplit.com; Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

Scott Dafforn

**Email**[sdafforn@gmail.com](mailto:sdafforn@gmail.com)**Message**

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you

**From:** Indy North Split  
**To:** [Missy Dale](#)  
**Subject:** RE: Rethink the North Split  
**Date:** Monday, October 29, 2018 2:15:27 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Missy Dale <Melissa.Dale@Joinkllc.com>  
**Sent:** Monday, October 29, 2018 7:56 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Rethink the North Split

Melissa Dale and Fletcher Place thanks the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years.

The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place.

We are serious about collaborating for a solution that befits the Hoosier State and that becomes a model for other States.

Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.

**1.0 Purpose and Need Statement**

The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention.

**Comments:**

a. The Alternatives Screening Report Purpose and Need statement is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. This is most notable by using the east end of the Alabama Street bridge and Meridian Street ramps as convenient rather than logical termini.

b. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project.

Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project Segmentation.

c. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states "Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR's in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. .... at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg." Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study.

d. Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.

## 2.0 Proposed Performance Measures shown in Table 2-4, page 2-15

### Comments:

a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.

b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and should be considered in the APE.

c. Bridge Condition & Remaining Service Life: the community supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.

## 3.0 Traffic Mobility Comments

### Comments:

a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the

downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.

#### 4.0 Economic Development Potential

##### Comments:

a. The INDOT Proposal is not compatible with the Coalition's principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.

b. The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.

c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.

d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.

#### 5.0 Connectivity Comments

##### Comments:

a. The INDOT Proposal is not compatible with the Coalition's principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.

b. This will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.

c. This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.

d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.

e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.

## 6.0 Economic/Social Justice Comments

### Comments:

a. The INDOT Proposal is not compatible with the Coalition's goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.

## 7.0 Preferred Alternate 4C

### Comments:

a. Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from I-70 westbound traffic proposal: we find it unacceptable that access to Indianapolis' primary street to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips.

b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.

c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

Respectfully submitted,

Melissa Dale  
Fletcher Place

**From:** Indy North Split  
**To:** [Tom Dale](#)  
**Subject:** RE: I-65/I-70 North split work  
**Date:** Monday, October 29, 2018 3:49:43 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Tom Dale <tdale@mca-midwest.com>  
**Sent:** Monday, October 29, 2018 12:07 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** I-65/I-70 North split work

As President of Stadium Village we ask you, INDOT to capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you for listening!

Tom Dale - President  
Stadium Village Business Association  
cell-317-509-0382

**From:** Indy North Split  
**To:** [Azure Davey](#)  
**Subject:** RE: Rethink I-65/70 - Cottage Home Individual Resident Feedback  
**Date:** Tuesday, October 30, 2018 8:48:38 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Azure Davey <azuredavey@hotmail.com>  
**Sent:** Monday, October 29, 2018 4:10 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Rethink I-65/70 - Cottage Home Individual Resident Feedback

Hi INDOT/HNTB -

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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I would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thanks for your time and opportunity to respond. I appreciate your consideration of my comments as you move forward.

- Azure Davey  
Cottage Home Resident

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:08 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; daniel@dan-day.net &lt;daniel@dan-day.net&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin****North Split Public Involvement**

---

**From:** Daniel Day <daniel@dan-day.net>  
**Sent:** Monday, October 29, 2018 9:38:04 PM  
**To:** info@northsplit.com; Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

Daniel Day

**Email**[daniel@dan-day.net](mailto:daniel@dan-day.net)**Message**

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:08 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; daylj2010@gmail.com &lt;daylj2010@gmail.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin**  
**North Split Public Involvement**

---

**From:** Logan Day <daylj2010@gmail.com>  
**Sent:** Monday, October 29, 2018 9:35:01 PM  
**To:** info@northsplit.com; Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

Logan Day

**Email**[daylj2010@gmail.com](mailto:daylj2010@gmail.com)**Phone**

(317) 459-0955

**Message**

Please consider a more strict adherence to the principles outlined by the Rethink 65/70 Coalition. A redesign of the interstate system in downtown Indianapolis which provides for more connectivity and engagement by eliminating above-grade walls and other barriers will help to establish a more thriving downtown area.

Thanks for taking the time to consider these comments.

**From:** Indy North Split  
**To:** [De Waal, Cornelis](#)  
**Cc:** [noname](#)  
**Subject:** RE: reconstruction of the North Split in Indianapolis  
**Date:** Tuesday, October 30, 2018 8:48:21 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** De Waal, Cornelis <cdwaal@iupui.edu>  
**Sent:** Monday, October 29, 2018 4:06 PM  
**To:** Indy North Split <info@northsplit.com>  
**Cc:** noname <deWaal42@gmail.com>  
**Subject:** reconstruction of the North Split in Indianapolis

As a resident of downtown Indianapolis, I strongly support the **Rethink Coalition's guiding principles** for reconstruction of the North Split, as expressed in the statement below.

Thanks!

Cornelis de Waal

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates.

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at

peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid. The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution. We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [Brian Deiwert](#)  
**Subject:** RE: Public Comment for North Split  
**Date:** Tuesday, October 30, 2018 8:57:11 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Brian Deiwert <bdeiwert@yahoo.com>  
**Sent:** Monday, October 29, 2018 8:45 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Public Comment for North Split

My name is Brian Deiwert, and I am the Treasurer of the Franklin Trails community. I hope the the State of Indiana values the input it requested for by the citizens of the region. Our infrastructure should be a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years.

The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place.

We are serious about collaborating for a solution that befits the Hoosier State and that becomes a model for other States to follow our lead.

Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.

1.0 Purpose and Need Statement

The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention.

Comments:

a. The Alternatives Screening Report Purpose and Need statement is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. This is most notable by using the east end of the Alabama Street bridge and Meridian Street ramps as convenient rather than logical termini.

b. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project Segmentation.

c. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the

interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states “Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR’s in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ....at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg.” Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study.

d. Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.

## 2.0 Proposed Performance Measures shown in Table 2-4, page 2-15

### Comments:

a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.

b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and should be considered in the APE.

c. Bridge Condition & Remaining Service Life: the community supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.

## 3.0 Traffic Mobility Comments

### Comments:

a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.

## 4.0 Economic Development Potential

### Comments:

a. The INDOT Proposal is not compatible with the Coalition’s principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.

b. The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.

c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.

d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.

#### 5.0 Connectivity Comments

##### Comments:

a. The INDOT Proposal is not compatible with the Coalition's principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.

b. This will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.

c. This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.

d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.

e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.

#### 6.0 Economic/Social Justice Comments

##### Comments:

a. The INDOT Proposal is not compatible with the Coalition's goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.

#### 7.0 Preferred Alternate 4C

##### Comments:

a. Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from 1-70 westbound traffic proposal: we find it unacceptable that access to Indianapolis' primary street to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips.

b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.

c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates

longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

Respectfully submitted,

Brian Deiwert

**From:** Indy North Split  
**To:** [Amy DeLozier](mailto:amy@delozier.com)  
**Subject:** RE: Rethink 65/70  
**Date:** Thursday, November 1, 2018 4:37:04 PM

---

Good evening,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

Ali Hernandez  
North Split Public Involvement

-----Original Message-----

From: Amy DeLozier <delozier\_amy@lilly.com>  
Sent: Tuesday, October 30, 2018 8:59 PM  
To: Indy North Split <info@northsplit.com>  
Subject: Rethink 65/70

To whom it may concern,

As a resident and homeowner in the St. Joseph neighborhood, I thank and acknowledge the state for taking steps to revise the plan for the 65/70 interstate. However, the updated plan does not address all of the Rethink Coalitions guiding principles and will harm the development of downtown Indy and future growth. Indy has been working to revitalize the downtown area and has come so far in just five years, yet the current plan for 65/70 will harm future development and impact the lives of all residents in the downtown area.

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods. To close this connection would be extremely detrimental to residents in St. Joseph as well as the Old Northside, not to mention cause congestion for many of the workers who commute in and out of downtown and use these connections to enter or exit downtown.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development

impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you for your consideration.

Regards,  
Amy

**From:** Indy North Split  
**To:** [Maggie Denari](#)  
**Subject:** RE: Rethink 65/70  
**Date:** Monday, October 29, 2018 3:29:21 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Maggie Denari <maggiedenari@me.com>  
**Sent:** Monday, October 29, 2018 10:36 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Rethink 65/70

Please, please rethink the 65/70 project. This project will allow Indianapolis to continue to become a 1st class city!

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
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4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Maggie Deanri

**From:** Indy North Split  
**To:** [Thomas Denari](#)  
**Subject:** RE: The North Split  
**Date:** Monday, October 29, 2018 3:26:06 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Thomas Denari <tomjdenari@gmail.com>  
**Sent:** Monday, October 29, 2018 10:22 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** The North Split

Indianapolis Leaders,

Let's get this right this time.

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

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INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you,

Tom Denari  
317-506-0294

**From:** Indy North Split  
**To:** [Taylor DeVault](#)  
**Subject:** RE: Alternatives Screening Report  
**Date:** Monday, October 29, 2018 3:37:21 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Taylor DeVault <devaulttaylor@gmail.com>  
**Sent:** Monday, October 29, 2018 11:08 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Alternatives Screening Report

Hello,

I encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

Best,  
Taylor

**From:** Indy North Split  
**To:** [Tony Dewan](#)  
**Subject:** RE: I-65/70 Plans  
**Date:** Monday, October 29, 2018 3:32:34 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Tony Dewan <tony.dewan@gmail.com>  
**Sent:** Monday, October 29, 2018 10:54 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** I-65/70 Plans

Hi there,

As a longtime downtown resident and property owner, I feel very strongly that the upcoming changes to the north split be thoughtfully considered. I specifically endorse the guiding principles of the Rethink Coalition. Specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

I encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic

development impact/potential of interstate right-of-way space in designated project areas.

I encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

I would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you.

-

Tony Dewan

**From:** Indy North Split  
**To:** [Doug D](#)  
**Subject:** RE: 4c  
**Date:** Friday, October 12, 2018 9:54:36 AM

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Hi Doug,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Doug D <aandinindy@gmail.com>  
**Sent:** Friday, October 12, 2018 12:21 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** 4c

Good Evening,

I received the text from you last week and thought I understood the map that was at the link and was fine with what proposal 4c entailed.

After your meeting on the 10th, which I didn't attend because I thought I agreed with the option I am a bit dismayed because I have learned from the power point presentation that wasn't accessible through the link that was sent out that the map was not very clear.

This proposal may make the wait times times on the interstate lower but it will severely impact the surface traffic in residential areas surrounding the interstates.

It makes absolutely no sense to eliminate the access to 3 major thoroughfares (Michigan, Ohio and New York) . This would directly affect many people that live on the Near East side immensely, not to mention the businesses that have flooded into the East side of the mile square.

I use this ramp almost daily in my commutes and the closing of the ramp would add at least 10 minutes travel time to my home 1 mile East of 65/50 on New York. I would have to go around to either East or Fletcher and backtrack through all the rush hour traffic trying to access the interstate at Washington, Ohio and New York. After years of neglect these neighborhoods are finally coming back and this would be a dagger in their heart.

Anyone coming down 65 to access the thriving restaurant and entertainment districts along Massachusetts would be relegated to taking the Meridian exit and thus adding traffic to another area that is already congested.

You will also be shifting a the dangerous weave to another area since all the traffic from the Meridian/Delaware on ramp will have to use the CD collector to access I 65 South and all the I65

traffic that can't exit at the CD collector will be taking the East or Fletcher street exit to access downtown. You are just shifting the weave to a shorter section of the interstate.

I am for rebuilding the intersection mostly as is and enforcing the speed limit and texting law. Not having to swerve to avoid the canyon potholes alone would eliminate some of the accidents, enforcing the laws would do far more towards the end goal of a safer intersection.

We have not been happy with the way the State of Indiana is going and have just sold one of our properties. Not being able to easily access our others will just be putting another check mark in the column titled "reasons to leave Indiana"

Thanks for your time,

Douglas Dirschell  
317-507-2091

**From:** Indy North Split  
**To:** [daniel.doll](mailto:daniel.doll)  
**Subject:** RE: Plans  
**Date:** Tuesday, October 30, 2018 8:51:17 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** daniel doll <dantheman685@hotmail.com>  
**Sent:** Monday, October 29, 2018 4:40 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Plans

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
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The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you,  
Dan Doll

Sent from my T-Mobile 4G LTE Device

**From:** Indy North Split  
**To:** [Karen Dunivan](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Tuesday, October 30, 2018 8:44:01 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Karen Dunivan <tumbleweed962000@yahoo.com>  
**Sent:** Monday, October 29, 2018 2:49 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

I am a resident of the Fountain Square neighborhood in Indianapolis, as I'm sure you are aware, Fountain Square was the most negatively impacted neighborhood by I65's original construction. I have looked at the plans for reconstruction of the north split and believe it continues to harm Fountain Square and Indianapolis. The lack of easy access to local exits will make it difficult to access Fountain Square from the interstate. It will create a bottleneck in the downtown area of our city as people look for an alternative solution and the resulting stop and go traffic will contribute to already poor air quality. I ask that you give further consideration to ways to help our city and neighborhoods and not cause them further harm.

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
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We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup

Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

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We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Sincerely,

Karen Dunivan

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:24 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; Dduvall7811@comcast.net &lt;Dduvall7811@comcast.net&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin****North Split Public Involvement**

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**From:** David Duvall <Dduvall7811@comcast.net>**Sent:** Monday, October 29, 2018 9:29:37 AM**To:** info@northsplit.com; Erin Pipkin**Subject:** New submission from Contact at indynorthsplit.com**Name**

David Duvall

**Email**[Dduvall7811@comcast.net](mailto:Dduvall7811@comcast.net)**Phone**

(317) 260-0601

**Message**

This responds to comment period regarding revised "Noth-Split" alterations proposed for I-65/70 in Indianapolis. I will simply restate my comment provided at the roll-out.

It is time to recognize the incredible damage to the city center and it's connectivity and development resulting from the initial mistake of the connecting leg on the east side of downtown. This mistake was typical of its era, but should now be reversed by its total removal..

**From:** Indy North Split  
**To:** [Kelsey Eberle](#)  
**Subject:** RE: 65/70 Proposal  
**Date:** Monday, October 29, 2018 3:43:35 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Kelsey Eberle <kelseymeberle@gmail.com>  
**Sent:** Monday, October 29, 2018 11:16 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** 65/70 Proposal

I thank the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years.

The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place.

We are serious about collaborating for a solution that befits the Hoosier State and that becomes a model for other States.

Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.

**1.0 Purpose and Need Statement**

The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention.

**Comments:**

a. The Alternatives Screening Report Purpose and Need statement is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. This is most notable by using the east end of the Alabama Street bridge and Meridian Street ramps as convenient rather than logical termini.

b. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project Segmentation.

c. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT

saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states “Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR’s in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ....at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg.” Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study.

d. Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.

## 2.0 Proposed Performance Measures shown in Table 2-4, page 2-15

### Comments:

a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.

b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and should be considered in the APE.

c. Bridge Condition & Remaining Service Life: the community supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.

## 3.0 Traffic Mobility Comments

### Comments:

a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.

## 4.0 Economic Development Potential

### Comments:

a. The INDOT Proposal is not compatible with the Coalition’s principles of promoting and

enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.

b. The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.

c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.

d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.

## 5.0 Connectivity Comments

### Comments:

a. The INDOT Proposal is not compatible with the Coalition's principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.

b. This will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.

c. This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.

d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.

e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.

## 6.0 Economic/Social Justice Comments

### Comments:

a. The INDOT Proposal is not compatible with the Coalition's goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.

## 7.0 Preferred Alternate 4C

### Comments:

a. Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from 1-70 westbound traffic proposal: we find it unacceptable that access to Indianapolis' primary street to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips.

b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.

c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

Respectfully submitted,

Kelsey Eberle

**From:** Indy North Split  
**To:** [Amy](#)  
**Subject:** RE: Rethink 65/70 — NO above-grade walls  
**Date:** Monday, October 29, 2018 2:59:29 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

Ali Hernandez  
 North Split Public Involvement

-----Original Message-----

From: Amy <amykathryneddy@yahoo.com>  
 Sent: Monday, October 29, 2018 9:23 AM  
 To: Indy North Split <info@northsplit.com>  
 Subject: Rethink 65/70 — NO above-grade walls

Please do not encroach on our historic neighborhoods! Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [Shannon Effler](#)  
**Subject:** RE: Public comments on the 65/70 split  
**Date:** Tuesday, October 30, 2018 8:33:50 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Shannon Effler <s.d.effler@gmail.com>  
**Sent:** Monday, October 29, 2018 12:28 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Public comments on the 65/70 split

I, Shannon Effler of Fountain Square, thanks the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years.

The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place.

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Respectfully submitted,  
Shannon Effler, MSW  
317-985-9389

**From:** Indy North Split  
**To:** [Ericka Embry](#)  
**Subject:** RE:  
**Date:** Monday, October 29, 2018 3:46:14 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Ericka Embry <erickaembry@gmail.com>  
**Sent:** Monday, October 29, 2018 11:47 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:**

Good morning,

I am Ericka Embry, a resident of North Square Neighborhood in Fountain Square & I thank the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years.

The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place.

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Respectfully submitted,

Ericka Embry

317.714.1482

**From:** Indy North Split  
**To:** [Catherine Esselman](#)  
**Subject:** RE: North Split  
**Date:** Tuesday, October 30, 2018 8:45:58 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Catherine Esselman <33catmarie@gmail.com>  
**Sent:** Monday, October 29, 2018 3:25 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** North Split

Catherine Esselman thanks the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years. The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place.

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- b. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project Segmentation.
- c. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states "Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR's in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ....at this time, the order of the

3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg.” Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study.

d. Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.

2.0 Proposed Performance Measures shown in Table 2-4, page 2-15

Comments:

a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.

b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and should be considered in the APE.

c. Bridge Condition & Remaining Service Life: the community supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.

3.0 Traffic Mobility Comments

Comments:

a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.

4.0 Economic Development Potential

Comments:

a. The INDOT Proposal is not compatible with the Coalition’s principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.

b. The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.

c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.

d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple

ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.

#### 5.0 Connectivity Comments

Comments:

- a. The INDOT Proposal is not compatible with the Coalition's principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.
- b. This will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.
- c. This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.
- d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.
- e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.

#### 6.0 Economic/Social Justice Comments

Comments:

- a. The INDOT Proposal is not compatible with the Coalition's goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.

#### 7.0 Preferred Alternate 4C

Comments:

- a. Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from 1-70 westbound traffic proposal: we find it unacceptable that access to Indianapolis' primary street to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips.
- b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.
- c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

Respectfully submitted,

Catherine Esselman

**From:** Indy North Split  
**To:** [Old Southside](#)  
**Subject:** RE: Old Southside Neighborhood - I-65/70  
**Date:** Tuesday, October 30, 2018 8:55:46 AM  
**Attachments:** [OSNA Letterhead.docx](#)

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Old Southside <[oldsouthsideindy@gmail.com](mailto:oldsouthsideindy@gmail.com)>  
**Sent:** Monday, October 29, 2018 6:57 PM  
**To:** Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>  
**Subject:** Old Southside Neighborhood - I-65/70

Good Evening,

Please accept the attached letter regarding plans for the I-65/70 interstate in Downtown Indianapolis.

Judith Essex. President  
Old Southside Neighborhood Association  
317-902-3006  
[www.oldsouthside.org](http://www.oldsouthside.org)

“One is not born into the world to do everything, but to do something” Henry David Thoreau



October 29, 2018

Dear Commissioner McGuinness:

The Old Southside Neighborhood believe the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core. INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets, which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

Thank you for considering these points and helping downtown neighborhoods that were obliterated when the I-65/70 expressways were built.

Sincerely,

Judith Essex, President  
Old Southside Neighborhood Association

**From:** Indy North Split  
**To:** [snave63@yahoo.com](mailto:snave63@yahoo.com)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Tuesday, October 30, 2018 8:58:47 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Jonathan <[snave63@yahoo.com](mailto:snave63@yahoo.com)>  
**Sent:** Monday, October 29, 2018 9:00 PM  
**To:** Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>  
**Subject:** Please Rethink plans for I-65/70

My house sits extremely close to I-65 at the north split and I am very concerned that INDOT seems to be ignoring those of us who will be directly affected by this project.

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
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I encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

I encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

I would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you for your consideration.

Jonathan Evans

**From:** Indy North Split  
**To:** [Rex Farrar](#)  
**Subject:** RE: Rethink I65/I70  
**Date:** Tuesday, October 30, 2018 8:43:46 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Rex Farrar <rex.farrar@yahoo.com>  
**Sent:** Monday, October 29, 2018 2:42 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Rethink I65/I70

To whom it may concern,

My wife and I are pouring our heart and sole into an 1873 home in the Cottage Home District and have concerns with the major I65/I70 project. We want our community to have a feel we belong with downtown Indy and to not feel like outsiders.

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
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INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local

destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Regards,  
Rex and Laurie

**From:** Indy North Split  
**To:** [jafern12@yahoo.com](mailto:jafern12@yahoo.com)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 2:50:27 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

Ali Hernandez  
North Split Public Involvement

-----Original Message-----

From: [jafern12@yahoo.com](mailto:jafern12@yahoo.com) <[jafern12@yahoo.com](mailto:jafern12@yahoo.com)>  
Sent: Monday, October 29, 2018 8:46 AM  
To: Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>  
Subject: Please Rethink plans for I-65/70

Hi,

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
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Thank you,  
Josh Fern

Sent from my Huawei Mobile

**From:** Indy North Split  
**To:** [Angel Field](#)  
**Subject:** RE: RETHINK  
**Date:** Tuesday, October 30, 2018 8:49:21 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Angel Field <angelm.field@gmail.com>  
**Sent:** Monday, October 29, 2018 4:16 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** RETHINK

To Whom it May Concern,

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
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INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you,  
Angel Field

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:10 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; kflynncmo@gmail.com &lt;kflynncmo@gmail.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin****North Split Public Involvement**

---

**From:** Kevin Flynn <kflynncmo@gmail.com>**Sent:** Monday, October 29, 2018 6:05:42 PM**To:** info@northsplit.com; Erin Pipkin**Subject:** New submission from Contact at indynorthsplit.com**Name**

Kevin Flynn

**Email**[kflynncmo@gmail.com](mailto:kflynncmo@gmail.com)**Phone**

(317) 213-7799

**Message**

i appreciate the revised Alternative Plan and your willingness to listen to the public on the North Split project. I am concerned that the elimination of both the Meridian ST exit on I-70 Westbound and the entrance to I-65 South from Delaware will be a major negative impact on traffic on city streets at other entrances and exits. Congestion occurs on an interstate due to too few entrances/exits. This will be worse. please reconsider.

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:27 PM

To: Ali Hernandez &lt;Ali.Hernandez@borshoff.biz&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin****North Split Public Involvement**

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**From:** Erin Pipkin**Sent:** Sunday, October 28, 2018 10:51:35 PM**To:** Ali Hernandez**Subject:** Fw: New submission from Contact at indynorthsplit.com

I found this in my junk folder.

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**From:** Ellen Forthofer <ellen.forthofer@gmail.com>**Sent:** Sunday, October 28, 2018 12:55 AM**To:** info@northsplit.com; Erin Pipkin**Subject:** New submission from Contact at indynorthsplit.com**Name**

Ellen Forthofer

**Email**[ellen.forthofer@gmail.com](mailto:ellen.forthofer@gmail.com)**Phone**

(317) 512-5040

**Message**

Hello.

I have reviewed INDOT's preferred plan for the north split (alternative 4c), and as an urban planner who wants the best design for her community and a resident at Alabama & 12th for the past 3 years, I think more can and should be done than what is in alternative 4c. This alternative does almost nothing to correct the past wrongs of building an interstate through dense, urban fabric in the first place, and does not represent the highest and best use of land in this area. Please consider an alternate plan that either depresses the highway and offers opportunity for at-grade street crossings and caps that provide connections to downtown neighborhoods, or an at-grade, multi-modal boulevard that eliminates the interstate in this section of town altogether. We have a unique opportunity to do this right in Indy. Please don't make another mistake that will affect future generations to come. To be clear, I am against alternative 4c.

**From:** Indy North Split  
**To:** [Tia Forthofer](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 2:58:28 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Tia Forthofer <tia.forthofer@gmail.com>  
**Sent:** Monday, October 29, 2018 9:19 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

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The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the

economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Sincerely,  
Tia Forthofer

**From:** Indy North Split  
**To:** [Monica Freeman Holb](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 3:32:10 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Monica Freeman Holb <monifreeman@gmail.com>  
**Sent:** Monday, October 29, 2018 10:53 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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--

Monica Freeman Holb

[monifreeman@gmail.com](mailto:monifreeman@gmail.com)

260.413.8246

@monifree

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:22 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; sfrucci@yandl.com &lt;sfrucci@yandl.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin**  
**North Split Public Involvement**

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**From:** Sara Frucci <sfrucci@yandl.com>  
**Sent:** Monday, October 29, 2018 10:02:36 AM  
**To:** info@northsplit.com; Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

Sara Frucci

**Email**[sfrucci@yandl.com](mailto:sfrucci@yandl.com)**Phone**

(574) 323-3515

**Message**

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [Grace Gibbons](#)  
**Subject:** RE: THIS IS URGENT! Reconsider & adjust. Do what is best for the city and it's future...  
**Date:** Tuesday, October 30, 2018 8:34:16 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Grace Gibbons <gracekgibbons@gmail.com>  
**Sent:** Monday, October 29, 2018 12:33 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** THIS IS URGENT! Reconsider & adjust. Do what is best for the city and it's future...

Hello,

This is silly that it's gone on this long without realization or acknowledgement of your responsibility to see the incredible opportunity we have to improve the city of Indianapolis for years and years to come.

I, along with colleagues, family and friends, ask you to please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

It really shouldn't be that difficult or hard to understand.

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core. These types of areas are rich with life and will continue to be important to Indy.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods. It's already bad. Don't make it worse!!!

We encourage you, INDOT, to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

PLEASE.

Indianapolis citizen & contributor to the city we all love,  
Grace

**From:** Indy North Split  
**To:** [Dave Gibson](#)  
**Subject:** RE: INDOT - new design for I-65/70 North Split  
**Date:** Tuesday, October 30, 2018 8:40:28 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Dave Gibson <dgibson@a3studio.com>  
**Sent:** Monday, October 29, 2018 1:51 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** INDOT - new design for I-65/70 North Split

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Dave Gibson, President

**A3design**

Architecture Studio of Dave Gibson

5150 North Delaware Street  
Indianapolis, IN 46205  
Studio (317) 423-0718 ext. 801  
Direct (317) 215-0801  
SMS Text (317) 698-4050



# COMMENTS AND QUESTIONS

NAME Sarah Giles PHONE 812-603-2709

6161 W 205 W, Columbus IN

ADDRESS \_\_\_\_\_

EMAIL ADDRESS smgiles@herffjones.com

I am a commuter I travel about 50 miles along I-65 for work while traffic is an annoying problem it is also a sign of a robust economy and a good thing. Infrastructure to make it as efficient as possible is worth the investment. I would like to see more lanes. And if a solution could be found to increase lanes and meet local residents needs I could see the justification of spending more.

I'm a hoosier and tolls are a bad word here but I could justify a small toll for a fixed length of time.

**From:** Indy North Split  
**To:** [Kara Gladish](#)  
**Subject:** RE: Input: Seize an Opportunity  
**Date:** Monday, October 29, 2018 3:31:08 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Kara Gladish <karagladish@gmail.com>  
**Sent:** Monday, October 29, 2018 10:54 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Input: Seize an Opportunity

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you,  
Kara Gladish  
Old Northside Homeowner

**From:** Indy North Split  
**To:** [Mark Godley](#)  
**Subject:** RE: Comments on INDOT Alternative Screening Report (21 September, 2018)  
**Date:** Tuesday, October 30, 2018 8:41:50 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Mark Godley <markdgodley@gmail.com>  
**Sent:** Monday, October 29, 2018 2:19 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Comments on INDOT Alternative Screening Report (21 September, 2018)

I appreciate the opportunity to provide input and thank the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years.

The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place.

We are serious about collaborating for a solution that befits the Hoosier State and that becomes a model for other States.

**Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.**

**1.0 Purpose and Need Statement**

The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention.

Comments:

a. The Alternatives Screening Report *Purpose and Need statement* is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. This is most notable by using the east end of the Alabama Street bridge and Meridian Street ramps as convenient rather than logical termini.

b. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project Segmentation.

c. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states "Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR's in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ....at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg." **Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study.**

d. Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.

## 2.0 Proposed Performance Measures shown in Table 2-4, page 2-15

Comments:

a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.

b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and should be considered in the APE.

c. Bridge Condition & Remaining Service Life: the community supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request

repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.

### **3.0 Traffic Mobility Comments**

Comments:

a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.

### **4.0 Economic Development Potential**

Comments:

- a. The INDOT Proposal is not compatible with the Coalition's principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.
- b. The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.
- c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.
- d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.

### **5.0 Connectivity Comments**

Comments:

- a. The INDOT Proposal is not compatible with the Coalition's principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.
- b. This will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including

curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.

- c. This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.
- d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.
- e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.

## **6.0 Economic/Social Justice Comments**

Comments:

- a. The INDOT Proposal is not compatible with the Coalition's goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.

## **7.0 Preferred Alternate 4C**

Comments:

- a. Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from 1-70 westbound traffic proposal: we find it unacceptable that access to Indianapolis' primary street to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips.
- b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.
- c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

Respectfully submitted,

Mark D. Godley

238 E. 10th St.(located in St. Joseph Historical Neighborhood)  
Indianapolis, IN 46202

**From:** Indy North Split  
**To:** [Irena Goloschokin](#)  
**Subject:** RE: Rebuilding I65/I70  
**Date:** Monday, October 29, 2018 3:08:57 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** Irena Goloschokin <irena.g@coppermountaintech.com>  
**Sent:** Monday, October 29, 2018 9:59 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Rebuilding I65/I70

Greetings:

I would like to join my voice with others in the community who ask INDO to please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for

the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Best regards,

Irena Goloschokin  
CEO

Copper Mountain Technologies

631 East New York Street | Indianapolis | IN | 46202 | USA

Phone: +1.317.222.5400 | Cell: +1.317.441.2815

[www.coppermountaintech.com](http://www.coppermountaintech.com)

 **electronica**  
13-16 November  
Messe München



**From:** Indy North Split  
**To:** [John J. Goodman](mailto:John.J.Goodman@indynorthsplit.com)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 2:55:39 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** John J. Goodman <jgoodman@gji-2nm.com>  
**Sent:** Monday, October 29, 2018 9:01 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

I am a downtown property owner and retail and office landlord. My family has owned property in the first block of West Washington since 1948.

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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2. No expansion of the existing number of through lanes
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We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you.

**John J. Goodman**  
**TWO NORTH MERIDIAN CO.**

10 S. New Jersey St.  
Suite 100  
Indianapolis, IN 46204-2633

317 538-1138 cell  
253 736-0211 fax  
[jgoodman@gji-2nm.com](mailto:jgoodman@gji-2nm.com)

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:11 PM

Sent Items

To: info@northsplit.com &lt;info@northsplit.com&gt;; gordnerl@gmail.com &lt;gordnerl@gmail.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin**  
**North Split Public Involvement**

---

**From:** Louis Gordner <gordnerl@gmail.com>  
**Sent:** Monday, October 29, 2018 6:04:17 PM  
**To:** info@northsplit.com; Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

Louis Gordner

**Email**[gordnerl@gmail.com](mailto:gordnerl@gmail.com)**Message**

4c eliminates the ability of those who live East and near North East to easily access the northside of downtown. Given the fact that fall creek seems to be indefinitely screwed by the DOT, why eliminate yet another way to access downtown. I and my family need access from I-70 Westbound to the Pennsylvania and Meridian street exits. It also limits access from that area to Methodist hospital. It's not a fix if you lose functionality.

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:16 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; lkgranieri@gmail.com &lt;lkgranieri@gmail.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin****North Split Public Involvement**

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**From:** Laura Granieri <lkgranieri@gmail.com>  
**Sent:** Monday, October 29, 2018 12:58:48 PM  
**To:** info@northsplit.com; Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

Laura Granieri

**Email**[lkgranieri@gmail.com](mailto:lkgranieri@gmail.com)**Message**

As a homeowner that lives directly south of this project, please take the work that the Rethink Coalition has done into account:

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [Kurt Green](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 2:15:59 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Kurt Green <[kgreen@axisarch.com](mailto:kgreen@axisarch.com)>  
**Sent:** Monday, October 29, 2018 8:30 AM  
**To:** Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>  
**Subject:** Please Rethink plans for I-65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.



**KURT GREEN**  
ARCHITECTURAL ASSOCIATE  
**ARCHITECTURE + INTERIORS**  
618 EAST MARKET STREET  
INDIANAPOLIS, INDIANA 46202  
317.264.8162  
[WWW.AXISARCH.COM](http://WWW.AXISARCH.COM)

**From:** Indy North Split  
**To:** [GJ Greiff](#)  
**Subject:** RE: Please Rethink plans for I-65/70!!  
**Date:** Monday, October 29, 2018 3:50:23 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

Ali Hernandez  
North Split Public Involvement

-----Original Message-----

From: GJ Greiff <glory@indy.net>  
Sent: Monday, October 29, 2018 12:18 PM  
To: Indy North Split <info@northsplit.com>  
Subject: Please Rethink plans for I-65/70!!

INDOT, you're starting on the right track, but honestly, you haven't gone far enough. The structure of the North Split was a mistake from the start, but common for its day. Now there is an opportunity to correct some of that mistake and join the ranks of many progressive cities that have rethought and reconfigured their downtown interstate connections.

I stand with the Rethink Coalition and their basic guiding principles of NO above grade walls, which create the impression of, if not an actual barrier between the reawakened downtown and a heavily populated historic community; NO expanding the number of through lanes; greater connectivity of those neighborhoods and the commercial areas separated by the interstates, and, of course, creating more opportunities for economic development along the paths of the interstates, as has been done with rousing success in several other cities.

The current preferred plan 4c is far better than earlier ones, but it still increases the barrier between an upcoming and vibrant historic neighborhood and downtown's commercial core and may destroy parts of that neighborhood. Also, by eliminating some 65/70 connections, congestion at entrances and exits will surely become worse.

Rather, I urge INDOT to examine and choose the design that the Rethink Coalition and the Arup Report have presented. This calls for lowering I65 and I70 and separating local traffic from freeway-to-freeway traffic. It is a good plan that will free up several acres of land for economic development. Traffic traveling through Indianapolis will be further encouraged to use I-465 around the city, which too many, especially long distance trucks, do not. This design is the wave of future. I strongly urge you to adapt it.

Glory-June Greiff  
Society of Architectural Historians  
Central Indiana Chapter

**From:** Indy North Split  
**To:** [Brad Gressel](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 2:59:06 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Brad Gressel <bgressel@gmail.com>  
**Sent:** Monday, October 29, 2018 9:21 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

INDOT,

I am writing to urge you to consider the following:

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Sincerely,

Brad Gressel  
[bgressel@gmail.com](mailto:bgressel@gmail.com)  
765.714.3437

**From:** Indy North Split  
**To:** [Arthur Haan](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 2:48:43 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Arthur Haan <haan.arthur@gmail.com>  
**Sent:** Monday, October 29, 2018 8:36 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from [the downtown](#) core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [Dave Hacker](#)  
**Subject:** RE: Rethink Coalition  
**Date:** Tuesday, October 30, 2018 8:51:03 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Dave Hacker <davehacker@gmail.com>  
**Sent:** Monday, October 29, 2018 4:38 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Rethink Coalition

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically: 1. No above grade walls 2. No expansion of the existing number of through lanes 3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates 4. Increased opportunities for inclusive economic development along the path of the interstates INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core. INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods. We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid. The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop. INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas. We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development. INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution. We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

--

Dave Hacker

773-610-2969

**From:** Indy North Split  
**To:** [Jacqueline Hacker](#)  
**Subject:** RE: 65/70 feedback  
**Date:** Tuesday, October 30, 2018 8:44:53 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Jacqueline Hacker <jacqueline.d.hacker@gmail.com>  
**Sent:** Monday, October 29, 2018 3:00 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** 65/70 feedback

Hello,

I understand that the deadline is approaching for feedback on the 65/70 project, so I wanted to write and share my personal thoughts on the project.

As a resident of downtown, accessibility is very important to my family. In fact, it's one of the main reasons we chose to live downtown vs. elsewhere. I am truly concerned about the approach INDOT has taken so far, and am including some thoughts that were shared with me and are completely in line with my own personal opinion:

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**Bottom line, we were inspired to move to Indianapolis two years ago by the strides the downtown community has made to revitalize the city in the recent past, and it would be a shame to see that progress be hindered or to stall out if this project is not handled in the best manner it can be.**

Sincerely,  
Jacqueline Hacker

**From:** Indy North Split  
**To:** [Carolyn Hadlock](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 3:30:36 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Carolyn Hadlock <chadlock@yandl.com>  
**Sent:** Monday, October 29, 2018 10:49 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

Your new plans are not enough. This design will impact the growth and health of our community for the next 50 years.

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

Carolyn Hadlock  
Principal / ECD

**From:** Indy North Split  
**To:** [Wendy HAINES](#)  
**Subject:** RE: I-65/70 North Split  
**Date:** Tuesday, October 30, 2018 5:44:05 PM

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Good evening,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Wendy HAINES <whainescpa@sbcglobal.net>  
**Sent:** Tuesday, October 30, 2018 11:41 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** I-65/70 North Split

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you for your consideration,  
Wendy Haines

**From:** Indy North Split  
**To:** [Lise Hall](#)  
**Subject:** RE: Redesign  
**Date:** Tuesday, October 30, 2018 8:46:42 AM

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PI145

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Lise Hall <hlisej@gmail.com>  
**Sent:** Monday, October 29, 2018 3:48 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Redesign

To Whom It May Concern:

The new INDOT design is better than the first one — BUT we can do much better!The new INDOT design is better than the first one — BUT we can do much better!

Please capture the Rethink Coalition’s guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
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The reconstruction of the North Split should be largely depressed below grade to allow for the more

efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you,

Lise Hall

**Lise J. Hall** | [202.802.0851](tel:202.802.0851) | [hlise@umich.edu](mailto:hlise@umich.edu)

**From:** Indy North Split  
**To:** [Samuel Hanes](#)  
**Subject:** RE: North Split Public Input  
**Date:** Tuesday, October 30, 2018 8:44:45 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Samuel Hanes <samueldhanes@gmail.com>  
**Sent:** Monday, October 29, 2018 2:58 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** North Split Public Input

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
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The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70

**From:** Indy North Split  
**To:** [Steven Harris](#)  
**Subject:** RE: Public comment  
**Date:** Tuesday, October 30, 2018 8:40:30 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Steven Harris <sw3fs@virginia.edu>  
**Sent:** Monday, October 29, 2018 1:27 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Public comment

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
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We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg,

I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [Jason Hays](#)  
**Subject:** RE: North split question  
**Date:** Tuesday, November 13, 2018 4:15:52 PM

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Good Afternoon,

Thanks again for your questions about the North Split. Below, please see our response to your questions.

INDOT completed a [System Level Analysis](#) in May that analyzed seven concepts for the entire downtown Indianapolis interstate system. The following concepts included boulevard and/or tunnel options:

- **Concept 5 – Boulevards to replace interstates**
  - Estimated cost: \$500M-\$900M
  - Estimated total traffic delay (compared to existing): 40% more system delay in the morning and 145% more system delay in the evening
- **Concept 6 – Boulevards and tunnels**
  - Estimated cost: \$3.3B-\$5.5B
  - Estimated total traffic delay (compared to existing): 9% less system delay in the morning, 3% more system delay in the evening
- **Concept 7 – West St. interstate tunnel and boulevard**
  - Estimated cost: \$1.6B-\$2.6B
  - Estimated total traffic delay (compared to existing): 23% more system delay in the morning, 24% more system delay in the evening

We encourage you to review the System Level Analysis to gain a more complete understanding about these and other potential options for the future of the downtown interstate system.

INDOT recently published the North Split Alternatives Screening Report in September. It is limited to the North Split interchange project area rather than the full downtown system. The relationships between potential system-level changes and the North Split project are discussed in Chapter 11 of the System Level Analysis.

You can find more information on the Alternatives Screening Report and the preliminary preferred alternative for the North Split interchange area here: <https://northsplit.com/project-documents/alternatives-screening-report/>.

Thank you!

**Ali Hernandez**  
**North Split Public Involvement**

-----Original Message-----

From: Indy North Split  
Sent: Monday, October 29, 2018 3:49 PM

To: 'Jason Hays' <jason.l.hays@icloud.com>  
Subject: RE: North split question

Hello,

Thank you for your question. I wanted to acknowledge receipt and let you know we will respond as soon as possible with a response.

Thank you!  
Ali Hernandez  
North Split Public Involvement

-----Original Message-----

From: Jason Hays <[jason.l.hays@icloud.com](mailto:jason.l.hays@icloud.com)>  
Sent: Monday, October 29, 2018 12:07 PM  
To: Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>  
Subject: North split question

Before I comment I'm wondering if it is known what the cost difference is between a tunnel, a boulevard, and indot's current plan. I am also curious if there is data to show whether or not a boulevard would move traffic through at a slower pace. Thanks.

Sent from my iPhone

## New submission from Contact at indynorthsplit.com

Laura Heape Laura Heape <lheape@echopointmedia.com>

Mon 10/29/2018 11:11 AM

To: info@northsplit.com <info@northsplit.com>; Erin Pipkin <erin@compassoutreachsolutions.com>;

**Name**

Laura Heape Laura Heape

**Email**

[lheape@echopointmedia.com](mailto:lheape@echopointmedia.com)

**Phone**

(317) 264-8400

**Message**

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
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INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [Mike Heintzleman](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 3:02:41 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Mike Heintzleman <mkh2539@gmail.com>  
**Sent:** Monday, October 29, 2018 9:41 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70



Good morning,

I am writing as a resident of a historic downtown neighborhood in hopes that you will listen to the concerns that many Indianapolis' residents share regarding the proposed construction on our downtown interstates.

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of **I-65/70 through downtown Indianapolis, specifically:**

1. No above grade walls
2. No expansion of the existing number of through lanes
- 3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates** (*this is especially important to me*)
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

**The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.**

**We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.**

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you for your time and consideration,

Mike Heintzleman

Phone: 434-547-5702

Email: [mkh2539@gmail.com](mailto:mkh2539@gmail.com)

Address: 836 Broadway Street, Indianapolis, IN 46202

**From:** Indy North Split  
**To:** [Elizabeth Heintzleman](mailto:Elizabeth.Heintzleman@twgdev.com)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 3:00:30 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Elizabeth Heintzleman <elizabeth@twgdev.com>  
**Sent:** Monday, October 29, 2018 9:34 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

Good morning,

I am writing as a resident of a historic downtown neighborhood in hopes that you will listen to the concerns that many Indianapolis' residents share regarding the proposed construction on our downtown interstates.

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of **I-65/70 through downtown Indianapolis, specifically:**

1. No above grade walls
2. No expansion of the existing number of through lanes
- 3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates**  
*(this is especially important to me)*
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

**The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.**

**We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.**

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you for your time and consideration,

Elizabeth

Phone: (317) 602-1329

Email: [elizabeth@twgdev.com](mailto:elizabeth@twgdev.com)

-

**From:** Indy North Split  
**To:** [Barth Hendrickson](#)  
**Subject:** RE: North Split Public Comment  
**Date:** Friday, October 19, 2018 10:58:06 AM

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Hello,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Barth Hendrickson <bhendrickson@bdmd.com>  
**Sent:** Thursday, October 18, 2018 1:42 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** North Split Public Comment

The alternatives for allowing green space to remain in the roadway sections is a positive development over walls. Thank you for eliminating the wall options.

Although a detailed comment, the remaining soil outside the roadway would be best placed at less than 200 psi in order to accommodate plants and their root systems rather than compact it; heavily plant the edges with a diverse species palette of hardy and native woody, flowering and evergreen trees and grasses and forbes in a healthy soil.

Highly visible interchange open spaces have the opportunity to be beautifully and intentionally designed landscapes that are functional in how they manage stormwater to sustain the landscape rather than simple grass seed with rock swales. Please implement a landscape approach that is innovative and memorable for citizens of Indianapolis and passers by.

Connectivity to neighborhoods is much improved.

Connectivity to future IU Health Development is in need of improvement.

Barth Hendrickson ASLA

Get [Outlook for iOS](#)

**From:** Indy North Split  
**To:** [Barth Hendrickson](mailto:Barth.Hendrickson)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 3:08:34 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Barth Hendrickson <[bhendrickson@bdmd.com](mailto:bhendrickson@bdmd.com)>  
**Sent:** Monday, October 29, 2018 9:48 AM  
**To:** Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>  
**Subject:** Please Rethink plans for I-65/70

To Whom it Concerns:

I am writing to ask that you please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls where at all possible allowing a richer diverse landscape palette to emerge that greens the City like world-class cities are doing.
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates; this approach is only equitable to all citizens.
4. Increased opportunities for inclusive economic development along the path of the interstates .

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for

the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70. The West Street exit is a gateway into the downtown and the connective tissue between IUPUI and IUHealth Methodist expansion plans which in and of themselves offer significant surrounding economic development---these areas need important and vital connectivity to I-65.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

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**Barth Hendrickson, PLA**  
Principal / Executive Vice President  
ASLA, APA

**Browning Day Mullins Dierdorf**  
626 North Illinois Street  
Indianapolis, Indiana 46204  
**d:** 317.613.4272  
**c:** 317.750.5077  
**p:** 317.635.5030  
[website](#) | [vCard](#) | [email](#)



**From:** Indy North Split  
**To:** [Beth Henkel](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 3:25:53 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Beth Henkel <henkellaw@gmail.com>  
**Sent:** Monday, October 29, 2018 10:19 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

I am a resident of Indianapolis who uses the interstates, and I do agree that the downtown loop gets a lot of traffic. INDOT's revised plans for reconstruction of the North Split, as newly stated, are better than the first draft, but there are still significant issues that affect the economic development of the downtown area and would again set back a lot of efforts to connect communities and foment dynamic growth in our City.

Engineering major updates of an Interstate loop that disrupted the downtown for years should not recreate these problems. It's not just about moving traffic efficiently; it's about not doing major damage to existing communities that are thriving downtown.

I agree with the Rethink Coalition's principles:

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but **still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.**

INDOT's preferred **alternative 4c eliminates some connections between I-65 and**

I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

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Thank you for your consideration of these issues.

**Regards,**

**Beth H. Henkel**

The Law Office of Beth Henkel LLC  
6178 N. Oxford Street  
Indianapolis, IN 46220

Phone: 317-654-5688

Fax: 317-454-0228

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## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:10 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; dan@danhenkel.com &lt;dan@danhenkel.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin**  
**North Split Public Involvement**

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**From:** Dan Henkel <dan@danhenkel.com>  
**Sent:** Monday, October 29, 2018 6:20:06 PM  
**To:** info@northsplit.com; Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

Dan Henkel

**Email**[dan@danhenkel.com](mailto:dan@danhenkel.com)**Phone**

(317) 446-2666

**Message**

I am a resident of Indianapolis who uses the interstates, and I do agree that the downtown loop gets a lot of traffic. INDOT's revised plans for reconstruction of the North Split, as newly stated, are better than the first draft, but there are still significant issues that affect the economic development of the downtown area and would again set back a lot of efforts to connect communities and foment dynamic growth in our City.

Engineering major updates of an Interstate loop that disrupted the downtown for years should not recreate these problems. It's not just about moving traffic efficiently; it's about not doing major damage to existing communities that are thriving downtown.

I agree with the Rethink Coalition's principles:

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

11/20/2018

Re: New submission from Contact at indynorthsplit.com - Erin Pipkin

PI153

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [Kristin Hess](#)  
**Subject:** RE: 65/70 Feedback  
**Date:** Tuesday, October 30, 2018 8:57:41 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Kristin Hess <kristinhess@gmail.com>  
**Sent:** Monday, October 29, 2018 8:46 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** 65/70 Feedback

To whom it concerns,

As a downtown resident and tax payer, I feel strongly that the North Split project is an opportunity for us to be thoughtful and mindful of our downtown neighborhoods.

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the

east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Kristin Hess

**From:** Indy North Split  
**To:** [Kara](#)  
**Subject:** RE: North Split  
**Date:** Monday, October 29, 2018 3:46:29 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

Ali Hernandez  
 North Split Public Involvement

-----Original Message-----

From: Kara <kara@park-elm.com>  
 Sent: Monday, October 29, 2018 11:49 AM  
 To: Indy North Split <info@northsplit.com>  
 Subject: North Split

To whom it may concern:

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection

and north interchange between I-65 and I-70.

Kara Hieser

Fall Creek Place resident and board member

**From:** Indy North Split  
**To:** [Shawn Hieser](#)  
**Subject:** RE: North split  
**Date:** Tuesday, October 30, 2018 5:42:33 PM

---

Good evening,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Shawn Hieser <shawnhieser@hotmail.com>  
**Sent:** Tuesday, October 30, 2018 10:39 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** North split

To whom it may concern:

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Shawn Hieser  
Sent from my iPhone

**From:** Indy North Split  
**To:** [Aaron Homoya](#)  
**Subject:** RE: New INDOT Design  
**Date:** Tuesday, October 30, 2018 8:37:40 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Aaron Homoya <ahomoya1@gmail.com>  
**Sent:** Monday, October 29, 2018 12:58 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** New INDOT Design

The new INDOT design is better than the first one, but can still be better. I would ask that INDOT please capture the Rethink Coalition's guiding principles for reconstruction of the North Split, especially addressing in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas. The interstate cuts off densely populated and vibrant areas from the downtown core, and the Rethink Coalition below-grade approach adds dramatic value in this context.

Thanks,

Aaron Homoya  
1421 Sturm Ave, Indianapolis, IN 46201

**From:** Indy North Split  
**To:** [Charlie Hopper](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 3:33:42 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** Charlie Hopper <chopper@yandl.com>  
**Sent:** Monday, October 29, 2018 10:58 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

Just because people are busy, distracted and not sure about exactly what's happening, please DO NOT interpret that as people being "okay" with the current plan. This is our chance to help make Indianapolis, and Indiana, a thought leader in civic thinking that attracts the kind of top talent that will make our city valuable and important to the next century.

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on

the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:12 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; chorn@prodigy.net &lt;chorn@prodigy.net&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin****North Split Public Involvement**

---

**From:** Chrisne Horn <chorn@pr odigy.net>  
**Sent:** Monday, October 29, 2018 4:14:35 PM  
**To:** info@northsplit.com; Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

Christine Horn

**Email**[chorn@prodigy.net](mailto:chorn@prodigy.net)**Phone**

(317) 730-1227

**Message**

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

I encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

**From:** Indy North Split  
**To:** [Joan Hostetler](#)  
**Subject:** RE: Plea for a better design  
**Date:** Tuesday, October 30, 2018 8:37:47 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Joan Hostetler <heritagephotoservices@gmail.com>  
**Sent:** Monday, October 29, 2018 1:08 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Plea for a better design

Dear Committee,

As a longtime Cottage Home neighbor and business owner, I am very concerned about the plans for I-65/70 since I am just a stone's throw away from it. Having visited Rochester, NY recently, I know that it is possible to deal with ugly interstates in a more neighborhood-friendly manner. Many, many neighbors are concerned but just won't take the time to write, so please listen to Rethink Coalition's well-thought out plans that represent the views of so many residents.

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being

separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Sincerely,

Joan Hostetler, Heritage Photo and Research Services

716 Dorman Street

Indianapolis, IN 46202

(317) 771-4129

[heritagephotoservices@gmail.com](mailto:heritagephotoservices@gmail.com)

[www.heritagephotoresearch.com](http://www.heritagephotoresearch.com)

Like us on [Facebook](#)

**From:** Indy North Split  
**To:** [Becky@duosindy.com](mailto:Becky@duosindy.com)  
**Subject:** RE: 65/70 split and our future  
**Date:** Tuesday, October 30, 2018 8:53:55 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** Becky@duosindy.com <Becky@duosindy.com>  
**Sent:** Monday, October 29, 2018 5:32 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** 65/70 split and our future

Dear Folks:

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid. The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas. We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development. INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Sincerely,

Rebecca Hostetter 35 year resident of Cottage Home Neighborhood

**From:** Indy North Split  
**To:** [Becky@duosindy.com](mailto:Becky@duosindy.com)  
**Subject:** RE: 65/70 split  
**Date:** Tuesday, October 30, 2018 8:54:10 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Becky@duosindy.com <Becky@duosindy.com>  
**Sent:** Monday, October 29, 2018 5:40 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** 65/70 split

Hello:

My name is Rebecca Hostetter. I am a 35 year resident of Cottage Home. I thank the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years.

The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place.

We are serious about collaborating for a solution that befits the Hoosier State and that becomes a model for other States.

**Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.**

**1.0 Purpose and Need Statement**

The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention.

Comments:

a. The Alternatives Screening Report *Purpose and Need statement* is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. This is most notable by using the east end of the Alabama Street bridge and Meridian Street ramps as convenient rather than logical termini.

b. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet

FHWA's definition of Project Segmentation.

c. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states "Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR's in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ....at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg." ***Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study.***

d. Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.

## **2.0 Proposed Performance Measures shown in Table 2-4, page 2-15**

Comments:

a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.

b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and should be considered in the APE.

c. Bridge Condition & Remaining Service Life: the community supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.

## **3.0 Traffic Mobility Comments**

Comments:

a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.

#### **4.0 Economic Development Potential**

Comments:

a. The INDOT Proposal is not compatible with the Coalition's principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.

b. The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.

c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.

d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.

#### **5.0 Connectivity Comments**

Comments:

a. The INDOT Proposal is not compatible with the Coalition's principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.

b. This will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.

c. This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.

d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.

e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.

#### **6.0 Economic/Social Justice Comments**

Comments:

a. The INDOT Proposal is not compatible with the Coalition's goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.

#### **7.0 Preferred Alternate 4C**

Comments:

a. Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from 1-70 westbound traffic proposal: we find it unacceptable that access to Indianapolis' primary street to the downtown core at Monument Circle would no longer be

available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips.

b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.

c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

Respectfully submitted with great hope,

Rebecca Hostetter

**From:** Indy North Split  
**To:** [Rick Huck](#)  
**Subject:** RE: Rethink Coalition for 65/70  
**Date:** Tuesday, October 30, 2018 5:44:39 PM

---

Good evening,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Rick Huck <[rick.huck@comlinkns.com](mailto:rick.huck@comlinkns.com)>  
**Sent:** Tuesday, October 30, 2018 11:50 AM  
**To:** Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>  
**Subject:** Rethink Coalition for 65/70

I am writing you to encourage INDOT to include the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east and south legs of I-65/70 through downtown Indianapolis. Specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals but still widens the footprint of the north leg through portions of a historic neighborhood further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

I encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 / I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address inadequate detail of the economic

development impact/potential of interstate right-of-way space in designated project areas.

I encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can encourage real urban progress in a way that sets an inspiring example of urban design and execution.

I would like to see INDOT extend the first phase project boundary to include the West Street intersection and north interchange between I-65 and I-70.

Thank you for your consideration and hard work in this matter.

Thanks,

Rick Huck, President

ComLink Network Services, Inc.

(317) 786-3496

Fax (317) 786-0708

[www.comlinkns.com](http://www.comlinkns.com)



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**From:** Indy North Split  
**To:** [Derek Hulsey](#)  
**Subject:** RE: 65/70 Split Design  
**Date:** Monday, October 29, 2018 3:27:22 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Derek Hulsey <derekhulsey@gmail.com>  
**Sent:** Monday, October 29, 2018 10:26 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** 65/70 Split Design

Good morning,

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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2. No expansion of the existing number of through lanes
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INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Derek Hulsey

**From:** Indy North Split  
**To:** [Indiana Album](#)  
**Subject:** RE: I-65/70 Plans  
**Date:** Friday, November 2, 2018 10:21:17 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Indiana Album <info@indianaalbum.com>  
**Sent:** Monday, October 29, 2018 1:10 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** I-65/70 Plans

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
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Report, which yields acres of new land for massive urban inclusive economic development.

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Sincerely,

Indiana Album, Inc. Board of Directors

[info@indianaalbum.com](mailto:info@indianaalbum.com)

Facebook: [Indiana Album](#)

[Indiana Album web page](#)

## New submission from Contact at indynorthsplit.com

Rebecca Jade <rebeccajade@gmail.com>

Mon 10/29/2018 11:44 AM

To: info@northsplit.com <info@northsplit.com>; Erin Pipkin <erin@compassoutreachsolutions.com>;

**Name**

Rebecca Jade

**Email**

[rebeccajade@gmail.com](mailto:rebeccajade@gmail.com)

**Message**

Please make sure that whatever happens with the split the focus is on the communities- widening the road will result in a literal and figurative widening of the gap between these parts of Indianapolis.

**From:** Indy North Split  
**To:** [Emily James](#)  
**Subject:** RE: Rethink 65/70  
**Date:** Tuesday, October 30, 2018 8:51:28 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Emily James <emilyajames@gmail.com>  
**Sent:** Monday, October 29, 2018 4:43 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Rethink 65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
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INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core. INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods. We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid. The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop. INDOT's preferred

alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas. We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development. INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution. We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [A Janitz](#)  
**Subject:** RE: Please don't!  
**Date:** Tuesday, October 30, 2018 8:49:11 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** A Janitz <janitz2012@gmail.com>  
**Sent:** Monday, October 29, 2018 4:16 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please don't!

Right now, my route to work is quick and easy. I get on the highway at Keystone Ave, get off at the Ohio Street exit, and then park at the garage at East & Market. I don't have to go through downtown and thus I avoid the majority of its traffic. The whole time spent on the highway is 10 mins at best.

If you make the changes that are proposed, I will have to go through downtown and who knows how much time that will end up costing me! Along with headaches and frustration.

If this proposal is supposed to help Indy residents, I don't see it. To me it looks like all the traffic jams will move from the highway into downtown; which will be a much bigger pain and will take longer to clear up!

-Allyssa Janitz

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:21 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; jennings\_bev@yahoo.com &lt;jennings\_bev@yahoo.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin**  
**North Split Public Involvement**

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**From:** Beverly Jennings <jennings\_bev@yahoo.com>  
**Sent:** Monday, October 29, 2018 10:09:42 AM  
**To:** info@northsplit.com; Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

Beverly Jennings

**Email**[jennings\\_bev@yahoo.com](mailto:jennings_bev@yahoo.com)**Phone**

(317) 604-0378

**Message**

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
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We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

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INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

## New submission from Contact at indynorthsplit.com

Aaron Jennings &lt;jennina78@yahoo.com&gt;

Wed 10/31/2018 9:00 AM

To: info@northsplit.com &lt;info@northsplit.com&gt;; Erin Pipkin &lt;erin@compassoutreachsolutions.com&gt;;

**Name**

Aaron Jennings

**Email**[jennina78@yahoo.com](mailto:jennina78@yahoo.com)**Message**

I drive this stretch every weekday, and have noticed the extraordinary risk stemming from the relatively high density of semi-truck traffic mixing in with the high commuter traffic. These trucks struggle with the "weave." They typically slow way down which disrupts flow, increases driver frustration, and leads to unsafe driving.

I cannot say what upgrade project is best, but I would like to make a suggestion. It would seem a reasonable (and inexpensive) first step to restrict semi-truck traffic from travelling I65 and I70, inside the 465 loop, only during defined peak commuter traffic times (e.g. 7:00am-9:00am & 3pm-6pm). This could be communicated through normal channels and reinforced using the overhead signs posted around our interstate system. Anyway, I think it would make sense to give this construction-free idea a try, and then reassess the residual traffic risk around the I65 and I70 interchange. There may also be opportunity to raise revenue through ticketing of violators.

**From:** Indy North Split  
**To:** [Tim Jensen](#)  
**Subject:** RE: I-65/70 reconstruction project  
**Date:** Monday, October 29, 2018 3:30:27 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** Tim Jensen <tjensen@maingateinc.com>  
**Sent:** Monday, October 29, 2018 10:43 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** I-65/70 reconstruction project

I am a resident of the Cottage Home Neighborhood on the near-eastside of Indianapolis and I want to thank the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years.

The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution.

Our neighborhood and it's residents are serious about collaborating for a solution that befits the Hoosier State and that becomes a model for other States.

**Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.**

**1.0 Purpose and Need Statement**

The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention.

Comments:

a. The Alternatives Screening Report *Purpose and Need statement* is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. This is most notable by using the east end of the Alabama Street bridge and Meridian Street ramps as convenient rather than logical termini.

b. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project Segmentation.

c. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states “Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR’s in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ...at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg.” **Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study.**

d. Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.

## **2.0 Proposed Performance Measures shown in Table 2-4, page 2-15**

Comments:

a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.

b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and should be considered in the APE.

c. Bridge Condition & Remaining Service Life: the community supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.

## **3.0 Traffic Mobility Comments**

Comments:

a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add

several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.

#### **4.0 Economic Development Potential**

Comments:

- a. The INDOT Proposal is not compatible with the Coalition's principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.
- b. The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.
- c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.
- d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.

#### **5.0 Connectivity Comments**

Comments:

- a. The INDOT Proposal is not compatible with the Coalition's principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.
- b. This will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.
- c. This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.
- d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.
- e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.

## **6.0 Economic/Social Justice Comments**

Comments:

a. The INDOT Proposal is not compatible with the Coalition's goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.

## **7.0 Preferred Alternate 4C**

Comments:

a. Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from 1-70 westbound traffic proposal: we find it unacceptable that access to Indianapolis' primary street to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips.

b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.

c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

Respectfully submitted,

**Tim Jensen (Cottage Home resident)**

*Senior Program Manager*

MainGate, Inc.

7900 Rockville Rd., Indianapolis, IN 46214

P: 317-610-2153

## New submission from Contact at indynorthsplit.com

James Johnston <delphi@ameritech.net>

Mon 10/29/2018 6:05 PM

To: info@northsplit.com <info@northsplit.com>; Erin Pipkin <erin@compassoutreachsolutions.com>;

**Name**

James Johnston

**Email**

[delphi@ameritech.net](mailto:delphi@ameritech.net)

**Message**

I'm writing to urge you to plan the reconstruction of the North Split in a way that will set the stage for a better use of land and transport through downtown Indianapolis. The current Interstate system is noisy, dirty and ugly, and makes living in downtown neighborhoods less salutary than it might be. Indianapolis has a chance to rectify the errors in design and judgment made when the Interstate highway system was first put in place by the Eisenhower administration.

I encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid. The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

In addition, I hope INDOT will address the following issues:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

This project should seek to reduce motorized traffic through downtown Indianapolis rather than further facilitate it. Please make Indianapolis more livable for all of us.

Yours sincerely,  
James Johnston  
Cottage Home Neighborhood

**From:** Indy North Split  
**To:** [James Johnston](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Tuesday, October 30, 2018 8:51:48 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** James Johnston <delphi@ameritech.net>  
**Sent:** Monday, October 29, 2018 4:44 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

To the Indiana Dept. of Transportation:

I'm writing to urge you to plan the reconstruction of the North Split in a way that will set the stage for a better use of land and transport through downtown Indianapolis. The current Interstate system is noisy, dirty and ugly, and makes living in downtown neighborhoods less salutary than it might be. Indianapolis has a chance to rectify the errors in design and judgment made when the Interstate highway system was first put in place by the Eisenhower administration.

I encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid. The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

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This project should seek to **reduce** motorized traffic through downtown Indianapolis rather than further facilitate it. Please make Indianapolis more livable for all of us.

Yours sincerely,  
James Johnston  
Cottage Home Neighborhood

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:10 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; D.kahn@gmail.com &lt;D.kahn@gmail.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin****North Split Public Involvement**

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**From:** David Kahn <D.kahn@gmail.com>  
**Sent:** Monday, October 29, 2018 6:58:50 PM  
**To:** info@northsplit.com; Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

David Kahn

**Email**[D.kahn@gmail.com](mailto:D.kahn@gmail.com)**Phone**

(317) 292-1989

**Message**

With this once in a lifetime opportunity to reshape Indianapolis and it's downtown neighborhoods. Please adhere to the following principles as the highway upgrade is designed.

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

I encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

I encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

Please extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [Leslie Kahn](#)  
**Subject:** RE: Please reconsider  
**Date:** Tuesday, October 30, 2018 8:59:43 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

Ali Hernandez  
 North Split Public Involvement

-----Original Message-----

From: Leslie Kahn <dlkahn@iquest.net>  
 Sent: Monday, October 29, 2018 9:43 PM  
 To: Indy North Split <info@northsplit.com>  
 Subject: Please reconsider

My husband and I just relocated from Carmel to the Fountain Square neighborhood. We are concerned that the highway project will impact the wonderful downtown we have chosen as our home. Please reconsider your proposal and align to the guiding principles. Thank you!

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [Paula Katz](#)  
**Subject:** RE: 65/70  
**Date:** Monday, October 29, 2018 3:01:44 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Paula Katz <katz.paula@gmail.com>  
**Sent:** Monday, October 29, 2018 9:37 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** 65/70

Hello INDOT,

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates

Thank  
you,

Paula  
Katz

4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination

traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented

approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [Leslie Kavanaugh](#)  
**Subject:** RE: I-65/I-70 North Split  
**Date:** Monday, October 29, 2018 3:10:11 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Leslie Kavanaugh <lbkavanaugh@yahoo.com>  
**Sent:** Monday, October 29, 2018 10:08 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** I-65/I-70 North Split

Dear INDOT,

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thanks,  
Leslie Kavanaugh



# COMMENTS AND QUESTIONS

Robert Keating 317-407-1435  
NAME PHONE

1202 Central ave 46202  
ADDRESS

rkkeating@gmail.com  
EMAIL ADDRESS

Noise is already a major problem. you almost cannot be outside without some kind of hearing protection. IF you expand the highway 22' closer to my property please consider some kind of sound wall.

Robert Keating

**From:** Indy North Split  
**To:** [Thomas Keith](#)  
**Subject:** RE: I65/70  
**Date:** Tuesday, October 30, 2018 8:55:42 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Thomas Keith <bryce.thom@att.net>  
**Sent:** Monday, October 29, 2018 7:10 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** I65/70

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

**From:** Indy North Split  
**To:** [Leslie Kell](#)  
**Subject:** RE: I-65/I-70 expansion  
**Date:** Tuesday, October 30, 2018 8:38:09 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Leslie Kell <lafagersten@hotmail.com>  
**Sent:** Monday, October 29, 2018 1:17 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** I-65/I-70 expansion

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Leslie Kell  
Fall Creek Place Resident

**From:** Indy North Split  
**To:** [Pam Kelliher](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 3:29:13 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** Pam Kelliher <pkelliher@yandl.com>  
**Sent:** Monday, October 29, 2018 10:34 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

I would like to say that I appreciate INDOT's steps toward the goals requested by the downtown communities, but the preferred alternative 4c still widens the footprint of the interstate's north leg through portions of our historic neighborhood, cutting off this vibrant area from the downtown core.

I send this note in the hopes that INDOT will continue to review their proposal. Every review gives us the opportunity to make this Lasting Impact better for the community it serves.

Thank you  
Pam Kelliher

**From:** Indy North Split  
**To:** [jtk1001@sbcglobal.net](mailto:jtk1001@sbcglobal.net)  
**Subject:** RE:  
**Date:** Tuesday, October 30, 2018 8:53:07 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Jessica Kelly <jtk1001@sbcglobal.net>  
**Sent:** Monday, October 29, 2018 4:57 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:**

The North Square Neighborhood thanks the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years. The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place.

We are serious about collaborating for a solution that befits the Hoosier State and that becomes a model for other States.

Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.

1.0 Purpose and Need Statement

The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention.

Comments:

- a. The Alternatives Screening Report Purpose and Need statement is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. This is most notable by using the east end of the Alabama Street bridge and Meridian Street ramps as convenient rather than logical termini.
- b. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project

Segmentation.

c. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states “Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR’s in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ....at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg.” Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study.

d. Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.

2.0 Proposed Performance Measures shown in Table 2-4, page 2-15

Comments:

a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.

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c. Bridge Condition & Remaining Service Life: the community supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.

3.0 Traffic Mobility Comments

Comments:

a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor

and would like these alternatives to be fully explored.

#### 4.0 Economic Development Potential

Comments:

- a. The INDOT Proposal is not compatible with the Coalition's principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.
- b. The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.
- c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.
- d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.

#### 5.0 Connectivity Comments

Comments:

- a. The INDOT Proposal is not compatible with the Coalition's principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.
- b. This will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.
- c. This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.
- d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.
- e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.

#### 6.0 Economic/Social Justice Comments

Comments:

- a. The INDOT Proposal is not compatible with the Coalition's goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.

#### 7.0 Preferred Alternate 4C

Comments:

- a. Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from 1-70 westbound traffic proposal: we find it unacceptable that access to Indianapolis' primary street to the downtown core at Monument Circle would no longer be available to thousands of

travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips.

b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.

c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

Respectfully submitted,

The Kelly's, North Square

[Sent from Yahoo Mail on Android](#)

**From:** Indy North Split  
**To:** [Lynn Kendall](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 3:38:14 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Lynn Kendall <lkendall@yandl.com>  
**Sent:** Monday, October 29, 2018 11:10 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

**INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas! I encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.**

Lynn Kendall

**From:** Indy North Split  
**To:** [Robert Kennedy](#)  
**Subject:** RE: I-65/I70 North Split  
**Date:** Monday, October 29, 2018 2:04:43 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Robert Kennedy <bob@thefinaldomain.com>  
**Sent:** Sunday, October 28, 2018 8:28 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** I-65/I70 North Split

The Robert Kennedy, The Old Northside Neighborhood, thanks the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years.

The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place.

We are serious about collaborating for a solution that befits the Hoosier State and that becomes a model for other States.

**Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.**

**1.0 Purpose and Need Statement**

The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention.

**Comments:**

- a. The Alternatives Screening Report *Purpose and Need statement* is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. This is most notable by using the east end of the Alabama Street bridge and Meridian Street ramps as convenient rather than logical termini.
- b. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential

Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project Segmentation.

- c. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states "Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR's in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ...at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg." **Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study.**
- d. Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.

## 2.0 Proposed Performance Measures shown in Table 2-4, page 2-15

Comments:

- a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.
- b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and should be considered in the APE.
- c. Bridge Condition & Remaining Service Life: the community supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.

### 3.0 Traffic Mobility Comments

#### Comments:

- a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.

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#### Comments:

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### Comments:

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Respectfully submitted,

Robert N. Kennedy, FAIA  
Architect  
Resident, Old Northside

**From:** Indy North Split  
**To:** [duncan.kissinger](mailto:duncan.kissinger)  
**Subject:** RE:  
**Date:** Monday, October 29, 2018 3:49:58 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** duncan.kissinger <dunknaturally@gmail.com>  
**Sent:** Monday, October 29, 2018 12:07 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:**

To whom it may concern:

I thank the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years.

The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place.

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b. Logical termini define the level of potential environmental effects. In this case the West Street

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Respectfully submitted,  
Duncan Kissinger

**From:** Paul Knapp  
**To:** [Kia Gillette](#)  
**Subject:** Y&L et al. Comments on INDOT North Split Alternatives Screening Report dated September 21, 2018  
**Date:** Monday, October 29, 2018 3:03:45 PM  
**Attachments:** [Comments on Alt 4C.docx](#)

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Hello Kia,

Please find attached my comments on Alternative 4c.

Thank you,

Paul

**Paul J. Knapp // CEO**  
**YOUNG & LARAMORE // ECHOPOINT MEDIA**  
**P:** 317.264.8000 // [yandl.com](http://yandl.com)

October 29, 2018

Kia Gillette, Environmental Project Manager  
HNTB Corporation  
E: kgillette@hntb.com

**Re: INDOT North Split Alternatives Screening Report dated September 21, 2018  
DES NOS. 1592385 and 1600808**

Dear Kia:

I am writing to provide comment on the above referenced INDOT design for the North Split which has been called, in short-hand, Alternative 4c. I submit my comment in four capacities: 1) as the managing member of School 9, LLC, which owns old school house no. 9 located at 407 Fulton Street alongside i-65/I-70 in downtown Indianapolis; 2) as CEO of Young & Laramore which operates its national advertising agency business from School 9; 3) as a commuter who lives on the northwest corner of Marion County and drives I-65 twice a day, to and from work; and 4) as an active member of the Rethink 65/70 Coalition leadership team.

I want to start by thanking INDOT and HNTB for listening to the Rethink Coalition and the rest of the community last winter, spring and into the summer and making major changes to the initial design direction which has led to their preferred design, Alternative 4c, to have almost no above-grade walls and no additional through lanes (although widening still occurs at an unfortunate point to accommodate new exit lanes between two historic districts). This acknowledgement and accommodation of the Rethink Coalition's first two Guiding Principles is significant and appreciated.

However, the second two Guiding Principles are just as important as the first two and those have hardly been addressed by Alternative 4c which leaves, in my opinion, the new design fatally flawed.

It is not hyperbole to say the reconstruction of the interstates of the Inner Loop in downtown Indianapolis will define the core of the city, and the state, for the next 30 to 50 years. I liken it to the huge issue that faced our community 15 to 20 years ago when our aging airport needed to be replaced. We could have replaced it with a slightly less boring, slightly more efficient airport in the same location. Or, we could have—as we did—planned more boldly and designed a state-of-the art facility that *not only* functioned much better but also became a new “front door” to the region, winning acclaim and awards for a decade and lifting the entire state. The same challenge presents itself with the necessity to replace our urban interstates. We can choose to just “get'er done” with mild improvements or we can think more boldly and create an infrastructure that helps correct mistakes made 50 years ago and serves as a catalyst for connectivity and economic development for the next 50 years.

As part of the Rethink Coalition we have been trying to make this point for 11 or 12 months. By this past summer it seemed that we were not getting through to our elected representatives and civil service. We could not get our tax dollars spent on the type of study we felt was absolutely necessary for a massively important project like this one. So, we turned to private businesses, individuals, and civic organizations to raise funds to hire a world-renowned transportation firm, Arup Advisors, Inc., to review INDOT's plans,



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WWW.YANDL.COM INDIANAPOLIS, IN 46202

collaborate with Rethink's Technical Team, and study economic development possibilities and creative financing opportunities for the reconstruction of the Inner Loop. Our intent was to turn over Arup's report before INDOT arrived at its preferred design direction and we expressed this to INDOT. We also asked INDOT to wait a few weeks before issuing its preferred direction until the Arup report was complete. INDOT declined. INDOT seemingly wanted its preferred direction issued before Arup's report became public. A date has now been selected for Arup representative to come to Indianapolis to discuss its findings and the Rethink Coalition has invited INDOT to attend a meeting with the Coalition and Arup to hear of the finding and to work collaboratively toward a mutually satisfactory solution for the North Split design. To date, INDOT has not indicated that it will send anyone to this meeting.

It is difficult to understand why INDOT is so resistant to input from world-renowned experts, paid for by private parties, private citizens and businesses that INDOT is designed to serve.

Despite these mysteries, I urge INDOT and the Governor to be guided by the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking reconstruction of the north, east, and south legs of I-65/70 through downtown Indianapolis:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

Additionally, I join in supporting the Rethink Coalition's Technical Committee's detailed technical review and objections to Alternative 4c, as if set forth herein. As a summary of those more technical objects I provide the following comments and objections:

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

I encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

I encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.



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WWW.YANDL.COM INDIANAPOLIS, IN 46202

PI049  
PI168

We would like to see INDOT extend the first phase project boundary to *at least* include the West Street intersection and north interchange between I-65 and I-70.

Thank you for the opportunity to provide comment.

Sincerely,

Paul J. Knapp  
CEO, Young & Laramore  
Managing Member, School 9, LLC

**From:** Indy North Split  
**To:** [Sarah Knight](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Tuesday, October 30, 2018 9:02:19 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Sarah Knight <hksk1323@netscape.net>  
**Sent:** Monday, October 29, 2018 10:42 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

Personally, I strongly agree with the RETHINK 65/70 coalition, (position below). All I would question is whether or not an interstate cutting through downtown is needed at all. Visit [rethink65-70.org](http://rethink65-70.org) for more. 1. No above grade walls 2. No expansion of the existing number of through lanes 3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates 4. Increased opportunities for inclusive economic development along the path of the interstates INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core. INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local street which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods. We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid. The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop. INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas. We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which yields acres of new land for massive urban inclusive economic development. INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution. We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you for your support of my position.

Sincerely,

Sarah Knight  
Old Northside/Downtown Indy Resident  
317-639-0058

**From:** Indy North Split  
**To:** [Sarah Kobzeff](#)  
**Subject:** RE: I-65/70 North Split  
**Date:** Tuesday, October 30, 2018 5:50:27 PM

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Good evening,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Sarah Kobzeff <sarah.kobzeff@gmail.com>  
**Sent:** Tuesday, October 30, 2018 3:06 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** I-65/70 North Split

Good afternoon!

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you for your consideration!

Sarah Kobzeff

**From:** Indy North Split  
**To:** [Lisa Koers](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 3:46:49 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Lisa Koers <lisa.k.koers@gmail.com>  
**Sent:** Monday, October 29, 2018 11:51 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Sincerely,  
Lisa Koers

**From:** Indy North Split  
**To:** [Cathleen Krebs](#)  
**Subject:** RE: Feedback to InDOT's current plans for the reconstruction of the North Split, 65-70  
**Date:** Tuesday, October 30, 2018 8:50:47 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Cathleen Krebs <mckrebs@earthlink.net>  
**Sent:** Monday, October 29, 2018 4:29 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Feedback to InDOT's current plans for the reconstruction of the North Split, 65-70

**To Whom It May Concern:**

My main feedback is that Indianapolis deserves the best, most thoughtful plans for any kind of development. The development of 65-70 is likely to have tremendous impact on the city for many years to come, and only the best should be implemented. The Rethink Coalition has its roots in the people and places that will be most affected. However, because the split is in the middle of all of the historic neighborhoods, their input is doubly important. These neighborhoods are some of Indianapolis' greatest treasures, and need to be handled as sensitively as possible. How they are treated now will display InDOT's consideration of the whole city's welfare and future development. You owe it to the City of Indianapolis to use the Rethink Coalitions guiding principles for the reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis. Please pay special attention to the following.

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70

and local streets, which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

I look forward to your response to the public commentary.

Sincerely,

Margaret Krebs  
940 N. Alabama Street  
Indianapolis, IN 46202  
[mckrebs@earthlink.net](mailto:mckrebs@earthlink.net)  
(317) 679-1698

**From:** Indy North Split  
**To:** [Victor Krebs](#)  
**Subject:** RE: North Split (wall of shame)  
**Date:** Tuesday, October 30, 2018 8:36:08 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

Ali Hernandez  
North Split Public Involvement

-----Original Message-----

From: Victor Krebs <vekrebs@earthlink.net>  
Sent: Monday, October 29, 2018 12:51 PM  
To: Indy North Split <info@northsplit.com>  
Subject: North Split (wall of shame)

Aside from looking like the Berlin Wall, these are my observations:

No above grade walls

No expansion of the above through lanes

Increased connectivity of neighbors and businesses divided by highways Increase opportunities for inclusive economic developments along the path of the interstates

Sent from my iPhone

**From:** Indy North Split  
**To:** [Zachary Kunstman](mailto:zach.kunstman@yahoo.com)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 3:12:35 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

Ali Hernandez  
 North Split Public Involvement

-----Original Message-----

From: Zachary Kunstman <zach.kunstman@yahoo.com>  
 Sent: Monday, October 29, 2018 10:15 AM  
 To: Indy North Split <info@northsplit.com>  
 Subject: Please Rethink plans for I-65/70

Good morning,

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
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INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

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The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection

and north interchange between I-65 and I-70.

Best Regards,

Zach Kunstman

Sent from my iPhone

**From:** Indy North Split  
**To:** [ROSEMARI KUNTZ](#)  
**Subject:** RE: Rethink I-65/70 downtown split  
**Date:** Friday, November 2, 2018 10:20:03 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** ROSEMARI KUNTZ <rmkuntz@comcast.net>  
**Sent:** Tuesday, October 30, 2018 12:19 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Rethink I-65/70 downtown split

To INDOT Planning for I-65/70 split,

My family in my grandparents' generation experienced disruption of church, family, and neighborhood economy since the early highway development that split the old Indianapolis Southside in the early part of the last century. Then, in the 1960's, the Old Northside was threatened with destruction, Through community forces, some decisions were abated with certain Indiana landmarks remaining preserved and repurposed for the 21st century. Now, you are faced with a decision that will again have consequences that will impact generations. In my lifetime as a Hoosier and Indianapolis resident, I believe that the whole of the community must be considered foremost in the future plan.

Therefore, I support the joint Rethink Coalition/Arup Report and urge REJECTION of the INDOT preferred alternative 4c. The Rethink Coalition/Arup Report calls for an integrated approach to the project that can support real urban progress in a way that sets an inspiring example of urban design and execution.

I would urge INDOT to adopt the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes

3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

For such an important generational project, please consider the consequences and join with the Rethink Coalition for a better result for the future of the Indianapolis community.

Sincerely,

Rosemarie Kuntz

**From:** Indy North Split  
**To:** [Eric Kurth](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 3:40:03 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Eric Kurth <kurthe@gmail.com>  
**Sent:** Monday, October 29, 2018 11:15 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Eric Kurth

[kurth@gmail.com](mailto:kurth@gmail.com)

**From:** Indy North Split  
**To:** [Dan Lake](#)  
**Cc:** [Garry Chilluffo](#)  
**Subject:** RE: RETHINK I-65/70  
**Date:** Tuesday, October 30, 2018 5:43:45 PM

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Good evening,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Dan Lake <dlake1964@gmail.com>  
**Sent:** Tuesday, October 30, 2018 11:07 AM  
**To:** Indy North Split <info@northsplit.com>  
**Cc:** Garry Chilluffo <garry@chilluffo.com>  
**Subject:** RETHINK I-65/70

I have lived DT for 23 years and am a former INDOT (Public Transit section) employee. The interstate system in Indianapolis needs to seek other solutions to the commuter issues (and yes this is a TOTAL commuter issue!) on the DT interstate system.

It is a sad state of affairs that INDOT is still thinking along the ideologies of the 1960's. It was that way when I worked there in the '90's and I had hoped some change had evolved into more progressive ways and problem solving.

Please stop and rethink this critical issue!!  
We all know that widening highways leads to nothing more than INCREASED traffic. My big question is what will you do in another 20 years when according to INDOT thinking the interstate will again need widening?? We are running out of room and time. Please look into the long range future and make smart decisions (hint, TRANSIT, etc.) to this complicated problem.

I agree with the statement below...

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
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INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you,

--

Dan Lake, AICP  
318 N Highland Av  
Indianapolis, IN 46202

**From:** Indy North Split  
**To:** [James Laker](#)  
**Subject:** RE: Rethink 65:70  
**Date:** Monday, October 29, 2018 2:05:31 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** James Laker <james.laker7@icloud.com>  
**Sent:** Sunday, October 28, 2018 8:35 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Rethink 65:70

To whom it may concern,

Though the comments below are standardized they are in line with my thoughts and passion. Please make Indy better and an example for all by revising the current plan and implementing what is below. Thank you. Thanks

I James Laker thanks the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years.

The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place.

We are serious about collaborating for a solution that befits the Hoosier State and that becomes a model for other States.

**Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.**

**1.0 Purpose and Need Statement**

The purpose and need statement accurately includes condition, safety and congestion. However, we

believe there are gaps in the statement that still require attention.

Comments:

a. The Alternatives Screening Report *Purpose and Need statement* is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. This is most notable by using the east end of the Alabama Street bridge and Meridian Street ramps as convenient rather than logical termini.

b. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project Segmentation.

c. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states "Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR's in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ...at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg." **Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study.**

d. Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.

## 2.0 Proposed Performance Measures shown in Table 2-4, page 2-15

Comments:

a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an

additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.

b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and should be considered in the APE.

c. Bridge Condition & Remaining Service Life: the community supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.

### **3.0 Traffic Mobility Comments**

Comments:

a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.

### **4.0 Economic Development Potential**

Comments:

a. The INDOT Proposal is not compatible with the Coalition's principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.

b. The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.

c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.

d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.

## **5.0 Connectivity Comments**

Comments:

a. The INDOT Proposal is not compatible with the Coalition's principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.

b. This will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.

c. This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.

d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.

e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.

## **6.0 Economic/Social Justice Comments**

Comments:

a. The INDOT Proposal is not compatible with the Coalition's goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the

adjacent historically African American neighborhood.

### **7.0 Preferred Alternate 4C**

Comments:

a. Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from 1-70 westbound traffic proposal: we find it unacceptable that access to Indianapolis' primary street to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips.

b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.

c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

Respectfully submitted,

James A. Laker

Sent from my iPhone

**From:** Indy North Split  
**To:** [Ben Langebartels](#)  
**Subject:** RE: The North split  
**Date:** Monday, October 29, 2018 2:04:29 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Ben Langebartels <Langeba@sbcglobal.net>  
**Sent:** Sunday, October 28, 2018 6:30 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** The North split

I, Ben Langebartels, thank the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years.

The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place.

We are serious about collaborating for a solution that befits the Hoosier State and that becomes a model for other States.

**Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.**

**1.0 Purpose and Need Statement**

The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention.

Comments:

- a. The Alternatives Screening Report *Purpose and Need statement* is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may

be phased but it must fully consider true logical termini. This is most notable by using the east end of the Alabama Street bridge and Meridian Street ramps as convenient rather than logical termini.

b. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project Segmentation.

c. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states "Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR's in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ....at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg." ***Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study.***

d. Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.

## **2.0 Proposed Performance Measures shown in Table 2-4, page 2-15**

Comments:

a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.

b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these

closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and should be considered in the APE.

c. Bridge Condition & Remaining Service Life: the community supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.

### **3.0 Traffic Mobility Comments**

Comments:

a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.

### **4.0 Economic Development Potential**

Comments:

a. The INDOT Proposal is not compatible with the Coalition's principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.

b. The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.

c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.

d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple

ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.

## **5.0 Connectivity Comments**

Comments:

a. The INDOT Proposal is not compatible with the Coalition's principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.

b. This will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.

c. This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.

d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.

e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.

## **6.0 Economic/Social Justice Comments**

Comments:

a. The INDOT Proposal is not compatible with the Coalition's goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.

## **7.0 Preferred Alternate 4C**

Comments:

a. Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from 1-70 westbound traffic proposal: we find it unacceptable that access to

Indianapolis' primary street to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips.

b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.

c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

I have watched and participated in the process. I have been to meetings and I am one of many of my neighbors that really, really cares about this! Not all can attend all the meetings but we fill each other in. We are concerned about the place that we live. We want to keep our city livable, walkable, and growing the right way. Please consider the impact for the next 50+ years. Little things like this can have a huge effect. The highway has broken our neighbors and neighborhoods apart at one point. This is the opportunity to do the right thing and connect us again.

Thanks for your consideration,

Ben Langebartels

**From:** Indy North Split  
**To:** [Ben Langebartels](#)  
**Subject:** RE: North split  
**Date:** Tuesday, October 30, 2018 9:03:26 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

Ali Hernandez  
North Split Public Involvement

-----Original Message-----

From: Ben Langebartels <Langeba@sbcglobal.net>  
Sent: Tuesday, October 30, 2018 12:03 AM  
To: Indy North Split <info@northsplit.com>  
Subject: North split

Please don't separate me from my neighbors!

Ben Langebartels  
JLBS construction

**From:** Indy North Split  
**To:** [John Lapp](#)  
**Subject:** RE: North Split Comment  
**Date:** Friday, October 12, 2018 9:51:48 AM

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Hi John,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** John Lapp <jlapp@landarkkt.com>  
**Sent:** Thursday, October 11, 2018 1:54 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** North Split Comment

I for one would argue that removing any current exits from the existing system would not only create a larger problem somewhere else (like west street) but doesn't really eliminate or reduce the current problems trying to be addressed. I'm a northside resident and often use the interstates to get to work on the northside of downtown. By removing my ability to exit at Pennsylvania/Meridian/Illinois/Capitol I would be forced to exit at West Street or take Fall Creek all the way in town. There are no plans to fix Fall Creek/Binford from the northside so we need the alternative option. Pushing me, and everyone else that currently utilize that exit to easily get to work on the north end of downtown would be nothing short of an all out disaster. Not to mention the additional amount of "weaving" that would be required for all of "us" to get to the West Street exit.

There really is no solid argument that could be made to remove this exit from "us". Based on the map, you will have plenty of room to still allow "us" to exit off to the right of the I-70/I-65 split. You can still utilize the existing bridges over College and you could still have the free flow you promote to I-65 northbound.

Please reconsider this option to include this exit! At least show a possible drawing that incorporated it so people could voice their opinions, it feels like you are just sweeping the removal of this under the rug and trying to make it seem like this is part of the solution when it could just as easily remain and still be a part of the solution.

Thank you,  
John

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John M. Lapp, ASLA

Kevin K. Parsons & Associates, Inc.  
Landscape Architecture Urban Design  
212 West 10<sup>th</sup> Street, Suite A-290  
Indianapolis, Indiana 46202  
PH 317-955-9155  
F 317-955-9455  
[jlapp@landarkkt.com](mailto:jlapp@landarkkt.com)

**From:** Indy North Split  
**To:** [Mark Latta](#)  
**Subject:** RE: Public Comment on North Split  
**Date:** Tuesday, October 30, 2018 8:33:24 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Mark Latta <m.nlatta@gmail.com>  
**Sent:** Monday, October 29, 2018 12:28 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Public Comment on North Split

Hello, I want to thank the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years. The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place.

We are serious about collaborating for a solution that befits the Hoosier State and that becomes a model for other States.

Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.

1.0 Purpose and Need Statement

The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention.

Comments:

- a. The Alternatives Screening Report Purpose and Need statement is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. This is most notable by using the east end of the Alabama Street bridge and Meridian Street ramps as convenient rather than logical termini.
- b. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project Segmentation.
- c. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states "Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR's in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be

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d. Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.

#### 2.0 Proposed Performance Measures shown in Table 2-4, page 2-15

##### Comments:

a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.

b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and should be considered in the APE.

c. Bridge Condition & Remaining Service Life: the community supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.

#### 3.0 Traffic Mobility Comments

##### Comments:

a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.

#### 4.0 Economic Development Potential

##### Comments:

a. The INDOT Proposal is not compatible with the Coalition’s principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.

b. The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.

c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.

d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.

#### 5.0 Connectivity Comments

Comments:

- a. The INDOT Proposal is not compatible with the Coalition's principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.
- b. This will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.
- c. This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.
- d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.
- e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.

#### 6.0 Economic/Social Justice Comments

Comments:

- a. The INDOT Proposal is not compatible with the Coalition's goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.

#### 7.0 Preferred Alternate 4C

Comments:

- a. Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from 1-70 westbound traffic proposal: we find it unacceptable that access to Indianapolis' primary street to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips.
- b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.
- c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

Respectfully submitted,

Mark Latta  
1236 Windsor Street  
Indianapolis, IN 46201

**From:** Indy North Split  
**To:** [Latz, Gil](#)  
**Cc:** [Celia Latz](#)  
**Subject:** RE: North Split  
**Date:** Monday, October 29, 2018 2:50:08 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Latz, Gil <glatz@iupui.edu>  
**Sent:** Monday, October 29, 2018 8:43 AM  
**To:** Indy North Split <info@northsplit.com>  
**Cc:** Celia Latz <latzce@gmail.com>  
**Subject:** North Split

Dear INDOT,

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you,

Gil Latz  
1544 Carrollton Ave.  
Indianapolis, IN 46202

**From:** Indy North Split  
**To:** [Margaret Lehtinen](#)  
**Subject:** RE: Rethink I-65/70!  
**Date:** Tuesday, October 30, 2018 5:42:49 PM

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Good evening,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Margaret Lehtinen <melehtinen@yahoo.com>  
**Sent:** Tuesday, October 30, 2018 10:46 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Rethink I-65/70!

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

- 1. No above grade walls**
- 2. No expansion of the existing number of through lanes**
- 3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates**
- 4. Increased opportunities for inclusive economic development along the path of the interstates**

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

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execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Sincerely,

Margaret Lehtinen  
2001 N Delaware St

**From:** Indy North Split  
**To:** [Chris Leland](#)  
**Subject:** RE: Public input  
**Date:** Tuesday, October 30, 2018 8:34:55 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Chris Leland <cleland@gmail.com>  
**Sent:** Monday, October 29, 2018 12:49 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Public input

Dear Sir or Madam:

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Sincerely,  
-Chris Leland

## New submission from Contact at indynorthsplit.com

Deidre Lichy &lt;dclichy@gmail.com&gt;

Mon 10/29/2018 11:26 AM

To: info@northsplit.com &lt;info@northsplit.com&gt;; Erin Pipkin &lt;erin@compassoutreachsolutions.com&gt;;

**Name**

Deidre Lichy

**Email**[dclichy@gmail.com](mailto:dclichy@gmail.com)**Message**

Build something you and your city can be proud of.

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
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4. Increased opportunities for inclusive economic development along the path of the interstates

**From:** Indy North Split  
**To:** [Lee Little](#)  
**Subject:** RE: Comments on the INDOT Alternatives Screening Report  
**Date:** Monday, October 29, 2018 3:32:49 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Lee Little <leelittle71@gmail.com>  
**Sent:** Monday, October 29, 2018 10:55 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Comments on the INDOT Alternatives Screening Report

Good morning,

I, as a private citizen and as founder of Old Churches Indy, thank the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years.

The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place.

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## 2.0 Proposed Performance Measures shown in Table 2-4, page 2-15

### Comments:

a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.

b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and should be considered in the APE.

c. Bridge Condition & Remaining Service Life: the community supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between

existing neighborhoods.

### **3.0 Traffic Mobility Comments**

Comments:

a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.

### **4.0 Economic Development Potential**

Comments:

a. The INDOT Proposal is not compatible with the Coalition's principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.

b. The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.

c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.

d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.

### **5.0 Connectivity Comments**

Comments:

a. The INDOT Proposal is not compatible with the Coalition's principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.

b. This will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.

c. This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their

journey and avoid congestion points.

d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.

e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.

## **6.0 Economic/Social Justice Comments**

Comments:

a. The INDOT Proposal is not compatible with the Coalition's goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.

## **7.0 Preferred Alternate 4C**

Comments:

a. Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from 1-70 westbound traffic proposal: we find it unacceptable that access to Indianapolis' primary street to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips.

b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.

c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

Respectfully submitted,

Lee Little, JD  
 Founder, Old Churches Indy

**From:** Indy North Split  
**To:** [Daniel Livingston](#)  
**Subject:** RE: Rethinking the North Split  
**Date:** Monday, October 29, 2018 2:07:22 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Daniel Livingston <daniel.livingston@gmail.com>  
**Sent:** Monday, October 29, 2018 7:51 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Rethinking the North Split

I thank the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years.

The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place.

We are serious about collaborating for a solution that befits the Hoosier State and that becomes a model for other States.

**Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.**

**1.0 Purpose and Need Statement**

The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention.

Comments:

- a. The Alternatives Screening Report *Purpose and Need statement* is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. This is most notable by using the east end of the Alabama Street bridge and Meridian Street ramps as convenient rather than logical termini.
- b. Logical termini define the level of potential environmental effects. In this case the West

Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project Segmentation.

c. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states "Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR's in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ....at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) [I-65](#) near Northside from Central Avenue to Fall Creek, and (3) [I-70](#) near Eastside from Commerce Avenue to I-465 East Leg." ***Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study.***

d. Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.

## **2.0 Proposed Performance Measures shown in Table 2-4, page 2-15**

Comments:

a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.

b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and should be considered in the APE.

c. Bridge Condition & Remaining Service Life: the community supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.

### **3.0 Traffic Mobility Comments**

Comments:

a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.

### **4.0 Economic Development Potential**

Comments:

a. The INDOT Proposal is not compatible with the Coalition's principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.

b. The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.

c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.

d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.

### **5.0 Connectivity Comments**

Comments:

a. The INDOT Proposal is not compatible with the Coalition's principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.

b. This will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.

c. This system will also reduce congestion and delay for commuters currently caused by

backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.

d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.

e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.

### **6.0 Economic/Social Justice Comments**

Comments:

a. The INDOT Proposal is not compatible with the Coalition's goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.

### **7.0 Preferred Alternate 4C**

Comments:

a. Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from 1-70 westbound traffic proposal: we find it unacceptable that access to Indianapolis' primary street to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips.

b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.

c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

Respectfully submitted,

Daniel Livingston MD  
435 Virginia Ave. Unit 405  
Indianapolis IN 46203

**From:** Indy North Split  
**To:** [John Luginbill](mailto:John.Luginbill@theheavyweights.com)  
**Subject:** RE: Please Rethink The i-70/I-65 NorthSplit  
**Date:** Monday, October 29, 2018 3:00:20 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** John Luginbill <[john@theheavyweights.com](mailto:john@theheavyweights.com)>  
**Sent:** Monday, October 29, 2018 9:26 AM  
**To:** Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>  
**Subject:** Please Rethink The i-70/I-65 NorthSplit

Dear INDOT,

I live and work in Indy. My office (at The Stutz) is on the 65/70 split. Our kids' school, The Oaks Academy middle school, is on 70 right before the split. My family lives on Delaware Street north of the split.

**Please, I am begging you to reconsider the suggestions and guiding principles for the Rethink Coalition.** This is a multigenerational decision and you can positively impact the economic and social health of the community for 50+ years.

Thank you for adopting some of the coalition's thinking, but please go further to make Indy downtown revitalized both economically and socially.

My family encourages INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

Please. Please. Please. If we need to raise more money somehow, we will. This is where we live, work and go to school, please make this decision a blessing to the city, not inevitable damage.

With gratitude and respect, John Luginbill and Family

--

**John P. Luginbill**  
1010 N. Capitol Ave., Suite A100  
Indianapolis, IN 46204  
P (317) 684-7777  
F (317) 684-7007  
[john@theheavyweights.com](mailto:john@theheavyweights.com)

## New submission from Contact at indynorthsplit.com

John Luginbill <John@theheavyweights.com>

Mon 10/29/2018 9:28 AM

To: info@northsplit.com <info@northsplit.com>; Erin Pipkin <erin@compassoutreachsolutions.com>;

**Name**

John Luginbill

**Email**

[John@theheavyweights.com](mailto:John@theheavyweights.com)

**Phone**

(317) 684-7777

**Message**

I live and work in Indy. My office (at The Stutz) is on the 65/70 split. Our kids' school, The Oaks Academy middle school, is on 70 right before the split. My family lives on Delaware Street north of the split.

Please, I am begging you to reconsider the suggestions and guiding principles fo the Rethink Coalition. This is a multigenerational decision and you can positively impact the economic and social health of the community for 50+ years.

Thank you for adopting some of the coalition's thinking, but please go further to make Indy downtown revitalized both economically and socially.

My family encourages INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

With gratitude and respect, John Luginbill and Family

**From:** Indy North Split  
**To:** [Jim Marron](#)  
**Subject:** RE: Urgent. North Split Decision  
**Date:** Tuesday, October 30, 2018 8:46:56 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Jim Marron <jamespmarron@gmail.com>  
**Sent:** Monday, October 29, 2018 3:57 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Urgent. North Split Decision

INDOT,

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward-thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic

development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

--

Thanks,

Jim Marron  
225 E. 11th Street  
Indianapolis, IN 46202  
317-946-6563

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:12 PM

Sent Items

To: info@northsplit.com &lt;info@northsplit.com&gt;; meganmyrehn@gmail.com &lt;meganmyrehn@gmail.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin**  
**North Split Public Involvement**

---

**From:** Megan Marron <meganmyrehn@gmail.com>  
**Sent:** Monday, October 29, 2018 3:57:56 PM  
**To:** info@northsplit.com; Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

Megan Marron

**Email**[meganmyrehn@gmail.com](mailto:meganmyrehn@gmail.com)**Phone**

(317) 946-6563

**Message**

INDOT,

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward-thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [Daniel Martin](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 3:00:45 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Daniel Martin <daniel.martin3916@gmail.com>  
**Sent:** Monday, October 29, 2018 9:35 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring

example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.--

Daniel Martin, ATC/LAT

[daniel.martin3916@gmail.com](mailto:daniel.martin3916@gmail.com)

**From:** Indy North Split  
**To:** [Doug maxwell](#)  
**Subject:** RE: Spaghetti Bowl  
**Date:** Thursday, November 1, 2018 4:35:50 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Doug maxwell <maxwelld98@yahoo.com>  
**Sent:** Tuesday, October 30, 2018 6:07 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Spaghetti Bowl

Please reconsider the Rethink Coalition's guiding principles for reconstruction of the North Split. It provides progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
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INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods. Your alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas. The design presented in the joint Rethink Coalition/Arup Report yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution. I would like to see INDOT extend the first phase

project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

I urge INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid. This will allow more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

Sent from my iPad

**From:** Indy North Split  
**To:** [Megan May](#)  
**Subject:** RE: Feedback  
**Date:** Tuesday, October 30, 2018 8:56:59 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Megan May <meganmay@gmail.com>  
**Sent:** Monday, October 29, 2018 8:32 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Feedback

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
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The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

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INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thanks,  
Megan

**From:** Indy North Split  
**To:** [McCabe, Janet G](#)  
**Subject:** RE: Comments on Northsplit Screening Report  
**Date:** Tuesday, October 30, 2018 8:37:06 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** McCabe, Janet G <jgmccabe@iu.edu>  
**Sent:** Monday, October 29, 2018 12:58 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Comments on Northsplit Screening Report

Thank you for the opportunity to comment on this document. I have lived in Indianapolis since 1993 and for the past 7 years have lived in Herron Morton, quite near the areas of highway and neighborhoods that are affected by this project.

I join with the Rethink 65/70 Coalition urging INDOT/HNTB to work hard with all constituencies to come up with the very best solution that will serve Indianapolis, Indiana, and all our citizens for decades to come. We can be bold and visionary with this project, which presents an incredible opportunity to add economic value to our city and region and reconnect city neighborhoods.

Before moving to Indianapolis, I lived in Boston, and was involved in the review of the massive Depressed Central Artery and Third Harbor tunnel project. Though larger in scope than our project here, there are important parallels and lessons to take from that project. Like here, the Central Artery for years had sliced through neighborhoods of downtown Boston. The elevated highway was a defining negative feature of a vibrant and growing downtown. The decision to put that road underground not only reconnected parts of the city long divided, it created acres of valuable developable land that now has provided opportunity for new businesses, new open space, new urban spaces that have further enhanced Boston's quality of life and economic base. We can do that here too.

This is our opportunity to get it right, even if it means additional cost and trying something new. The payoff will be more than worth it.

Specifically, I urge INDOT to be guided by the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you, once again, for the opportunity to provide comment.

Janet McCabe  
2042 N. Alabama St  
Indianapolis, IN 46202

**From:** Indy North Split  
**To:** [Mary McConnell](#)  
**Cc:** [Anna Lundorf](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Friday, November 2, 2018 10:19:51 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Mary McConnell <mmcconnell@TNC.ORG>  
**Sent:** Thursday, November 1, 2018 4:59 PM  
**To:** Indy North Split <info@northsplit.com>  
**Cc:** Anna Lundorf <anna.lundorf@TNC.ORG>  
**Subject:** Please Rethink plans for I-65/70

All,

The Nature Conservancy is a global not for profit conservation organization whose mission is to protect the lands and waters on which all life depends. I am the state director for our Indiana program with offices at 620 E Ohio, in the Cole Noble neighborhood. Our LEED Platinum office building, built several years ago, is the most sustainably built office building in Indiana. We purposely chose this high level of sustainability because it reflected our values as an organization. We were told that the construction costs could be double or even triple of normal construction. We challenged our architects and contractors to build to the most sustainable level possible but to keep the cost the same as typical Class A construction. In the end, our building was less expensive than other Class A buildings and still met the highest standards of sustainability. We are living proof that good planning can lead to extraordinary results at a cost effective price.

One of the four global priorities of The Nature Conservancy is to “Build Healthy Cities.” We are particularly interested in transforming city landscapes through urban green-printing to improve quality of life and place. As a member of the Rethink Coalition we stand firmly behind the guiding principles of the coalition and ask you to please capture the Rethink Coalition’s guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT’s preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate’s north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area

from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you for your consideration of our recommendations.

Mary McConnell  
Indiana State Director

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The mission of The Nature Conservancy is to conserve the lands and waters on which all life depends.

---

**Mary McConnell**  
*Indiana State Director*

[mmcconnell@tnc.org](mailto:mmcconnell@tnc.org)  
(317) 951-8818 (Phone)  
(317) 829-3849 (Direct dial)  
(317) 917-2478 (Fax)

**The Nature Conservancy**  
**Efroymsen Conservation Center**  
620 E Ohio Street  
Indianapolis, IN 46202



[nature.org](http://nature.org)

**From:** Indy North Split  
**To:** [Linda McCrae](#)  
**Subject:** RE: 65/70 reconstruction  
**Date:** Tuesday, October 30, 2018 8:46:34 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Linda McCrae <pastorlinda@indyccc.org>  
**Sent:** Monday, October 29, 2018 3:39 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** 65/70 reconstruction

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
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The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project

areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you for your consideration to these comments.

Linda McCrae

**From:** Indy North Split  
**To:** [Patrick McElroy](#)  
**Subject:** RE: North Split Public Comment  
**Date:** Friday, October 19, 2018 11:02:00 AM

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Hi Patrick,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Patrick McElroy <paddymcelroy@gmail.com>  
**Sent:** Thursday, October 18, 2018 3:50 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** North Split Public Comment

Dear Neighbors & Indy Leaders,

I am a resident of the Holy Rosary neighborhood of SE downtown, abutting 65/70.

This impending investment in our aging roads presents us with an extraordinary opportunity to change the face and feel of our city for the better. Please adjust the current plans, and add more neighborhood connectivity cross the 65/70 split.

In much the same way that open trade and increased access to markets has made an enormous impact on the global economy, lifting hundreds of millions of people out of poverty, a more connected Indy across The Split will foster connection and economic growth.

Consider the economic and social impact of the Cultural Trail. This connective artery has forged connections across various economic growth pockets throughout downtown. Consider the potential ROI on structural investments tied to the 65/70 rehab that would allow more non-vehicle connectivity across the highways. Individual investments in the neighborhoods of Fountain Square, Holy Cross, Woodruff Place, and the Old Northside illustrate a groundswell of interest by the citizenry in the economic growth and revitalization of these neighborhoods. Connecting these pockets to the warming economic engine fo downtown Indy could have enormous positive impact on the economic vitality of the city.

From increased tax revenue, to improved usability and accessibility of more downtown and downtown-adjacent neighborhoods, this is a major investment today that will have significant long term benefits. If done well, catering for these additional connections across the 65/70 split, Indy will realize economic growth, and overall beautification and attractiveness of Indy to visitors and investors alike.

Please do not let this crucial moment pass, doing only the minimum repaid and upgrade needed for

the road itself. Please commit the additional dollars that will infuse our city with major economic benefits - please increase green space and non-vehicle (or not exclusively vehicular ) connectivity among neighborhoods that span 65/70.

Thanks kindly.  
-Patrick McElroy

**From:** Indy North Split  
**To:** [Patrick McElroy](#)  
**Subject:** RE: INDOT Proposed Action  
**Date:** Tuesday, October 30, 2018 5:49:52 PM

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Good evening,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Patrick McElroy <paddymcelroy@gmail.com>  
**Sent:** Tuesday, October 30, 2018 2:39 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Re: INDOT Proposed Action

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
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areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [Sandra McGuinness](mailto:Sandra.McGuinness)  
**Subject:** RE: North Split reconstruction  
**Date:** Tuesday, October 30, 2018 8:46:09 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Sandra McGuinness <[wiganpyr@gmail.com](mailto:wiganpyr@gmail.com)>  
**Sent:** Monday, October 29, 2018 3:25 PM  
**To:** Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>  
**Subject:** North Split reconstruction

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
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We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Yours respectfully,  
Sandra McGuinness

**From:** Indy North Split  
**To:** [Sandra McGuinness](#)  
**Subject:** RE: INDOT Alternatives Screening Report (dated Sept. 21 2018)  
**Date:** Monday, October 29, 2018 3:35:03 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Sandra McGuinness <[wiganpyr@gmail.com](mailto:wiganpyr@gmail.com)>  
**Sent:** Monday, October 29, 2018 11:02 AM  
**To:** Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>  
**Subject:** INDOT Alternatives Screening Report (dated Sept. 21 2018)

The Herron-Morton Place Association Board thanks the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years.

The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place.

We are serious about collaborating for a solution that befits the Hoosier State and that becomes a model for other States.

**Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.**

**1.0 Purpose and Need Statement**

The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention.

Comments:

- a. The Alternatives Screening Report *Purpose and Need statement* is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. This is most notable by using the east end of the Alabama Street bridge and Meridian Street ramps as convenient rather than logical termini.
- b. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential

Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project Segmentation.

c. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states "Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR's in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ...at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg." **Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study.**

d. Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.

## 2.0 Proposed Performance Measures shown in Table 2-4, page 2-15

### Comments:

a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.

b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and should be considered in the APE.

c. Bridge Condition & Remaining Service Life: the community supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.

### **3.0 Traffic Mobility Comments**

Comments:

a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.

### **4.0 Economic Development Potential**

Comments:

a. The INDOT Proposal is not compatible with the Coalition's principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.

b. The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.

c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.

d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.

### **5.0 Connectivity Comments**

Comments:

a. The INDOT Proposal is not compatible with the Coalition's principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.

b. This will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.

c. This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.

- d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.
- e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.

### **6.0 Economic/Social Justice Comments**

Comments:

- a. The INDOT Proposal is not compatible with the Coalition's goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.

### **7.0 Preferred Alternate 4C**

Comments:

- a. Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from 1-70 westbound traffic proposal: we find it unacceptable that access to Indianapolis' primary street to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips.
- b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.
- c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

Respectfully submitted,  
Sandra McGuinness  
Herron-Morton Place Association President

**From:** Indy North Split  
**To:** [Aidan McKiernan](#)  
**Subject:** RE: Comment on the North Split  
**Date:** Tuesday, October 30, 2018 8:59:04 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Aidan McKiernan <amckiernan@yandl.com>  
**Sent:** Monday, October 29, 2018 9:39 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Comment on the North Split

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
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INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [Barbara McLin](#)  
**Subject:** RE: Rethink 65/70  
**Date:** Tuesday, October 30, 2018 8:39:40 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Barbara McLin <bbmclin@yahoo.com>  
**Sent:** Monday, October 29, 2018 1:40 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Rethink 65/70

To the leadership for this insensitive project:

My husband and I live downtown and have for 15 years. We have lived in the Lockerbie Square neighborhood and now live in the Holy Cross neighborhood.

We have attended meetings and presentations by your teams as well as those presented by HUNI and others.

We have to say that for the most part we don't feel that you are listening to the needs of our neighborhoods.

You seem to have a blind eye to the challenge of good traffic flow and access for those of us that live downtown.

While the most recent presentations have been an improvement over the first ones, there is still much need for improvement.

I don't typically just copy and paste what others have said, but for purposes of letting you know our concerns in a timely manner, I am doing so here.

**PLEASE pay attention!**

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

---

Pay attention to those of us that live and work downtown!  
Do NOT destroy our downtown live/work/walk/drive neighborhoods!

**Barbara & William McLin**  
**1402 E Vermont St**  
**Indianapolis, IN 46201**  
**317-250-5465**

---

**From:** Indy North Split  
**To:** [jwmcq@earthlink.net](mailto:jwmcq@earthlink.net)  
**Subject:** RE: North Split Comments  
**Date:** Tuesday, October 30, 2018 8:47:33 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** [jwmcq@earthlink.net](mailto:jwmcq@earthlink.net) <[jwmcq@earthlink.net](mailto:jwmcq@earthlink.net)>  
**Sent:** Monday, October 29, 2018 3:59 PM  
**To:** Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>  
**Subject:** North Split Comments

North Split Team Members-Greetings

The vitality and character of our great cities is comprised of many metrics; the quality of neighborhoods being among the foremost. As it has for centuries, the scale, identity, and sense of personal belonging remain key attributes of the most successful living environments. As members of the Indianapolis community, your design team has been afforded a rare urban, civic and social opportunity unlikely to be repeated in one's lifetime. Regarding the north-split undertaking as simply a transportation-engineering exercise forsakes the vision of what this could mean for the City.

Fifty years and two generations ago, the interstate system helped connect this county in ways once only imagined. Yet at the same time it ravaged and separated many inner-city neighborhoods; many irreparably. If we would not wish these things for our homes, why would we wish them for others? Building upon advanced thinking in urban planning, we have witnessed cities around the nation and the globe begin to thoughtfully and sensitively integrate their transportation infrastructure into the life of their cities. Indianapolis deserves no less.

Regards  
James McQuiston



**J.W.MQuiston**

Architecture+  
Interior Design

Suite 340  
303 North Alabama  
Indianapolis, Indiana 46204

V.317.638.2972

james@jwmcq.com  
jwmcq.com

## New submission from Contact at indynorthsplit.com

Joel Meador &lt;northsplit@joelmeador.com&gt;

Mon 10/29/2018 9:08 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; Erin Pipkin &lt;erin@compassoutreachsolutions.com&gt;;

**Name**

Joel Meador

**Email**[northsplit@joelmeador.com](mailto:northsplit@joelmeador.com)**Phone**

(410) 703-3585

**Message**

The announced plans for the north split seem almost like a poke in the eye to anyone following along and hoping for a rethought 65/70 interchange.

The plan may be taking away some street level access on the northside so some very small amount of the streets will be back at pedestrian level, but nothing has been done to address the flawed conceptual underpinnings of running an interstate directly through a downtown, rather than terminating outside of the downtown. If 65/70 funneled people into downtown who wanted to be there instead of moving heavy traffic from the north to the south and east to west, then it seems like you potentially get a more vibrant downtown. The plan that has been chosen is just going to be more loud noise and no real change other than some inconvenience to some residents for not much other change.

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:21 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; hellolukemeyer@gmail.com &lt;hellolukemeyer@gmail.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin****North Split Public Involvement**

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**From:** Luke Meyer <hellolukemeyer@gmail.com>  
**Sent:** Monday, October 29, 2018 10:06:40 AM  
**To:** info@northsplit.com; Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

Luke Meyer

**Email**[hellolukemeyer@gmail.com](mailto:hellolukemeyer@gmail.com)**Message**

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [Midland Arts and Antiques](#)  
**Subject:** RE: INDOT new design North Split  
**Date:** Monday, October 29, 2018 3:36:06 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

Ali Hernandez  
 North Split Public Involvement

-----Original Message-----

From: Midland Arts and Antiques <midlandarts@sbcglobal.net>  
 Sent: Monday, October 29, 2018 11:21 AM  
 To: Indy North Split <info@northsplit.com>  
 Subject: INDOT new design North Split

We at Midland Arts & Antiques agree with the entirety of this message:

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
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INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution. We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you for your time and consideration.

Midland Arts & Antiques  
907 E Michigan St.  
Indianapolis, IN 46202  
3172679005

**From:** Indy North Split  
**To:** [Talia Miles](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 3:01:34 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

Ali Hernandez  
 North Split Public Involvement

-----Original Message-----

From: Talia Miles <taliamiles@icloud.com>  
 Sent: Monday, October 29, 2018 9:36 AM  
 To: Indy North Split <info@northsplit.com>  
 Subject: Please Rethink plans for I-65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Talia Miles  
262 N Park Ave

PI188

**From:** Indy North Split  
**To:** [Marilyn Miller](#)  
**Subject:** RE: 1-65/70 Redesign  
**Date:** Thursday, November 1, 2018 4:36:48 PM

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Good evening,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Marilyn Miller <mmiller@phenxt.com>  
**Sent:** Tuesday, October 30, 2018 8:54 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** 1-65/70 Redesign

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you

Indiana Landmarks member

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:24 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; hawthorn.mineart@gmail.com &lt;hawthorn.mineart@gmail.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin**  
**North Split Public Involvement**

---

**From:** Hawthorn Mineart <hawthorn.mineart@gmail.com>  
**Sent:** Monday, October 29, 2018 9:42:13 AM  
**To:** info@northsplit.com; Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

Hawthorn Mineart

**Email**[hawthorn.mineart@gmail.com](mailto:hawthorn.mineart@gmail.com)**Phone**

(317) 502-7421

**Message**

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [Hawthorn Mineart](#)  
**Subject:** RE: Regarding the revised design for the North split of 65/70  
**Date:** Monday, October 29, 2018 3:07:54 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Hawthorn Mineart <hawthorn.mineart@gmail.com>  
**Sent:** Monday, October 29, 2018 9:43 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Regarding the revised design for the North split of 65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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Hawthorn Mineart

[hawthorn.mineart@gmail.com](mailto:hawthorn.mineart@gmail.com)

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:17 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; rowanmitton@gmail.com &lt;rowanmitton@gmail.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

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**Erin Pipkin****North Split Public Involvement**

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**From:** Rowan Mi on <rowanmi on@gmail.com>**Sent:** Monday, October 29, 2018 11:48:31 AM**To:** info@northsplit.com; Erin Pipkin**Subject:** New submission from Contact at indynorthsplit.com**Name**

Rowan Mitton

**Email**[rowanmitton@gmail.com](mailto:rowanmitton@gmail.com)**Phone**

(317) 489-1773

**Message**

Hi there,

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:13 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; chaniemobley@gmail.com &lt;chaniemobley@gmail.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Erin Pipkin****North Split Public Involvement**

---

**From:** Chanie Mobley <chaniemobley@gmail.com>  
**Sent:** Monday, October 29, 2018 3:04:00 PM  
**To:** info@northsplit.com; Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

Chanie Mobley

**Email**[chaniemobley@gmail.com](mailto:chaniemobley@gmail.com)**Phone**

(317) 670-6251

**Message**

As someone who owns a home, lives, and works downtown, I am concerned by the most recent proposal that would eliminate the Michigan/Ohio/New York C-D access for I-65S. I work at IUPUI and live in Holy Cross on E Vermont St. The proposed "solution" would more than double my commute time and cut off interstate access to the wonderful businesses and restaurants in the area around my home. I completely understand and support the desire to increase safety and reduce the number of accidents, but there has to be a way that maintains and builds upon the connectedness of downtown neighborhoods. I appreciate the major strides INDOT has taken to revise its original plan. However, I believe INDOT's revised direction doesn't do enough to improve connectivity and increase economic opportunities. Young professionals and homeowners like myself choose downtown as our homes because we value being part of the connected grid system of this city. The proposed changes will wall off and further divide the downtown area, restrict access to neighborhoods and commercial districts, and affect property values and development for generations to come. This is a once in a lifetime opportunity to rebuild the flow of traffic through our city. I do not envy your task of satisfying so many stakeholders, but I urge you to thoughtfully consider how you can contribute to reducing traffic congestion and accidents while also helping increase urban connectivity and economic development in downtown Indianapolis.

Thank you,  
Chanie Mobley

**From:** Indy North Split  
**To:** [Stephen Monte](#)  
**Subject:** RE: 65/70 Redesign Feedback  
**Date:** Monday, October 29, 2018 3:34:51 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Stephen Monte <stephen.monte@gmail.com>  
**Sent:** Monday, October 29, 2018 10:59 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** 65/70 Redesign Feedback

Dear INDOT staff,

My family and I reside in downtown Indianapolis, and we vote. We're not happy with the current status of the 65/70 redesign project, and we WILL put pressure on our elected officials if we don't see progress soon.

**Please capture the Rethink Coalition's guiding principles** for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

- 1. No above grade walls**
- 2. No expansion of the existing number of through lanes**
- 3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates**
- 4. Increased opportunities for inclusive economic development along the path of the interstates**

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the

remaining exits and entrances to the interstates especially at peak periods.

I'm stopping short of calling for you to adopt Rethink 65/70's plan in its entirety. It may need modifications. Your current plan definitely does. Let's take a bit more time to figure this out and come to a negotiated agreement that works for everyone. Let's get the redesign right. I'd rather spend a little more time in the planning phase, keep reconstruction costs manageable, but for heaven's sake ... come up with a plan that promotes a healthy, vibrant urban core!

---

Steve Monte, LCSW

[www.linkedin.com/in/stevemonte](http://www.linkedin.com/in/stevemonte)

(408) 728-0866

**From:** Indy North Split  
**To:** [Andrea Moore](#)  
**Subject:** RE: I 65-70 North Split  
**Date:** Tuesday, October 30, 2018 8:56:50 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

Ali Hernandez  
 North Split Public Involvement

-----Original Message-----

From: Andrea Moore <amoore@axisarch.com>  
 Sent: Monday, October 29, 2018 7:43 PM  
 To: Indy North Split <info@northsplit.com>  
 Subject: I 65-70 North Split

Andrea Moore & North Square neighborhood thanks the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years.

The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place.

We are serious about collaborating for a solution that befits the Hoosier State and that becomes a model for other States.

Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.

#### 1.0 Purpose and Need Statement

The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention.

#### Comments:

- a. The Alternatives Screening Report Purpose and Need statement is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. This is most notable by using the east end of the Alabama Street bridge and Meridian Street ramps as convenient rather than logical termini.
- b. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project Segmentation.
- c. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states "Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR's in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ....at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg." Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study.
- d. Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not

only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.

#### 2.0 Proposed Performance Measures shown in Table 2-4, page 2-15

##### Comments:

- a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.
- b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and should be considered in the APE.
- c. Bridge Condition & Remaining Service Life: the community supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.

#### 3.0 Traffic Mobility Comments

##### Comments:

- a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.

#### 4.0 Economic Development Potential

##### Comments:

- a. The INDOT Proposal is not compatible with the Coalition's principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.
- b. The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.
- c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.
- d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.

#### 5.0 Connectivity Comments

##### Comments:

- a. The INDOT Proposal is not compatible with the Coalition's principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.
- b. This will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.
- c. This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.
- d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.
- e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.

#### 6.0 Economic/Social Justice Comments

## Comments:

a. The INDOT Proposal is not compatible with the Coalition's goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.

## 7.0 Preferred Alternate 4C

## Comments:

a. Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from I-70 westbound traffic proposal: we find it unacceptable that access to Indianapolis' primary street to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips.

b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.

c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

Respectfully submitted,

Andrea Moore

North Square resident

Sent from my iPhone

**From:** Indy North Split  
**To:** [Keeley Moore](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 2:55:50 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

Ali Hernandez  
North Split Public Involvement

-----Original Message-----

From: Keeley Moore <keeleycmoore@gmail.com>  
Sent: Monday, October 29, 2018 9:15 AM  
To: Indy North Split <info@northsplit.com>  
Subject: Please Rethink plans for I-65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you.

**From:** Indy North Split  
**To:** [Morel, Cynthia](#)  
**Subject:** RE: ReThink  
**Date:** Tuesday, October 30, 2018 8:40:02 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Morel, Cynthia <[cmorel@boselaw.com](mailto:cmorel@boselaw.com)>  
**Sent:** Monday, October 29, 2018 1:45 PM  
**To:** Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>  
**Subject:** ReThink

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

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We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated

approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**Cindy A. Morel, GBA** | Benefits Specialist

**Bose McKinney & Evans LLP**

111 Monument Circle | Suite 2700 | Indianapolis, Indiana 46204

[CMorel@boselaw.com](mailto:CMorel@boselaw.com) | P 317-684-5208 | F 317-223-0208 |

This message and any attachments may contain legally privileged or confidential information, and are intended only for the individual or entity identified above as the addressee. If you are not the addressee, or if this message has been addressed to you in error, you are not authorized to read, copy, or distribute this message and any attachments, and we ask that you please delete this message and attachments (including all copies) and notify the sender. Delivery of this message and any attachments to any person other than the intended recipient(s) is not intended in any way to waive confidentiality or a privilege. All personal messages express views only of the individual sender, and may not be copied or distributed without this statement.

**From:** Indy North Split  
**To:** [MJ Moriarty](#)  
**Subject:** RE: Please please please re-think  
**Date:** Tuesday, October 30, 2018 8:38:55 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** MJ Moriarty <mudlarque@gmail.com>  
**Sent:** Monday, October 29, 2018 1:26 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please please please re-think

To save you reading the whole thing, let me just say that the only thing that makes sense for the next 50 years is taking the whole damn thing down.

However...

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east

leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Mary Jane Moriarty

618 N Highland Ave

Indianapolis IN 46202

**From:** Indy North Split  
**To:** [Jayme Moss](#)  
**Subject:** RE: INDOT on new design for I-65/70 North Split  
**Date:** Tuesday, October 30, 2018 8:40:47 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Jayme Moss <Jmoss@solupay.com>  
**Sent:** Monday, October 29, 2018 1:52 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** INDOT on new design for I-65/70 North Split

Don't divide our downtown community!!!

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

*Jayne Moss*  
*1239 N Park Ave.*  
*Indianapolis, IN 46202*  
*T: 317.287.0315*  
*C: 317.414.4371*



Would you like to schedule a meeting?  
<https://app.hubspot.com/meetings/jmoss>

**From:** Indy North Split  
**To:** [James Muir](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 3:09:34 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** James Muir <muirfamily06@gmail.com>  
**Sent:** Monday, October 29, 2018 10:04 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you,  
James Muir

Sent from [Mail](#) for Windows 10

## New submission from Contact at indynorthsplit.com

Kathleen Muller &lt;Dakotawoman@gmail.com&gt;

Mon 10/29/2018 5:31 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; Erin Pipkin &lt;erin@compassoutreachsolutions.com&gt;;

**Name**

Kathleen Muller

**Email**[Dakotawoman@gmail.com](mailto:Dakotawoman@gmail.com)**Phone**

(317) 690-1369

**Message**

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

**From:** Indy North Split  
**To:** [Noah Muller](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 2:49:15 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Noah Muller <mullernoah@gmail.com>  
**Sent:** Monday, October 29, 2018 8:41 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

Good morning,

Thank you for taking time for continued public input. I think we've seen some progress but stand to make much more with continued revision/review of alternatives.

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
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INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you,

Noah Muller

## Re: New submission from Contact at indynorthsplit.com

PI307

Erin Pipkin

Wed 10/31/2018 12:15 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; megan.nagel@hendricksgroup.net &lt;megan.nagel@hendricksgroup.net&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin**  
**North Split Public Involvement**

---

**From:** Megan Nagel <megan.nagel@hendricksgroup.net>  
**Sent:** Monday, October 29, 2018 1:15:19 PM  
**To:** info@northsplit.com; Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

Megan Nagel

**Email**[megan.nagel@hendricksgroup.net](mailto:megan.nagel@hendricksgroup.net)**Phone**

(414) 975-2617

**Message**

I, as a member of MAMA, and a member of the Mass Ave Cultural Grant Steering Comitty, thank the State of Indiana for encouraging citizens to participate and comment on the North Split. I am serious about collaborating with INDOT on achieving a solution that improves transportation in Indianapolis. Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.

## 1.0 Proposed Performance Measures shown in Table 5-7, page 5-9

a. INDOT proposes elimination of some connections to local streets to resolve safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. We believe the Area of Potential Effects (APE) should be expanded to include the exit/entry areas that may be impacted, such as West Street and Fletcher Ave.

b. Alternative 4C, INDOT's Preferred Alternative, proposes eliminating access at Meridian/Pennsylvania and the Meridian/Delaware ramps from I-70 westbound traffic and the Ohio/Michigan exits via the collector-distributor ramp from I-70. We find it unacceptable that access to the downtown core would no longer be available to thousands of travelers and we believe this will deter our customer base and their patronage of Mass Ave.

c. MAMA supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but that also remove the visual and physical connectivity divides between existing neighborhoods. Mass Ave was cut at 10th Street and no longer connects to north Mass Ave when the North Split was constructed. The northeast end of Mass Ave subsequently struggled for years to be economically viable. We urge INDOT to consider an inner loop design that reconnects the street grid to provide connectivity and encourage economic development.

## 3.0 Retaining Walls:

The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, and the Mass Ave Commercial District, all listed on the National Register of Historic Places. This additional separation is unacceptable and misses the opportunity to correct past mistakes.

## 4.0 Added pavement width

The additional pavement width of up to 24 feet exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods and the Mass Ave District. Many of our workers live in adjacent districts and walk or bike to work.

## 2.0 Economic Development Potential

a. The INDOT Proposal is does not promote or enhance economic development potential. MAMA agrees with the Rethink 65/70 Coalition that new mixed-use development districts created from relinquished interstate right-of-way space made available by a reduced interstate footprint could be transformative for downtown. As independent merchants and restaurant owners, we need continued means to grow our customer base to effectively compete with suburban malls.

b. MAMA supports the Rethink 65/70 Coalition request that INDOT redesign the northside leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.

11/20/2018

Re: New submission from Contact at indynorthsplit.com - Erin Pipkin

PI307

c. We understand from a study that the Rethink 65/70 Coalition prepared, that over 38.7 acres of new area can be gained on the northside segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space. This would greatly enhance the viability of MAMA businesses.

**From:** Indy North Split  
**To:** [Tim Nagler](#)  
**Subject:** RE: Please see the attached letter. Thank you. -- Tim Nagler  
**Date:** Tuesday, October 30, 2018 8:44:40 AM  
**Attachments:** [INDOT letter.pdf](#)

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** Tim Nagler <[tnagler@jungclaus.com](mailto:tnagler@jungclaus.com)>  
**Sent:** Monday, October 29, 2018 2:58 PM  
**To:** Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>  
**Subject:** Please see the attached letter. Thank you. -- Tim Nagler



J U N G C L A U S - C A M P B E L L C O . , I N C .  
 GENERAL BUILDING CONTRACTORS  
 INDUSTRIAL DESIGN-BUILDERS

JUNGCLAUS.COM

29 October 2018

INDOT

VIA E-MAIL: [info@northsplit.com](mailto:info@northsplit.com)

THE HOME OF:

*ProSafety™*  
*ProQuality™*  
*ProTraining™*  
*ProPlanning™*  
*ProPartnering™*

Ladies & Gentlemen:

**re: INDOT's revised plans for the North Split**

I have carefully reviewed the revised plans and can see that although they improve on the initial plans, thankfully, INDOT still falls far short of where it should be if this project is to enhance public life, as we citizens have a right to expect, and be a gem for the City and State, not a clinker.

What a gift to INDOT to have the FREE services of the renowned Arup! (I hope you have checked [Arup.com](http://Arup.com) to see its engineering triumphs.)

Arup's legendary resources and truly global experience surely point the way to making the redesign the BEST it can be.

And here are some of those "best in class" attributes that I find are M I S S I N G from INDOT's revised plan:

- Eliminate above-grade walls by depressing I-65 and I-70. Have you been to Boston since the Big Dig transformed that city? The flood of human & building activity in the downtown increases every year. Indianapolis would be similarly transformed by lowering the roads.
- Reject any plan that would expand or widen the number of through lanes. INDOT's plan would shove more roadway in the face of historic neighborhoods, to their permanent detriment. Don't do it.
- Separate through traffic from local traffic. This is vital if drivers are to find it easy and natural to connect with the local street grid. Let's not put a single obstacle in the path of someone who wants to explore, experience, enjoy, live in or – not least – spend time and money in Indianapolis! INDOT has ignored this vital imperative.



- Open up undeveloped land for economic development instead of blighting this open land permanently with pavement, pollution, traffic, noise and dirt. **This land is a much a gift as 25-cents-an-acre land was to our original settlers.**

It is astonishing that INDOT appears to be blind to the enormous potential development we would enjoy if it merely followed Arup's expert design. Let's not fail to take full advantage of this opportunity.

I trust and expect that INDOT will "see the light" when it has a chance to study Arup's full report.

***I ask that INDOT:***

- Weigh Arup's incomparable reputation and accomplishments.
- Consider Arup's broad project experience that puts world-class thinking and design at our doorstep.
- Welcome Arup's "think-outside-the-Indiana-box" approach, knowing that for all its experience with highways, INDOT probably lacks when it comes to understanding urban design.
- Study Arup's plans for clues about how this project can enhance Indianapolis – and, not incidentally, raise INDOT's stature – and further secure our reputation as a City and State of progressive ideas and accomplishments.

As you can see from our letterhead, I write as the owner of the firm that built most of the City's notable buildings and that has occupied the same downtown location since 1875. We know about the impact of I-65 & I-70.

Unquestionably, if the original designers of I-65 and I-70 had been told to design roads to handle today's volume of traffic, they would have routed traffic outside the city because they could foresee its adverse impact.

We now have a chance to ameliorate that original error. In words more familiar than mine will ever be, I urge INDOT to **"JUST DO IT!"**

Yours truly,

A handwritten signature in green ink that reads "Tim Nagler". The signature is written in a cursive, flowing style.

F. Timothy Nagler  
President

**From:** Indy North Split  
**To:** [Robert Newport](#)  
**Subject:** RE: 65/70 comments  
**Date:** Tuesday, October 30, 2018 9:01:17 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Robert Newport <director@mcgowanhall.org>  
**Sent:** Monday, October 29, 2018 9:55 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** 65/70 comments

To whom it may concern,

I am writing on behalf of McGowan Hall at 1305 N. Delaware St. to voice both my gratitude that INDOT has heard feedback and input from the community, and concern over the proposed plan. After reviewing the proposal, I agree with the RETHINK 65/70 coalition that the revision does not go nearly far enough. Instead of thinking what is the least we can do (and please understand I trust INDOT is working very hard on this project), perhaps we should think of what is the MOST we can do. I am aware of the cost challenges, but this is a MAJOR opportunity to be a forward-thinking city and a trailblazer with the future of how our city moves. Are we designing our city for people who live in it...or people who want to travel through it? Comprehensive travel modes such as light rail, electric vehicles, bike lanes, etc must be a greater part of the future transportation vision of our city.

Our building was named after the McGowan family, who made their fortune with the Indianapolis Traction & Terminal company. What a blessing it would be to still have the interurban system today! We must look forward with where transportation trends are headed...and a time when urban interstates carving up the city are a thing of the past. Even the surprising popularity of the BIRD and LIME scooters must be taken into account. Interstates through the urban core kill the city. There are other ways to move people...as for large trucks, I'd say that's what the ring road, or bypass is for. I've expressed the advantages of the European models of few or no urban interstates in previous emails to INDOT. Granted, there are better transit systems there, but isn't that what we should be concerned about instead of being a hopeless slave to the car and interstates? It seems INDOT is narrowly focused on highways. I could be wrong?

Thank you for your consideration. I strongly support RETHINK 65/70's position listed below. The only thing I would call into question is whether or not an interstate through the city is

needed at all? Can a wide boulevard similar to Fall Creek, with the interstate transitioning to a city boulevard meet the demand? Cities of comparable size: Fresno, Austin, Vancouver have no or only 1 interstate running through the city.

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local street which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas. We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution. We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

## **Robert Newport**

McGowan Hall Director of Operations  
 1305 N. Delaware St. Indianapolis  
 o: [317.631.4373](tel:317.631.4373) c: [317.476.5793](tel:317.476.5793)  
[www.mcgowanhall.org](http://www.mcgowanhall.org)

**From:** Indy North Split  
**To:** [Christy Norris](#)  
**Subject:** RE: Northsplit  
**Date:** Tuesday, October 30, 2018 9:02:25 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Christy Norris <christylnorris@gmail.com>  
**Sent:** Monday, October 29, 2018 10:24 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Fwd: Northsplit

In the spirit of building and sustaining thriving, cohesive downtown neighborhoods, I strongly request your thoughtful consideration of the following:

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
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INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

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INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you in advance for your consideration,  
Christy Norris  
President, Lockerbie Square People's Club



# COMMENTS AND QUESTIONS

Elizabeth Nowak

NAME

PHONE

3828 Guilford Ave Indy IN

ADDRESS

EMAIL ADDRESS

I don't understand why all this effort and financial resources are being poured into "fixing" a system (highway) which is fundamentally flawed. I see shocking little consideration for the longevity of these repairs or a fifty-year vision for transportation in & through this area. It has been said multiple times by multiple people - this is a generational opportunity for change that is being squandered for the status quo.

**From:** Indy North Split  
**To:** [Gwendolen Nystrom](#)  
**Subject:** RE: North Split Feedback!  
**Date:** Tuesday, October 30, 2018 5:41:51 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Gwendolen Nystrom <gnystrom@indianalandmarks.org>  
**Sent:** Tuesday, October 30, 2018 10:34 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** North Split Feedback!

Dear INDOT,

I appreciate all that you have done thus far to create a solution to the North Split redesign issue – however, I believe the alternative proposed does not go far enough.

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
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INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Gwendolen Nystrom

.....  
**Gwendolen Nystrom**  
Director, Volunteers and Heritage Experiences

.....  
**Indiana Landmarks**  
1201 Central Ave.  
Indianapolis, IN 46202  
Ph. 317-639-4534, 800-450-4534  
Direct: 317-822-7950  
Fax: 317-639-6734  
[www.indianalandmarks.org](http://www.indianalandmarks.org)

**Indiana Landmarks revitalizes communities, reconnects us to our heritage, and saves meaningful places.**

[Become a member](#) | [Subscribe to our e-letter](#) | [Find us on Facebook](#) | [Follow us on Twitter](#)

**From:** Indy North Split  
**To:** [David Oakes](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Tuesday, October 30, 2018 9:03:27 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** David Oakes <99wjjeepdriver@gmail.com>  
**Sent:** Tuesday, October 30, 2018 6:55 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [John Oberlies](#)  
**Subject:** RE: North Split Comments  
**Date:** Tuesday, October 30, 2018 5:43:13 PM

---

Good evening,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** John Oberlies <oberliesj@gmail.com>  
**Sent:** Tuesday, October 30, 2018 11:06 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** North Split Comments

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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INDOT's segmented approach to reconstruction of the interstate precludes an integrated

approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

--

Yours Truly

John Oberlies

**From:** Indy North Split  
**To:** [Sean Obermeyer](#)  
**Subject:** RE: North split  
**Date:** Tuesday, October 30, 2018 8:36:49 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Sean Obermeyer <sean.obermeyer@gmail.com>  
**Sent:** Monday, October 29, 2018 12:56 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** North split

To Whom It May Concern:

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-

65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

Thank you,  
Sean Obermeyer

**From:** Indy North Split  
**To:** [Andrew O'Brien](#)  
**Subject:** RE: Considerations for plans for I-65/70  
**Date:** Tuesday, October 30, 2018 9:02:36 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Andrew O'Brien <aobrien85@gmail.com>  
**Sent:** Monday, October 29, 2018 11:40 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Considerations for plans for I-65/70

As someone who lives and works in downtown Indy, I am highly invested in the development of the downtown interstates. The current interstate is highly disruptive to my community in Bates-Hendricks as is, so I cannot imagine the disruption it caused on construction. I also feel like it does not efficiently provide access to downtown given the very limited on/off locations. Please further consider the input from the rethink 65-70 coalition:

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Sincerely,  
Andrew O'Brien

--

Andrew Ross Wickman O'Brien, MD  
Fellow, Division of Hematology/Oncology  
Indiana University School of Medicine  
Cell: (630)207-5938  
Pager: (317)312-1792

**From:** Indy North Split  
**To:** [Dawn Olsen](#)  
**Subject:** RE: I65 and I-70  
**Date:** Tuesday, October 30, 2018 8:54:59 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Dawn Olsen <d.marie755@gmail.com>  
**Sent:** Monday, October 29, 2018 6:08 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** I65 and I-70

Hello,

My name is Dawn Olsen, and I live, work, and play in neighborhoods (Fletcher Place, Cole-Noble, and Fountain Square) directly adjacent to the Interstate. I know today is the last day for public input, so I wanted to send along the following thoughts, which I agree with and support.

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

I would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you,

--

Dawn Olsen

Website: [Candidly Clyde](#)

Twitter: [@dmarieolsen](#)

Instagram: [@dmarieolsen](#)

**From:** Indy North Split  
**To:** [Ruth O'Neil](#)  
**Subject:** RE: Re:65/70  
**Date:** Monday, October 29, 2018 2:06:59 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Ruth O'Neil <kitwich58@gmail.com>  
**Sent:** Monday, October 29, 2018 6:47 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Re:65/70

I believe the statements below align with my hopes for a future state in Indianapolis.

Respectfully,  
Ruth  
resident of Herron-Morton Place

I thank the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years.

The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place.

We are serious about collaborating for a solution that befits the Hoosier State and that becomes a model for other States.

**Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.**

**1.0 Purpose and Need Statement**

The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention.

Comments:

- a. The Alternatives Screening Report *Purpose and Need statement* is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major

crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. This is most notable by using the east end of the Alabama Street bridge and Meridian Street ramps as convenient rather than logical termini.

b. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project Segmentation.

c. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states "Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR's in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ....at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg." **Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study.**

d. Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.

## 2.0 Proposed Performance Measures shown in Table 2-4, page 2-15

### Comments:

a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.

b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and should be considered in the APE.

c. Bridge Condition & Remaining Service Life: the community supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.

### **3.0 Traffic Mobility Comments**

Comments:

a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.

### **4.0 Economic Development Potential**

Comments:

a. The INDOT Proposal is not compatible with the Coalition's principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.

b. The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.

c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.

d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.

### **5.0 Connectivity Comments**

Comments:

a. The INDOT Proposal is not compatible with the Coalition's principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.

b. This will provide multimodal balance between pedestrian, bicycle, transit and

automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.

c. This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.

d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.

e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.

## **6.0 Economic/Social Justice Comments**

Comments:

a. The INDOT Proposal is not compatible with the Coalition's goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.

## **7.0 Preferred Alternate 4C**

Comments:

a. Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from 1-70 westbound traffic proposal: we find it unacceptable that access to Indianapolis' primary street to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips.

b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.

c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

**From:** Indy North Split  
**To:** [Linda Osborne](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 3:45:22 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Linda Osborne <castingsinc@aol.com>  
**Sent:** Monday, October 29, 2018 11:34 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

We appreciate INDOT listening to and attempting to work with the citizens of Indianapolis during the planning of reconstruction of I65 / I70 by considering Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

Please consider the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

As residents, business and land owners...thank you for your consideration

in planning for the future of our neighborhoods as well as the entire metropolitan community.

Albert and Linda Osborne

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**From:** Kevin Osburn  
**To:** [info@northsplit.com](mailto:info@northsplit.com); [Kia Gillette](#)  
**Cc:** [rshi@indot.in.gov](mailto:rshi@indot.in.gov); [Jeff.Bennett@Indy.Gov](mailto:Jeff.Bennett@Indy.Gov); [daniel.parker@indy.gov](mailto:daniel.parker@indy.gov); [Emily.mack@indy.gov](mailto:Emily.mack@indy.gov); [anna.gremling@indympo.org](mailto:anna.gremling@indympo.org); [Robert.Dirks@dot.gov](mailto:Robert.Dirks@dot.gov); [runnally@indot.in.gov](mailto:runnally@indot.in.gov); [andrea.martin@mail.house.gov](mailto:andrea.martin@mail.house.gov); [jmcguinness@indot.in.gov](mailto:jmcguinness@indot.in.gov); [megan.sims@mail.house.gov](mailto:megan.sims@mail.house.gov); [LBrown2@gov.in.gov](mailto:LBrown2@gov.in.gov); [AdamsonforIndy@aol.com](mailto:AdamsonforIndy@aol.com); [voposili@gmail.com](mailto:voposili@gmail.com); [Meg.Purnsley@indy.gov](mailto:Meg.Purnsley@indy.gov); [Paul.Knapp \(pknapp@yandl.com\)](mailto:Paul.Knapp@yandl.com); [Marsh Davis - Indiana Landmarks \(mdavis@indianalandmarks.org\)](#); [John Kinsella](#); [Meg Storrow](#); [Jason Shelley](#); [Mark Beebe](#); [Kevin Sweetland](#)  
**Subject:** Comments on INDOT North Split Alternatives Screening Report dated September 21, 2018  
**Date:** Monday, October 29, 2018 4:17:45 PM  
**Attachments:** [2018\\_10\\_29\\_Rethink\\_Comments\\_on\\_September\\_21\\_Preferred\\_Alternative.pdf](#)  
[Rethink Eco Devpt Oct 29.pdf](#)

---

Dear Kia:

The Rethink 65/70 Coalition thanks the State of Indiana for encouraging citizens to participate and comment on the North Split. We are serious about collaborating with INDOT on achieving a solution that improves transportation, connectivity, economic development, and social equity in Indianapolis. Towards that end we respectfully attach a letter with our comments on the INDOT Alternatives Screening Report dated September 21, 2018, along with an interim Technical Review and Economic Development report prepared by our consultant, Arup Advisors.

Thank you.

Kevin Osburn, PLA, ASLA  
Chair, Rethink 65/70 Coalition Technical Committee



29 October 2018

Kia Gillette, Environmental Project Manager  
 HNTB Corporation  
 E: [kgillette@hntb.com](mailto:kgillette@hntb.com)

***INDOT North Split Alternatives Screening Report dated September 21, 2018  
 DES NOS. 1592385 and 1600808***

*The Rethink 65/70 Coalition, thanks the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years.*

*The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place.*

*We are serious about collaborating for a solution that befits the Hoosier State and that becomes a model for other States.*

**Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.**

**1.0 Purpose and Need Statement**

The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention to fully address the significance of this project.

Comments:

- a. Logical Termini
  1. The Alternatives Screening Report *Purpose and Need statement* is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. The east end of the Alabama Street bridge and Meridian Street ramps are convenient rather than logical termini.



2. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, still appears to fall under FHWA's definition of Project Segmentation.
  3. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states:
 

*"Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR's [Interstate Access Request's] in steps or phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ....at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg."*
  4. Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study unless this is fully addressed prior to submission to FHWA.
- b. Cumulative Impacts
 

Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. FHWA has the responsibility to address and consider direct, indirect and cumulative impacts in the NEPA process. INDOT's approach circumvents FHWA's responsibility to address the incremental impact of an action when added to other past, present, and reasonably foreseeable future actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. (40 CFR § 1508.7)
  - c. Financing
 

The Tolling Implementation Study currently underway should inform Inner Loop rebuild strategies to include logistics infrastructure and the potential revenue resources from tolling that could impact design, project extents and logical termini. The current project is based on available local funds to match federal dollars, which has thus constrained the project from a comprehensive approach.

## **2.0 Proposed Performance Measures shown in Table 5-7, page 5-9**

Comments:



- a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop with significant impacts on logistic traffic. To address this issue, we request that your study examine an additional alternative to resolve this issue: separation of local destination traffic from freeway-to-freeway interstate traffic, with a new local arterial distributor system established at the surface level to connect with the local street grid.
- b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. We believe the Area of Potential Effects (APE) should be expanded to include the exit/entry areas that may be impacted, such as West Street and Fletcher Ave.
- c. We support measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between the existing historic neighborhoods.

### **3.0 Traffic Mobility Comments**

Comments:

- a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.

### **4.0 Economic Development Potential**

Comments:

- a. The INDOT Proposal is not compatible with the Coalition's principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.
- b. The Rethink 65/70 Coalition requests INDOT redesign the northside leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.
- c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the northside segment by a reduced interstate footprint. This translates to a value of



2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.

- d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.

## **5.0 Connectivity Comments**

Comments:

- a. The INDOT Proposal is not compatible with the Coalition's principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.
- b. The Coalition's concept will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.
- c. The Coalition's concept will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.
- d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.
- e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.

## **6.0 Economic/Social Justice Comments**

Comments:

- a. The INDOT Proposal is not compatible with the Coalition's goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.

## **7.0 Preferred Alternate 4C**

Comments:

- a. Alternative 4C proposes eliminating access at Meridian/Pennsylvania and Meridian/Delaware Ramps from I-70 westbound traffic and the Ohio/Michigan exits via the collector-distributor ramp from I-70 proposal. We find it unacceptable that access to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact



commuters, visitors and residents by adding time and vehicle miles traveled to their trips and deter economic development in downtown.

- b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, and the Mass Ave Commercial District, all listed on the National Register of Historic Places. This additional separation is unacceptable and misses the opportunity to correct past mistakes.
- c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

#### **8.0 Agreement on Design Interventions and the Section 106 Process**

Any design interventions agreed to through the Section 106 process should be thoroughly developed and incorporated into bidding documents. The "Design Build Best Value" process should not be allowed to reject any agreed upon measures due to cost during construction.

We appreciate your consideration of the above comments.

Sincerely,

A handwritten signature in black ink that reads "Kevin Osburn".

Kevin Osburn, PLA, ASLA  
Rethink 65/70 Technical Committee

Attachment: Indianapolis Downtown Interstate 65/70 System Strategic Advisory:  
Technical Review of INDOT Concept 4C and Preliminary Economic Development Impact  
Study) by Arup Advisors



# Indianapolis Downtown Interstate 65/70 System Strategic Advisory

October 2018



## Disclaimer

All estimates by Arup are preliminary  
and based on a conceptual design  
subject to change.

## **Indianapolis Downtown Interstate 65/70 System Strategic Advisory**

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  - a. Downtown Indianapolis and the interchange opportunity
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4. Economic development opportunity
  - a. Land appreciation
  - b. Redevelopment opportunities
5. Financing/delivery alternatives
6. Conclusions and next steps

# 1. Introduction

## The 65/70 Interchange Opportunity

### Downtown Indianapolis and the Interchange Opportunity

It has been 40-years since Mayor Hudnut addressed the new interstate surrounding downtown Indianapolis with an economic development program that continues to pay off; as measured by economic and social metrics including:

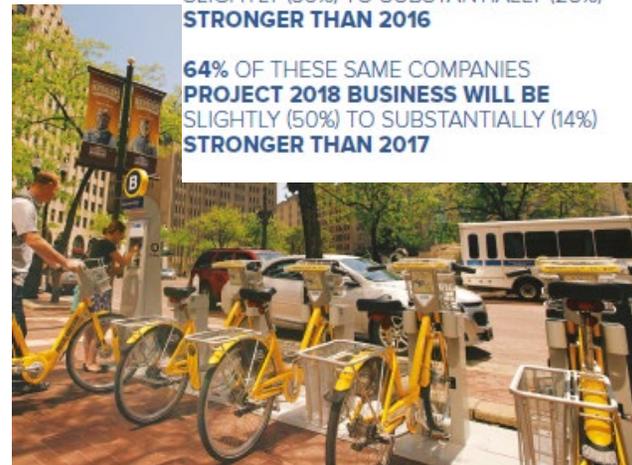
- More than **\$4.7 billion invested in the downtown CBD** since 2010.\* Downtown **doubled the apartment units since 2010**. In 2017 demanded the **highest rents** in the city at an average of \$1,131.\*
- Around **30,000 people will be downtown residents** by 2020\*
- Nearly **150,000 jobs in downtown**. In 2017 more than 7,000 jobs were added, 2/3 of which were generated in the technology sector.\*\*
- There are **over \$3.6 billion in investment for downtown projects** expected to **open between 2018 and 2022**. These would add around 3,400 residential units and 2.2 million Sq. Ft of commercial space.
- **Connectivity improvements**. Indy's new BRT system and funded transit improvement program is intended to change the metrics of downtown destination travel.
- **Downtown has been designated an economic opportunity zone**. This is a new community development program established by Congress in the Tax Cuts and Jobs Act of 2017 to encourage long-term investments via tax incentives.

Cities around the country are in constant competition for talent and private investment to create a virtuous circle of jobs, innovation, and economic growth. Under such a competitive environment, cities need both high skilled labor and city's infrastructure that serves holistically the needs of its population from efficient transportation to entertainment/culture.

Note: \* Tikijian Apartment Market Overview 2017. \*\* 2018 Downtown Indy Community Report

**61% OF DOWNTOWN COMPANIES AFFIRMED THEIR 2017 BUSINESS WAS SLIGHTLY (36%) TO SUBSTANTIALLY (25%) STRONGER THAN 2016**

**64% OF THESE SAME COMPANIES PROJECT 2018 BUSINESS WILL BE SLIGHTLY (50%) TO SUBSTANTIALLY (14%) STRONGER THAN 2017**



2018 Downtown Indy Community Report

## 1. Introduction

### The 65/70 Interchange Opportunity

#### Downtown Indianapolis and the Interchange Opportunity

The city of Indianapolis is adequately positioned to compete for investment and jobs because it generates local high skilled labor (Indiana hosts several reputable universities in engineering and science) and its downtown has become a desirable place to work and live attracting and retaining talent. The rehabilitation of the 65/70 Interchange opens the door to think about the implications of today's design and the future of downtown and the adjacent neighborhoods currently divided by the interstates.

#### Arup's Scope: seizing economic development opportunities

Based on an alternative conceptual design of a depressed interstate system generated by The Rethink 65/70 Coalition that speaks to the Coalition's Four Principles, Arup aims at seizing the potential for economic development from the creation of new parcels for redevelopment and land appreciation of existing properties.

It is important to highlight that the concept of a depressed interstate system is **conceptual and subject to modifications**, yet it serves as a reference to seize/compare the development opportunities and associated private investment from the creation of new parcels.

The report is structured as follows: Section 2 describes the Rethink 65/70 Alternative, Section 3 provides comments to INDOT's preliminary preferred Alternative 4.c vis-à-vis the Coalition's Four Principles (as outlined in the callout on this page), Section 4 offers a preliminary estimate of the economic development potential, Section 5 discusses some potential financing and project delivery alternatives. Finally Section 6 presents the conclusions and next steps.

#### The Rethink Coalition's Four Principles for the Interstate System:

'After 50 years of service, Central Indiana's I-65/I-70 inner loop is wearing out. The aging infrastructure needs to be torn down and completely rebuilt. This project offers a once-in-a-generation opportunity to take Indiana to the next level.

We acknowledge and appreciate the major steps taken by INDOT in the design changes for the North Split. But as we continue to analyze the state's plans, we're calling on our leaders to further revise their design and embrace all four of these key principles for development:

- 1) No above-grade walls,
- 2) No expansion of existing number of through lanes
- 3) Increase connectivity between the neighborhoods and areas of commerce currently divided by the interstates
- 4) Increased opportunities for inclusive economic development"

*Rethink 65/70 Coalition*

## 2. Description of the Rethink 65/70 Alternative

### The 65/70 Interchange Opportunity

#### Description of the Coalition's Alternative

##### Interstate Function:

- Collect urban center destination traffic at NE, NW, SE, and SW quadrant nodes and distribute to low speed urban collectors with development frontage access.
- Develop the interstate function as a depressed corridor with three lanes each way and a reduced footprint made possible by elimination of high-speed collector-distributors and ramps between interchanges.
- Develop an innovative gateway entry experience at the quadrant nodes that utilizes technologically-advanced traffic management systems.
- Depress the interstate below grade in advance of and beneath the quadrant nodes to allow restoration of distributive grid connectivity at the surface level to address the co-mingling of local and interstate-to-interstate travel.

##### Surface Street Function/Multimodal Connectivity Opportunities:

- Develop a parallel three-lane low-speed surface collector/distributor system as a close-coupled one-way pair crosstown connector array along all four sides of the urban core.
- Provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery.
- Provide an urban parkway aesthetic with a street tree canopy continuum and buffer.

##### Economic Development Opportunities

- Create new mixed-use development districts from relinquished interstate right-of-way space made available by a reduced interstate footprint.
- Develop innovative funding mechanisms for an improved and congestion-free interstate function as recommended by the multiple studies for the four-state I-70 Midwest corridor and incorporate this objective into the re-design of the downtown interstate.

##### Examples

- Parallel surface arterials adjacent to the depressed interstate edges.  
Example: Fort Washington Way, Cincinnati, Ohio.
- Public open space on interstate caps between crossing bridges.  
Examples: Dallas, Texas and Cincinnati, Ohio.
- Development-edged bridges to reconnect separated districts.  
Example: High Street, Columbus, Ohio
- Street grid connectivity on capped sections in high-value development districts are made more cost efficient by the proposed narrow interstate cross section.
- Dupont Circle, Washington, DC as a multi-way, signalized gateway circle.

### 3. Comments to INDOT's Preferred Alternative Concept 4.c for North Split Interchange

#### Overview

#### INDOT's North Split Interchange Project and the Coalition's 4 Principles

DOT released the *Project Intent Report* evaluating the mobility needs of the I-65/I-70 Downtown Interstate System in 2016. This initial report focused on the congestion and capacity deficiencies in need of mitigation (rather than structural and safety) through projections of worsening peak hour traffic operations. The assessment identified capacity expansion as the means of mitigation. This added capacity would widen portions of the Inner Loop elevated freeway system.

INDOT's *System Level Analysis*, completed in May 2018, reported a high-level assessment of seven alternative configurations of the Downtown Interstate System ranging from expansion to replacement/elimination. This analysis confirmed added lane capacity along the elevated freeway sections as the most cost effective approach to alleviating existing and projected safety and congestion concerns.

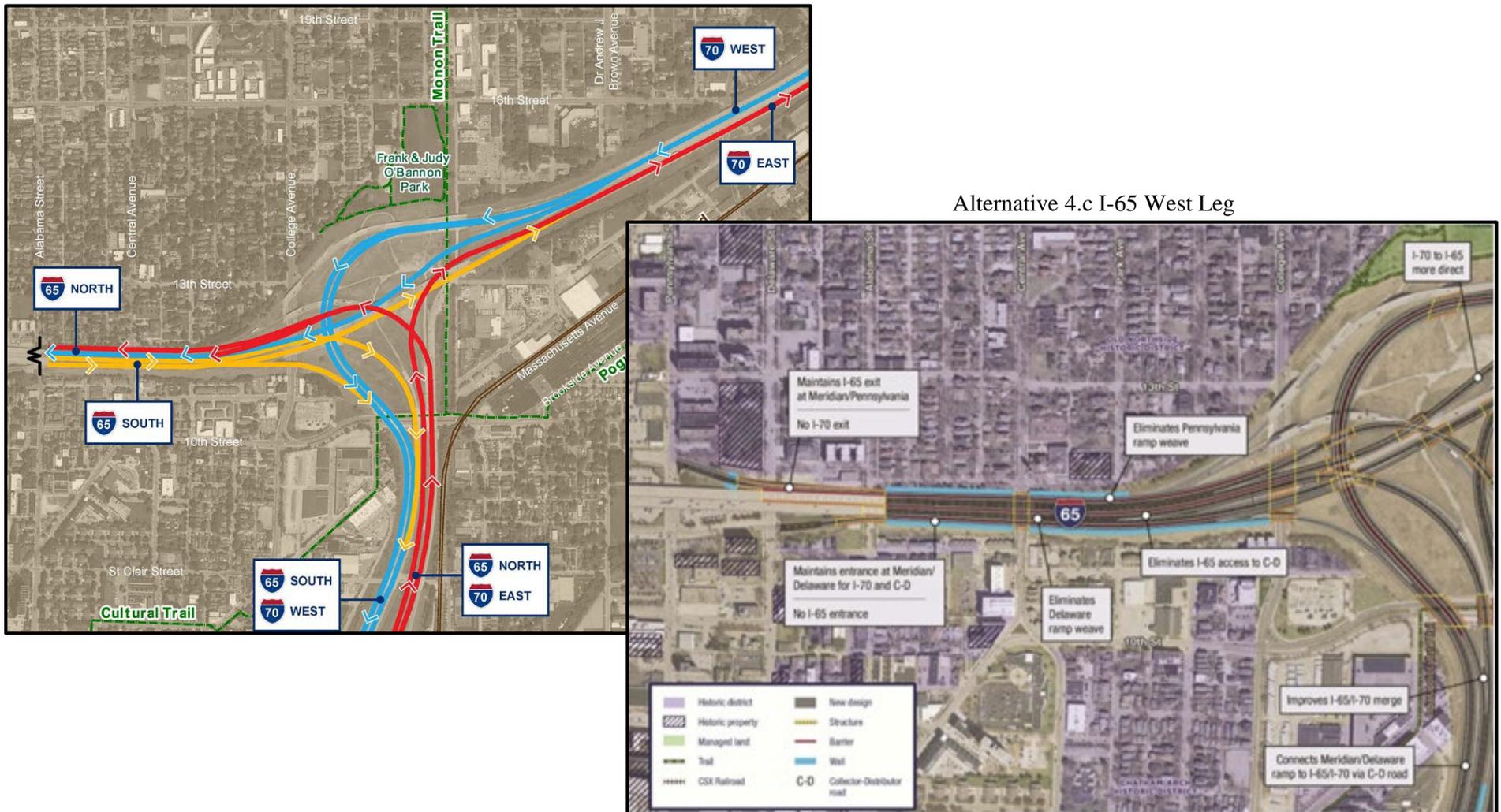
As the first phase of the program to re-assess and re-design the Downtown Interstate System, INDOT began concept development and *Alternatives Screening Report* for the North Split Interchange project at the Northeast portion of the Inner Loop. This project would address 32 deficient structures within the Interchange and along portions of I-65 West Leg and I-65/I-70 South Leg as well as existing safety issues. INDOT's stated preferred alternative "Alternative 4.c" would replace or rehabilitate the deficient ramps and mainline overpasses, address unsafe weaving/merging sections, and maintain the existing mainline lane capacity. Minor widening of the Interstate footprint would occur to achieve physical separation of various traffic flows and safer acceleration/deceleration distances. Traffic operations would improve through improved management of traffic flows between freeway sections

and the elimination of several existing weaving sections. INDOT agreed that adequate congestion could be achieved through management of traffic flows, including some restrictions on available ramp connections, rather than lane expansion.

**Alternative 4.c adheres to the Coalition's principle of no mainline Interstate expansion.** As presented, the Alternative reduces the footprint for the North Split interchange itself which may provide a small amount of benefit to the adjacent neighborhood; **however, there are new exterior-facing walls along the West Leg of I-65 and no improvement in the connectivity between neighborhoods or in economic development prospects along the West and South Legs.** The elevated freeway will largely be replaced in-kind with a somewhat wider cross section and width of overpasses. The elimination of some ramp connections may work to hinder the local economic development prospects by reducing accessibility and worsening local traffic conditions.

### 3. Comments to INDOT's Preferred Alternative Concept 4.c for North Split Interchange

Figure 3.1 The North Split Interchange Alternative 4.c



Source: INDOT Alternatives Screening Report, September 21, 2018.

### 3. Comments to INDOT’s Preferred Alternative Concept 4c for North Split Interchange

#### General Comments

#### Review of the North Split Interchange Alternative 4.c

The Rethink 65/70 Coalition identified a depressed interstate mainline along the West and South Legs of the North Split Interchange as the best approach to achieving the four principles.

With this governing concept, the following comments are made in reference to the North Split Interchange Alternative 4.c.

#### General Comments:

Alternative 4.c is similar in design and function to the existing North Split interchange with multi-level high-speed, high-capacity ramp connectors. The proposed alternative focuses on solving structural deficiencies, safety issues, and operational bottlenecks. Because of additional connections planned for in the existing design that are no longer a consideration, the overall footprint can be reduced with particular ramp proximity retreat along the northern edge.

Despite the smaller footprint in the North Split Interchange itself Alternative 4.c includes a wider cross section along the I-65 “West Leg” between Central Avenue and the project western terminus at Alabama Street. The wider cross section includes some segments that will require above-grade walls of up to 11 feet along sloped berms. This is the result of reconfiguring the main connections within the interchange and lane realignment for traffic management rather than for capacity expansion.

The INDOT Proposal for the I-65/I-70 “South Leg” section is largely to be re-constructed within the existing cross section with some critical traffic safety improvements. Some interior retaining walls will be required.

The INDOT Proposal includes the elimination of some traffic movements to achieve safety improvements and avoid further widening of the Interstate system. This may have access and mobility implications over a wider area of downtown and surrounding neighborhoods.

The boundary of the North Split Interchange project as defined by INDOT encompasses only a portion of the Downtown Interstate System and therefore requires that the layout for the interchange connect with the current elevated interstates on the West and South Legs. This in turn precludes the development of a comprehensive re-evaluation of the entire Inner Loop that could best achieve the Coalition’s foundational principles without future modification or rebuilding of all or some of the infrastructure to be built as part of the North Split Interchange.

### 3. Comments to INDOT's Preferred Alternative Concept 4.c for North Split Interchange

#### Design compatibility with a depressed highway

##### Review of the North Split Interchange Alternative 4.c

##### I-65 West Leg segment

The following comments are made in regard to the North Split Interchange Alternative 4.c and the Coalition's vision for a depressed Interstate alignment along the West Leg.

The Coalition identified a depressed Interstate concept as one that would best achieve the four principles between a future redesign of I-65 interchange 114 (West Street) and Central Avenue through reduced physical and visual detachment and better aesthetic and sensory environment in the space connecting either side of the Interstate. The North Split Interchange Alternative 4.c will largely replace the elevated structures along the West Leg in-kind. The elevations of the Alternative 4.c ramps, with three vertical levels of roadways within the interchange, precludes depressing the West Leg at Central Avenue due to a lack of adequate distance for the Interstate to transition from elevated alignment at North Split to a depressed alignment along the West Leg.

A potential adjustment to the Alternative 4.c design that may help to achieve compatibility with Coalition vision for the West Leg would be to depress College Avenue under I-65 by several feet, which would thereby permit the elevation of the North Split interchange ramps and segments that connect to the West Leg to be lowered. This in turn could allow the West Leg to transition from elevated to depressed between College Avenue and Central Avenue. The feasibility of this concept should be explored as a potential opportunity to preserve the possibility of future realignment of the Interstate from above to below grade along the West Leg.

Because the Delaware Street southbound on-ramp effectively serves as a service road to the I-65 mainline in Alternative 4.c, investigation into the possibility of creating an additional on-ramp from College Avenue for improved connectivity between the Interstate system and downtown.

Complementary but independent from the above adjustment to College Avenue is the potential elimination of retaining walls by detaching the Exit 113 (Pennsylvania Street/Delaware Street) exit/access ramps and reconfiguring the ramps as at-grade service roads originating east of Central Avenue and connecting with the existing 11<sup>th</sup> and 12<sup>th</sup> Streets. This would reduce the cross section width of the West Leg elevated section including the overpasses at Central Avenue and Alabama Street and would eliminate the separate westbound ramp structure at Delaware Street thereby eliminating the need for exterior retaining walls. This concept, which could be advanced for either one or both Exit 113 ramps independently, would create new at-grade connections along extensions of 11<sup>th</sup> and 12<sup>th</sup> Streets. This would create new connections and improved accessibility within the local street network and the regional highway system in-line with the Coalition's principles.

### 3. Comments to INDOT’s Preferred Alternative Concept 4.c for North Split Interchange

#### Design compatibility with a depressed highway

#### Review of the North Split Interchange Alternative 4.c

##### I-65/70 South Leg segment

The following comments are made in regard to the North Split Interchange Alternative 4.c and the Coalition’s vision for a depressed Interstate along the South Leg.

The Coalition’s preferred option to achieve the four principles along the South Leg include the redesign of the elevated interstate to a depressed alignment. However, the North Split Interchange Alternative 4.c is proposed to be rebuilt with elevated connectors extending to the Interstate system to the south. As proposed, the North Split design entails reconstructing 5 to 7 structurally-deficient bridges. Should these structures be re-built as part of the North Split Interchange Project, any future modifications to these bridges to accommodate a depressed Interstate would be politically and fiscally challenging considering infrastructure investment and extended lifespan expected for the new structures.

To avoid replacing the existing bridge structures while maintaining compatibility with the Coalition’s concept, the Alternative 4.c Proposal would have to be modified to transition I-70 and I-65 from elevated to below grade between 10th Street and Michigan Street (cutting off through traffic on St. Clair Street) as part of the North Split project.

Furthermore, to connect to the existing elevated Interstate, the project limits of the North Split Interchange project (as currently defined by INDOT) would have to be expanded further south to at least the elevated rail crossing south of Washington Street, where the existing Interstate runs at or below grade.

Alternative 4.c – I-65/70 South Leg



Source: INDOT Alternatives Screening Report, September 21, 2018.

### 3. Comments to INDOT's Preferred Alternative Concept 4.c for North Split Interchange

#### Traffic Circulation Review

#### Review of the North Split Interchange Alternative 4.c

In addition to physical design implications of the North Split Interchange Alternative 4.c, there are connectivity and accessibility changes which will impact travel patterns for thousands of travelers in the downtown area. The INDOT Proposal eliminates the following two key movements/connections:

**I-65 southbound from the West Leg to Exit 111 Collector-Distributor (C-D) Road on the South Leg of the I-65/70 Inner Loop.** This eliminated connection prevents I-65 Southbound traffic from exiting to:

- Michigan and New York Streets via North Davidson Street,
- Ohio Street, and
- Fletcher Avenue.

The peak hour volume of this exit ramp was 1,230 during the morning peak hour (April 2018 traffic count\*). A preliminary review of likely travel patterns indicates that this eliminated connection would impact travel from I-65 points north to Downtown East/Lockerbie Square and the Cottage Home/Englewood/Arsenal Heights neighborhoods. Traffic would likely divert to I-65 Exit 113 (Illinois Street), I-65 Exit 110A (East Street), and I-70 Exit 85A (North Rural Street).

**I-70 Westbound to the I-65 Northbound Pennsylvania Street exit on the West Leg.** This ramp carried 1,750 vehicles during the morning peak hour (June 2017 traffic count\*) originating from I-65 and I-70. A preliminary review of likely travel patterns indicates that the majority of this traffic originates from I-70 and would be impacted by the access closure. This eliminated connection would impact travel from I-70 points east to Downtown North/St. Joseph and the Old Northside/Herron-Morton

neighborhoods. Traffic would likely divert to I-70 Exit 83A (C-D Road), I-70 Exit 85 (Keystone Avenue), and I-65 Exit 114 (West Street).

#### Impact on travel patterns

Alternative pathing required by these eliminated connections would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system with backtracking on the local street network. The degree of impact has not been revealed through the North Split Interchange Project *Alternatives Screening Report* but in either case, these diversions could add several minutes and miles to individuals' journeys with a cumulative increase to the region's vehicle miles and hours of travel and the resulting environmental impacts and degradation in quality of life. This is especially concerning during the peak period with the impact to congestion caused by added vehicle travel.

Most critical may be the impact from traffic diversions sending additional vehicles to the West Street/11<sup>th</sup> Street vicinity. West Street is currently overcapacity during the morning peak period with extensive queuing extending from both I-65 Southbound and Northbound exit ramps. The evening peak period is also characterized by poor traffic operations at this location. These issues could be exacerbated by diversions.

It is recommended that INDOT and local partners review comprehensive design and operational strategies to alleviate congestion issues within the Inner Loop, particularly at West Street/11<sup>th</sup> Street, prior to committing to the proposed changes of the North Split Interchange Project Alternative 4.c which will undoubtedly have impacts beyond the project boundaries.

\* Source: INDOT Traffic Count Database System

## 4. Economic Development Opportunities

### Approach

#### Land Value Capture and Redevelopment Opportunities

Arup developed preliminary estimates for economic development opportunities based on two sources:

- **Land appreciation of existing properties** located in proximity to the interstate system. Arup relied on empirical literature evidence to support the assumptions of increase in land values derived from beautification and/or deconstruction/transformation of elevated highways into a boulevard option.
- **New parcels for redevelopment** from modifying the interstate's footprint. The new parcels for redevelopment were estimated based on the Coalition's concept of a depressed interstate.

Both the land appreciation and the creation of new parcels for redevelopment increase the value and the size of the real estate stock, which ultimately could house more residents and jobs contributing to the infill redevelopment.

It is important to highlight the following caveats regarding the estimates for economic development:

- **The Coalition's depressed interstate system is conceptual and subject to modifications**, yet it is a reference point to seize/compare the development opportunities and associated private investment from the creation of new parcels.
- **The real estate development potential and its uses are all preliminary.** Arup relied on current land uses to determine the potential of real estate at full built out, which may take decades to materialize.

Ultimately the real estate market conditions at the time of the development, when and if it happens, will determine the mix of land uses.

- **Creating land for redevelopment supports economic development** by enabling residents to live in the city and companies to locate their operations, **but it does not mean that by creating land, new jobs will necessarily be generated.** Some of the residents and jobs would be the outcome of relocations from other parts of the state, while others will be newcomers or inhabitants or companies making a conscious decision to stay in Indianapolis due to the agglomeration economies in downtown: the benefits of having a critical mass of people with knowledge and skills in the same place.

## 4. Economic Development Opportunities

### Land value appreciation- empirical studies

Economic theory suggests that property’s features, its location/access to employment centers, and public amenities (schools, parks, quality of the infrastructure) are “capitalized” in its price. Arup reviewed the empirical studies that relied on econometric models aiming at isolating the impact of parks in property prices. **The studies imply that properties do pay a premium from proximity to a park which oscillates between 10-20% compared to properties located further from the park.**

Table 4.1 literature review of empirical studies

Author and Year	Comment	Impact on properties
Crompton, 2001. The Impact of Parks on Property Values: A Review of the Empirical Evidence.	<b>Reviews 30 studies</b> on the impact of parks on land values. All studies included used econometric techniques.	Properties within one block from the park have a 20% to 10% premium from properties located further away.
Public Choices and Property Values, Evidence from Greenways in Indianapolis, Purdue University, 2003	<b>Homes within one-half mile of the Monon Trail</b> , the model estimates that the sales premium is \$13,059 over a avg., sale price of 124,000 in 2009.	10% within 0.5 mile
Cervero, 2007	<b>Assesses the impacts on property prices from the deconstruction of the Embarcadero and Central/Octavia Blvd Freeways</b>	10% within 0.25 mile of the boulevard 15% within 0.5 mile of the boulevard



## 4. Economic Development Opportunities

### Land Appreciation

#### Potential land appreciation from existing properties

Based on our assumptions under a low and high scenarios, the results suggest that the Coalition Proposal could increase the value of properties in proximity to the freeway (1 block to half a mile) between 35 million and more than 60 million considering all three inner loop segments.

The land value appreciation assessment was differentiated between properties that would potentially face a park/green space, which would tend to experience a higher premium, and those who would face the depressed freeway segment, which would improve compared to today’s conditions but would still experience some of the freeway’s nuisances (noise, pollution).

The Coalition’s proposal for the North Split Interchange has relatively similar right-of-way area and horizontal layout than the current interchange and INDOT’s preferred alternative. Although the vertical layout is different, we consider that the Coalition Concept would potentially have only marginal affects on the value of the property surrounding the interchange given (1) the dimensions of the intersection, (2) the distance of the surrounding properties to the different connectors, and (3) the green areas and vegetation separating the properties and the interchange them under both alternatives.

Table 4.2. Potential appreciation of adjacent properties

	Low	High
<b>Residential and Condo</b>		
<i>Property within 1 block from parks</i>	10%	20%
<i>Properties within 0.25 miles of depress segment</i>	5%	10%
<i>Properties within 0.25 – 0.5 miles of depress segment</i>	2%	5%
<b>Commercial, Industrial, and Vacant</b>		
<i>Property within 1 block from parks</i>	7%	10%
<i>Properties within 0.25 miles of depress segment</i>	2%	5%
<i>Properties within 0.25 and 05 miles of depress segment</i>	0%	0%

Table 4.3. Total potential property appreciation

	North	East	South	Total
<b>Low</b>	\$13.7m	\$16.1m	\$5.8m	<b>\$35.6m</b>
<b>High</b>	\$22.8m	\$28.8m	\$12.4m	<b>\$64.0m</b>

Excluding Exempt Properties, University, and properties around the North Split Interchange

## 4. Economic Development Opportunities

### New Developable Land

**The Coalition Concept creates approximately 95 new parcels totaling 83 acres, out of which near to 46 acres would be developable and 37 would be allocated to public space.**

The new area is distributed along the different segment of the Inner Loop as follows: 47% (38.7 acres) in the northside, 19% (15.7 acres) in the Eastside, and 34% (28.6 acres) in the Southside.

Table 4.4 New parcels based on proposed zoning classification in Acres

	MU-4	MU-3	D-8	Park	Total
Northside	9.4	0.4	1.3	27.6	<b>38.7</b>
Eastside	9.0	2.6	-	4.0	<b>15.7</b>
Southside	-	21.5	1.6	5.5	<b>28.6</b>
Total	<b>18.4</b>	<b>24.6</b>	<b>2.9</b>	<b>37.1</b>	<b>82.9</b>

### 3. Economic Development Opportunities

#### New Developable Land

Based on comps for vacant land within downtown Indianapolis, the 45.8 acres of new developable land could have a reference value of around **\$93 million based on an assumption of close to \$47 per Sq. Ft.**

It is important to note that the value of the new parcels could potentially be higher considering that, in general (1) they are larger and with a more regular geometric shape than then comps, which offers developer more flexibility, and (2) some of the new parcels would be located near the new proposed parks.

The actual market value of the new parcels will depend on the real estate market at the time of the transaction, the level of improvements included in the parcels, the entitlements or development preapprovals of the parcels, and the transaction mechanisms (e.g. land sale by auction, ground lease, etc.).

Table 4.5. Comps of vacant lots in downtown Indianapolis

	Land Use / Zoning	Price	Area (Sq Ft.)	\$/Sq. Ft.	Location
1	Vacant / D-8	\$299,900	5,662	52.97	244 E 10th St
2	Commercial Vacant / I-4	\$84,900	1,825	46.52	217 S Davidson St
3	Commercial Parking lot / CBD-2	\$275,000	9,086	30.27	10 W Mccarty St
4	Commercial Vacant / C-5	\$79,900	2,700	29.59	902 S Kenwood Ave
5	Vacant / C-5	\$395,000	3,484	113.38	1032 S East St
6	Vacant / D-8	\$110,000	1,829	60.14	947 Elm St
7	Vacant / D-8	\$499,900	20,952	23.86	701 E 16th St
<b>Median</b>		-	-	<b>46.5</b>	-

Source: Zillow

Table 4.6 Reference value of new developable parcels based on current market prices

	North	East	South	Total
<b>Value</b>	\$23 m	\$24 m	\$47 m	<b>\$93 m</b>

## 4. Economic Development Opportunities

### Development potential

Based on the proposed zoning, the real estate development potential of the new parcels could reach 10 million of Sq. Ft. **3.7m Sq. Ft. of residential floor area and 6.6 million Sq. Ft. of new commercial (office/retail) floor space.**

Table 4.7. presents the distribution of new development potential by segment.

Given its magnitude, the development time, and the historic absorption rates in Indianapolis, full realization of the development potential could take decades.

It is important to note that the development potential does not necessarily mean the creation of new jobs and households in downtown/city/state. The redevelopment would serve as a catalyst to encourage/speedup the location of such jobs and residents within the downtown and boost the positive cycle of investment, jobs, and economic growth.

Table 4.7. Development parameter by zoning classification

	MU-4	MU-3	D-8
<b>Open Space requirements</b>	10%	20%	55%
<b>Number of Floors</b>	7	6	4
<b>Use Split</b>			
<b>Residential</b>	40%	30%	100%
<b>Commercial</b>	60%	70%	0%

Table 4.8 Total development potential of new parcels, in million Sq. Ft.

	North	East	South	Total
<b>Residential</b>	1.2	1.2	1.4	<b>3.7</b>
<b>Office</b>	1.3	1.5	2.5	<b>5.3</b>
<b>Retail</b>	0.3	0.4	0.6	<b>1.3</b>
<b>Total</b>	<b>2.8</b>	<b>3.0</b>	<b>4.6</b>	<b>10.4</b>

## 4. Economic Development Opportunities

### Development potential

The Coalition Concept has the potential to support approximately **3,330 new residential units and 6.6 million square feet** of new commercial floor space. **This could mean more than 6,000 residents** assuming an average household size of two people, **and more than 23,000 jobs**.

**The total development potential represents approximately 30% of total apartment units in downtown in 2017 and more than 50% of current CBD office inventory** [JLL, Tikijan].

Based on current development cost estimates, the **investment associated with the real estate development potential could oscillate between \$2.1B - \$2.5B over the next decades** assuming \$2018 construction costs per square foot of \$200 and \$245 for the low and high scenarios, respectively. This construction cost excludes of land or land improvements costs, entitlements and permits, and leasing/sale costs.

If such investment materializes this could represent between **14,000 and 18,000 construction related jobs** during development based on RIMS I economic multipliers for the state of Indiana construction sector. The data suggest that per million dollar investment seven jobs are created.

Table 4.9. Total development potential of new parcels

	North	East	South	Total
<b>Residential* (Units)</b>	1,035	1,035	1,260	<b>3,330</b>
<b>Commercial (mill. Sq. Ft.)</b>	1.6	1.9	3.1	<b>6.6</b>
<b>Jobs housed**</b>	5,760	6,695	11,200	<b>23,655</b>

\* Assumes 80% utilization of gross floor area and 900 Sq. Ft. per residential unit and an average area\*\* per office employee of 250 sq. ft. and 550 sq. ft. per retail employee based on data from 2016 US Green Building.

Table 4.10. Potential Investment from Real Estate Development

	North	East	South	Total
<b>Low</b>	\$560m	\$610m	\$915m	<b>\$2,085m</b>
<b>High</b>	\$685m	\$745m	\$1,120m	<b>\$2,550m</b>

Table 4.11. Construction related jobs required

	North	East	South	Total
<b>Low</b>	3,920	4,270	6,400	<b>14,590</b>
<b>High</b>	4790	5210	7840	<b>17,840</b>

\*Estimates based on RIMS I multipliers.

## 4. Economic Development Opportunities

### Fiscal Impacts

The Coalition Concept has the potential to generate the following fiscal impacts from property values:

- **Increase in property tax revenue from existing properties oscillating between \$0.8m and \$1.5m annually, depending on the scenario.** This assumes a property tax rate of 2% for residential uses and 2.75% for other uses and a property value appreciation of near \$36 million and \$64 million in the low and high scenarios, respectively.
- **Increase in property tax revenue from new parcels oscillating between \$55m and \$65m annually.** This “high level” estimate was generated based on the value of land plus the construction cost from Table 4.10 and assumes a property tax rate of 2% for residential and 2.75% for other uses.

Table 4.12. Total property value appreciation of existing properties

	North	East	South	Total
Low	\$14m	\$16m	\$6m	\$36m
High	\$23m	\$29m	\$12m	\$64m

Excluding Exempt Properties, University, and properties around the North Split Interchange

Table 4.13. Total annual property tax on property value appreciation (existing properties)

	North	East	South	Total
Low	\$0.3m	\$0.4	\$0.2m	<b>\$0.8m</b>
High	\$0.5m	\$0.7m	\$0.3m	<b>\$1.5m</b>

Property tax rate: 2% for residential uses, 2.75% for industrial commercial, and vacant.

Table 4.14. Total Gross Assessed Value (GAV) of new parcels assuming full build-out

	North	East	South	Total
Low	\$583m	\$634m	\$962m	\$2,178m
High	\$708m	\$768m	\$1,163m	\$2,635m

GAV is calculated as the sum of land value at \$47 per Sq. Ft. plus construction investment at current cost

Table 4.15. Total annual property tax on new properties

	North	East	South	Total
Low	\$14m	\$16m	\$24m	<b>\$54m</b>
High	\$17m	\$19m	\$29m	<b>\$66m</b>

Property tax rate: 2% for residential uses, 2.75% for industrial commercial, and vacant



## 5. Financing/delivery alternatives

### Potential funding sources

Projects of the investment size of the Coalition's Concept for the inner loop (several billion \$) typically rely on multiple funding sources including taxes (e.g. fuel, property, or sales taxes) driving licenses, tolls, vehicles registrations, philanthropic contributions, among others to secure funding.

### Land Value Capture

In the case of the Coalition's Concept, the new parcels and economic development associated with property value appreciation and real estate development potential could be partially captured to help fund the infrastructure investment.

- **Land sale/ground lease/Sale of development rights:** the new developable parcels can be capitalized to fund the project through land sale or ground lease. The city can maximize the value of the land by entitling it will additional development rights.
- **Betterment levies:** part of the property value appreciation resulting from the project could be captured via property taxes through TIF districts or Economic Improvement Districts (EID) mechanisms. Table 4.2 present a high-level estimation of the property tax that could be levied on the property value appreciation resulting from the project (excluding properties that are already part of a TIF district). Additionally, the city would collect new property taxes on the new developable parcels created by the project. It remains to be determined based on the city's needs how much of the revenues from new parcels could be allocated to the project.

Table 5.1. Total taxable property value appreciation for project financing/funding purposes

	North	East	South	Total
Low	\$8.8m	\$12.8m	\$2.0m	\$23.7m
High	\$15.3m	\$21.9m	\$4.0m	\$41.2m

Excluding Exempt Properties, Properties in existing TIF districts, University, and properties around the North Split Interchange

Table 5.2. Total annual property tax for funding/financing (existing properties)

	North	East	South	Total
Low	\$0.2m	\$.3m	\$0.05m	<b>\$0.5m</b>
High	\$0.3m	\$0.5m	\$0.1m	<b>\$0.9m</b>

Property tax rate: 2% for residential uses, 2.75% for industrial commercial, and vacant.

Table 5.3. Reference value of new developable parcels based on current market prices

	North	East	South	Total
Value	\$23 m	\$24 m	\$47 m	<b>\$93 m</b>

Table 5.4. Total annual property tax for project financing/funding purposes (new parcels)

	North	East	South	Total
Low	\$14m	\$16m	\$24m	<b>\$54m</b>
High	\$17m	\$19m	\$29m	<b>\$66m</b>

## 5. Financing/delivery alternatives

### Public-Private Partnerships

#### Potential project delivery alternatives

An alternative project delivery mechanism to realize the Coalition’s Concept could be a Design-Build-Finance-Operate-Maintain (DBFOM) approach, which is one of the most common forms of Public-Private Partnerships (P3) for infrastructure projects.

P3 can not only help overcome financial capacity constraints but, under the right conditions the incentives, may also lead to greater potential value for the public sector through improved asset management and on-time and on-budget delivery. Potential benefits of DBFOM delivery method include:

- Risk transfer/assignment to the party that is best positioned to bear and price the risk. For example allocating certain project risks to the private sector (e.g., financing, schedule, long term operations, and maintenance) and retaining others with the public agency (e.g., program management, environmental clearance, permitting, and right-of-way acquisition)
- Accelerated project delivery compared to traditional public sector project delivery.
- Incorporate project life-cycle and O&M costs as part of initial procurement.
- Leverage private sector expertise.
- Access to new sources of private capital, while leveraging scarce public resources and conserving public sector debt capacity

Retribution for the private partner for the development of the project could include:

- Land Development Right: P3s also lies at the hard of land-base infrastructure finance or land-value capture mechanisms, as follows:

- Donation of public land to private developers in return for private investment in “public” infrastructure.
- Sale of publicly owned land to private developer, with the financial proceeds used to finance public infrastructure investment
- Sharing of gains in land value created by public infrastructure investment through (1) P3 joint venture development projects, (2) imposition of taxes that capture part of the land-value gain, or (3) gain-sharing agreements negotiated prior to public investment.[1]
- Highway usage fees such as tolls.
- Availability payments, funded by general appropriation and/or grants.
- A combination of the above

The State of Indiana has experience with P3s, highway projects include Indiana Toll Road Lease and Lewis and Clark Bridge.

## 6. Conclusions and Next Steps

### Conclusions

The Coalition's concept of a depressed interstate system is preliminary and subject to modifications, yet it serves as a reference to seize the economic, social and fiscal implications of what an alternative project could bring to the City's future.

### Economic Impacts

- **Potential increase in existing properties values between \$36m - \$64m**, based on current Gross Assessment Value.
- Creation of **46 new parcels of developable land with an approximate current market value of more than \$90m** without considering the land improvements.
- The new developable land can support approximately **3,330 new residential units and 6.6m square feet of new commercial floor space, which could host more than 6,000 residents and 23,000 jobs over the next decades**. The total development potential represents approximately 30% of total apartment units in downtown and more than 50% of current CBD office inventory in 2017 .
- Potential real estate investment of **\$2.1B-\$2.5B and more than 14,000 construction related jobs over the next decades**.

### Social benefits

- **37 acres of open space** for parks and recreational purposes.

### Fiscal Impacts

The improvement in land values from existing properties and the expansion of the taxable base from new properties would result in an increase in property tax revenue as follows:

- **between \$0.8m - \$1.5m in annual property taxes from land appreciation from existing properties.**
- **between \$55m - \$65m in annual property taxes from the development of new parcels at full build-out.**

The additional fiscal revenue could be used as a funding source to support the project, the extent of which would need to be determined.

## 6. Conclusions and Next Steps

### Next Steps

The concept of a depressed interstate demands a sizeable investment and entails undertaking several tasks to move the project from a conceptual to a feasibility phase, among these are the following:

- **Understanding of INDOT's I-65/70 interchange project phasing and funding available** to “piggy back” and prioritize the segments that could eventually be depressed.
- **Understanding of INDOT's long term vision of the interstate system** (tolling, others, expansions, etc.).
- **Assessment of the design modifications needed to INDOT's I-65/70 interchange preliminary option** to accommodate a depressed freeway in the immediate or medium term in function of the funding sources.
- **Rough order of magnitude of construction costs associated with modifying INDOT's I-65/70 interchange preliminary option** to accommodate a depressed interstate broken down by segment.
- **Rough order of magnitude of construction costs of a depressed interstate broken down by segment.**
- **Funding gap and affordability analysis**, this would help the city assess additional funding sources needed (taxes, tolls, real estate) to undertake the project.

**From:** Kevin Osburn  
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**Subject:** Comments on INDOT North Split Alternatives Screening Report dated September 21, 2018  
**Date:** Monday, October 29, 2018 4:50:08 PM  
**Attachments:** [2018\\_10\\_29\\_REA\\_Comments\\_on\\_September\\_21\\_Preferred\\_Alternative.pdf](#)

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Dear Kia:

We are a professional landscape architecture, planning, and civil engineering firm providing technical support to the Rethink 65/70 Coalition. Our firm is comprised of downtown and suburban residents, business owners, property owners, and commuters using multiple forms of transportation.

Attached please find our review and comments on the North Split Alternatives Screening Report dated September 21, 2018. Our comments reflect our belief that while INDOT's Alternatives Screening Report is a thoughtful response to public input, our Capital City needs this major infrastructure investment to become an inspiring project that comprehensively addresses all segments of the downtown interstate to fuel downtown economic growth and to catapult Indianapolis forward to a prosperous future. The Alternatives Screening Report fails to address this fundamental concern.

We urge the State to holistically re-imagine the project in partnership with the city and community to fully realize the transformative opportunity it presents for economic development and quality of life for the front door to the State.

Sincerely,

Kevin Osburn, PLA, ASLA  
President/Managing Principal

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*"In every walk with Nature one receives far more than he seeks." – John Muir*



3. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states:

*“Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR’s [Interstate Access Request’s] in steps or phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ....at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg.”*

4. Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study unless this is fully addressed prior to submission to FHWA.

b. Cumulative Impacts

Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. FHWA has the responsibility to address and consider direct, indirect and cumulative impacts in the NEPA process. INDOT’s approach circumvents FHWA’s responsibility to address the incremental impact of an action when added to other past, present, and reasonably foreseeable future actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. (40 CFR § 1508.7)

c. Financing

The Tolling Implementation Study currently underway should inform Inner Loop rebuild strategies to include logistics infrastructure and the potential revenue resources from tolling that could impact design, project extents and logical termini. The current project is based on available local funds to match federal dollars, which has thus constrained the project from a comprehensive approach.

**2.0 Proposed Performance Measures shown in Table 5-7, page 5-9**

Comments:

- a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop with significant impacts on logistic traffic. To address this issue, we request that your study examine an additional alternative to resolve this issue: separation of local destination traffic from freeway-to-freeway interstate traffic, with a new local arterial distributor system established at the surface level to connect with the local street grid.

- b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. We believe the Area of Potential Effects (APE) should be expanded to include the exit/entry areas that may be impacted, such as West Street and Fletcher Ave.
- c. We support measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between the existing historic neighborhoods and the downtown core.

### **3.0 Traffic Mobility Comments**

#### Comments:

- a. The proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and VMT (vehicle miles traveled) to peak period trips and create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.

### **4.0 Economic Development Potential**

#### Comments:

- a. The INDOT Proposal is not compatible with our principles of promoting and enhancing economic development potential. We recommend that utilize relinquished interstate right-of-way space that could be made available by a reduced interstate footprint to create new mixed-use development districts.
- b. We request INDOT redesign the northside leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.
- c. Over 38.7 acres of new area can be gained on the northside segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.
- d. A primary benefit to INDOT is that the reduced footprint of a depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that could generate significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.

### **5.0 Connectivity Comments**

#### Comments:

- a. The INDOT Proposal is not compatible with principles of connectivity for all modes. We have studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.
- b. Our concept will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.
- c. Our concept will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.
- d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.
- e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.

#### **6.0 Economic/Social Justice Comments**

Comments:

- a. The INDOT Proposal is not compatible with the goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.

#### **7.0 Preferred Alternate 4C**

Comments:

- a. Alternative 4C proposes eliminating access at Meridian/Pennsylvania and Meridian/Delaware Ramps from I-70 westbound traffic and the Ohio/Michigan exits via the collector-distributor ramp from I-70 proposal. We find it unacceptable that access to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips and deter economic development in downtown.
- b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, and the Mass Ave Commercial District, all listed on the National Register of Historic Places. This additional separation is unacceptable and misses the opportunity to correct past mistakes.
- c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

**8.0 Agreement on Design Interventions and the Section 106 Process**

Any design interventions agreed to through the Section 106 process should be thoroughly developed and incorporated into bidding documents. The "Design Build Best Value" process should not be allowed to reject any agreed upon measures due to cost during construction.

We appreciate your consideration of the above comments.

Sincerely,

A handwritten signature in black ink that reads "Kevin Osburn". The signature is written in a cursive, flowing style.

Kevin Osburn, PLA, ASLA  
President

**From:** Indy North Split  
**To:** [timosullivan80@outlook.com](mailto:timosullivan80@outlook.com)  
**Subject:** RE: New submission from Contact at indynorthsplit.com  
**Date:** Wednesday, October 24, 2018 12:06:39 PM

---

Hello,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** Tim O'Sullivan <[timosullivan80@outlook.com](mailto:timosullivan80@outlook.com)>  
**Sent:** Saturday, October 20, 2018 8:47 AM  
**To:** [info@northsplit.com](mailto:info@northsplit.com); Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

Tim O'Sullivan

**Email**

[timosullivan80@outlook.com](mailto:timosullivan80@outlook.com)

**Phone**

(317) 502-5990

**Message**

First off, I want to say I appreciate the efforts of the design team and project leaders to listen to public feedback about this project. The Alternative 4c as proposed is definitely an improvement over the original concepts of vastly widening the interstates. I believe this newer concept is a much smarter approach to traffic and safety management, versus simply throwing pavement at the problem and hoping that solves it (which it usually does not).

That being said, I do have a major issue with Alternative 4c as proposed, and this concerns the ability of traffic from I-65 Southbound to exit onto the C-D for Michigan, Ohio, and Fletcher streets. Eliminating access from I-65 to the C-D is a terrible idea. You are effectively cutting off the east side of downtown (Mass Ave) and the near east side outside the interstate from receiving traffic, including both citizens who live in these parts of town as well as visitors from elsewhere who wish to frequent businesses here. You are isolating the east side.

Frankly, you need to continue to think about the design here and figure how you can keep the I-65S to C-D access available to traffic. The decision to eliminate it was clearly made by someone who never uses it.

If you insist of closing access to the C-D from I-65 proper, then the alternative that will be used is for drivers to exit off I-65 at Meridian/Illinois St, go straight, and then get back on at Delaware, so they can go to the C-D. This stretch of roadway would be, in effect, an extension of the interstate. I would suggest embracing this concept. Rework the roadway and markings on 11th street and re-time all the lights at the intersections of 11th and Illinois, Meridian, Penn, and Delaware to maximize the smooth, continuous flow of traffic off the interstate and back on to it.

I-65 Southbound must have access to the east side of downtown, somehow.

Thank you for listening.

---

**Total Control Panel**

[Login](#)

To: [ali.hernandez@borshoff.biz](mailto:ali.hernandez@borshoff.biz)      [Remove](#) this sender from my allow list

From:

[erin@compassoutreachsolutions.com](mailto:erin@compassoutreachsolutions.com)

*You received this message because the sender is on your allow list.*

**From:** Indy North Split  
**To:** [Janet Oswald](#)  
**Subject:** RE: Rethink Coalition  
**Date:** Tuesday, October 30, 2018 5:44:13 PM

---

Good evening,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** Janet Oswald <[oswalt.b9267@sbcglobal.net](mailto:oswalt.b9267@sbcglobal.net)>  
**Sent:** Tuesday, October 30, 2018 11:43 AM  
**To:** Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>  
**Subject:** Rethink Coalition

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated

approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [Michael Painton](#)  
**Subject:** RE: North Split Concerns  
**Date:** Tuesday, October 30, 2018 8:38:20 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Michael Painton <michael.c.painton@gmail.com>  
**Sent:** Monday, October 29, 2018 1:21 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** North Split Concerns

As a designer living (homeowner) and working in downtown Indianapolis, I continue to be worried about plans being made for the North Split. Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Sincerely,

Michael

Michael C. Painton, BS, MLA, ASLA

(573) 576.0970

[michael.c.painton@gmail.com](mailto:michael.c.painton@gmail.com)

**From:** Indy North Split  
**To:** [renee palin](#)  
**Subject:** RE: I-65/70 Northsplit Design  
**Date:** Thursday, November 1, 2018 4:36:19 PM

---

Good evening,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

Ali Hernandez  
 North Split Public Involvement

-----Original Message-----

From: renee palin <amessage4renee@msn.com>  
 Sent: Tuesday, October 30, 2018 6:27 PM  
 To: Indy North Split <info@northsplit.com>  
 Subject: I-65/70 Northsplit Design

Dear INDOT

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection

and north interchange between I-65 and I-70.

Renee Palin

**From:** Indy North Split  
**To:** [Chris Palmer](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 3:45:38 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Chris Palmer <chris@boxfox.co>  
**Sent:** Monday, October 29, 2018 11:36 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

Dear INDOT,

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
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INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

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The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Sincerely,

Chris Palmer

Owner, [BoxFox](#), [SupplyKick](#), and [Smash Social](#)  
[chris@boxfox.co](mailto:chris@boxfox.co)

**From:** Indy North Split  
**To:** [Kevin Parsons](#)  
**Cc:** [John Lapp](#)  
**Subject:** RE: Indy North Split  
**Date:** Thursday, October 4, 2018 8:44:36 AM  
**Attachments:** [Screening Report open house flier v2.pdf](#)

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Hi Kevin,

Thank you for your comments about the Alternatives Screening Report and the preliminary preferred alternative. Your comments will be included in the formal record for this project. Please also consider attending the North Split Public Open House on Wednesday, October 10 from 5:30-7:30 p.m. at Arsenal Tech High School (flyer with location attached). This open house will be an opportunity for the public to learn more about the project and ask questions about the Alternatives Screening Report. There will be a brief presentation at 6:30 p.m.

Thanks again!

Ali Hernandez

North Split Public Involvement

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**From:** Kevin Parsons <KKP@landarkkt.com>  
**Sent:** Friday, September 28, 2018 1:51 PM  
**To:** Indy North Split <info@northsplit.com>  
**Cc:** John Lapp <jlapp@landarkkt.com>  
**Subject:** Indy North Split

INDOT:

The 'preferred alternate' announced today was a big disappointment to many of us, and probably will be a major disappointment to a larger share of commuters who haven't even realized yet what it will do their commutes downtown. Deleting the westbound I-70 exit in the vicinity of Penn-Meridian will make the West Street exit a living nightmare for those needing to exit into downtown. Once the commuters coming in from the north and east realize they can no longer exit at Penn-Meridian, Binford and Fall Creek Parkway will become grid locked in a volume overload.

Although, the elimination of the weaves at both the Penn-Meridian exits and the Delaware on ramp are very good solutions and need to both occur, they just need to occur with the full design of the interchange and not a partial design/construction approach.

This alternate seems to be a placated compromise to the NIMBY's that started this whole 'rethink' movement. I still support an entire new interchange that will solve all the problems that currently exists out there. If INDOT and the City of Indy are going to move forward for the next several decades with this north split, then we can't just do a portion of the improvements. We must do the full reconstruction now. This city has a reputation for 'half-assing' projects because some folks

didn't like it, and the project becomes compromised.

INDOT needs to remain strong and do what's best for the community at large and the state! This alternative is only a partial fix, please do the full fix!

Thanks,  
Kevin Parsons

Kevin K. Parsons & Associates, Inc.  
Landscape Architecture Urban Design  
212 West 10<sup>th</sup> Street, Suite A-290  
Indianapolis, Indiana 46202  
PH 317-955-9155  
F 317-955-9455  
[kkp@landarkkt.com](mailto:kkp@landarkkt.com)

**From:** Indy North Split  
**To:** [Nathan Partain](#)  
**Subject:** RE: Please think of the quality of life for our city  
**Date:** Tuesday, October 30, 2018 8:40:29 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Nathan Partain <nathan@redeemindy.org>  
**Sent:** Monday, October 29, 2018 1:50 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please think of the quality of life for our city

To whom it may concern,

First of all, I want to let you know how grateful I am for the work that INDOT has done already in listening to residences and businesses as they have looked again at the current plan options and for taking seriously the voice of those who will be most affected for years to come. Some of those values put forth were:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

However, I think that the need for holding the quality of life and business for the whole city as a paramount value is still needed. If executed well, the redesign of the 65/70 project will create an atmosphere that larger businesses be drawn to as they decide whether Indy would be a good fit. Employees also will see the progress of this rebuilding city and want to buy-in as they decide whether they will move their families and purchase a home in the city where they work. The ongoing need for a greater tax base of higher income households is well known and the best way to continue moving in that direction is to make strides in showing that we care about the quality of life downtown, both for individuals and businesses. This kind of infrastructure project has these kind of ripple affect.

Please take more time to reasonably explore the following:

- INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood,

further cutting off a densely populated and vibrant area from the downtown core.

- INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.
- We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.
- The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.
- INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.
- We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.
- INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.
- We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thanks for your time and consideration.

---

Nathan Partain

*Director of Worship and Culture*

*Redeemer Presbyterian Church, Indianapolis*

**From:** Indy North Split  
**To:** [Mick Peek](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 2:56:30 PM  
**Attachments:** [SKM\\_C36818102909480.pdf](#)

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** Mick Peek <mick@thepeeklawfirm.com>  
**Sent:** Monday, October 29, 2018 9:16 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

Letter attached

--

**Michael C. Peek**  
**Attorney at Law**  
**The Peek Law Firm**  
**One Indiana Square Suite 1600 Indianapolis, IN 46204**  
**Phone (317) 608-1143**  
**Fax (317)833-3031**  
**Admitted to practice in Indiana and Florida**

**THE PEEK LAW FIRM**  
MICHAEL C. PEEK, ATTORNEY

**ONE INDIANA SQUARE SUITE 1600**  
**INDIANAPOLIS, INDIANA 46204**  
**Phone: (317) 608-1143**  
**Fax: (317) 833-3031**  
**mick@thepeeklawfirm.com**

---

October 29, 2018

INDOT  
info@northsplit.com

Sir.

Your latest plan is a step in the right direction but does not address concerns of many of us who live in the Old Northside and other historic neighborhoods

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

Your preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

In addition, alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

Please adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

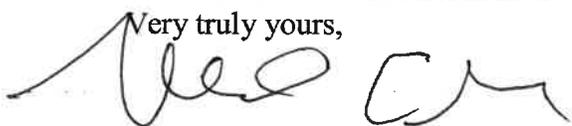
The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

We encourage you to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

Your segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see you extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Michael C. Peek', written in a cursive style.

Michael C. Peek  
1229 N. Delaware Street (residence)

Offices in Indianapolis, Indiana and St. Petersburg, Florida

**From:** Indy North Split  
**To:** [Trudy Perkins](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Tuesday, October 30, 2018 8:54:20 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Trudy Perkins <tkperkins1@sbcglobal.net>  
**Sent:** Monday, October 29, 2018 5:48 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Trudy Perkins

**From:** Indy North Split  
**To:** [John Peters](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Tuesday, October 30, 2018 5:47:18 PM

---

Good evening,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** John Peters <j\_peters@zoho.com>  
**Sent:** Tuesday, October 30, 2018 12:26 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

INDOT,

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core. INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods. We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid. The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop. INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas. We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development. INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution. We would like to

see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Sincerely,  
John Peters  
1027 N. Alabama Street  
Indianapolis, IN 46202

Sent using [Zoho Mail](#)

**From:** Indy North Split  
**To:** [Michael Pettry](#)  
**Cc:** [Glenn Blackwood](#); [John Mainella](#)  
**Subject:** RE: North split comments  
**Date:** Monday, October 29, 2018 3:02:29 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Michael Pettry <michaelrpettry@gmail.com>  
**Sent:** Monday, October 29, 2018 9:40 AM  
**To:** Indy North Split <info@northsplit.com>  
**Cc:** Glenn Blackwood <glennblackwood@gmail.com>; John Mainella <john.mainella@gmail.com>  
**Subject:** North split comments

To whom it may concern:

As a resident of Fletcher Place neighborhood for more than 5 years, I thank the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years.

The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place.

We are serious about collaborating for a solution that befits the Hoosier State and that becomes a model for other States.

Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.

1.0 Purpose and Need Statement

The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention.

Comments:

a. The Alternatives Screening Report Purpose and Need statement is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical

termini. This is most notable by using the east end of the Alabama Street bridge and Meridian Street ramps as convenient rather than logical termini.

b. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project Segmentation.

c. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states "Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR's in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ....at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg." Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study.

d. Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.

2.0 Proposed Performance Measures shown in Table 2-4, page 2-15

Comments:

a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.

b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and should be considered in the APE.

c. Bridge Condition & Remaining Service Life: the community supports measures

to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.

### 3.0 Traffic Mobility Comments

Comments:

a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.

### 4.0 Economic Development Potential

Comments:

a. The INDOT Proposal is not compatible with the Coalition's principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.

b. The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.

c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.

d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.

### 5.0 Connectivity Comments

Comments:

a. The INDOT Proposal is not compatible with the Coalition's principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.

b. This will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including

curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.

c. This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.

d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.

e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.

## 6.0 Economic/Social Justice Comments

Comments:

a. The INDOT Proposal is not compatible with the Coalition's goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.

## 7.0 Preferred Alternate 4C

Comments:

a. Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from 1-70 westbound traffic proposal: we find it unacceptable that access to Indianapolis' primary street to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips.

b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.

c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

Respectfully submitted,

Michael Pettry

[michaelpetry@gmail.com](mailto:michaelpetry@gmail.com)

## New submission from Contact at indynorthsplit.com

Diane Phillips &lt;Diphil@sbcglobal.net&gt;

Mon 10/29/2018 3:18 AM

To: info@northsplit.com &lt;info@northsplit.com&gt;; Erin Pipkin &lt;erin@compassoutreachsolutions.com&gt;;

**Name**

Diane Phillips

**Email**[Diphil@sbcglobal.net](mailto:Diphil@sbcglobal.net)**Phone**

(317) 634-2390

**Message**

I am opposed to the plan that cuts off access to the Michigan/Ohio/Fletcher connector from I65 south. I live on Fletcher Ave and frequently use this ramp from I65 south. Losing access to the ramp from I65S will not improve traffic flow, but will add significant travel times to my commute by forcing me to travel through the city or to stay on I65 and either dive across traffic to the East St exit in the south split or merge onto I70 west and exit onto McCarty street. It also removes a major commuting route from NW Indianapolis to major downtown employers such as Lilly.

The reason this section is slow is due to entering traffic from Pennsylvania street needing to merge 2 lanes left to take I70E and the overhead signs from I65S indicating all traffic must merge into the single right lane before the Penn on ramp. If anything, you should not allow traffic to go I70E from the Penn on ramp if you want to improve flow. They, I70E, can use the Pine St ramp.

**From:** Indy North Split  
**To:** [Mr. Tracy Pitts](mailto:Mr.Tracy.Pitts)  
**Subject:** RE: New signage for 65 S Meridian St exit  
**Date:** Thursday, October 18, 2018 1:06:21 PM

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Mr. Tracy Pitts,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Mr Tracy Pitts <tep437@yahoo.com>  
**Sent:** Monday, October 15, 2018 9:40 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** New signage for 65 S Meridian St exit

Please consider adding new signage to inform southbound traffic to exit at Meridian St to access Michigan, Ohio, Fletcher exits, via new CD lane at Delaware ramp



Mr Tracy Pitts

1 captured by our court reporter. Having heard from our  
2 previous speaker, maybe someone else would like an  
3 opportunity to present his or her comment. I see a  
4 gentleman making his way. I'll also mention please, by  
5 all means, feel free to supplement your verbal comments  
6 with written statements, e-mails as well. Sir, if you'd  
7 be so kind as to state your first and last name, the  
8 floor is yours.

9 MR. PLISTON: Good evening. My name is James  
10 Pliston (phonetic). I appreciate the work you have done  
11 on the safety, the durability aspects. A lot of work  
12 has gone into it; however, highways are supposed to be  
13 safe. They're supposed to be durable. I would view  
14 those as duties as opposed to virtues. For 50 years,  
15 the interstate has been carving its way through this  
16 city, and I've been driving 30 years to see how it has  
17 ravaged neighborhoods. The City, HNTB, this is your  
18 city. This is your town. You have been delivered  
19 probably the greatest urban renewal, urban planning  
20 project in a generation, and it still appears as this is  
21 being treated largely as an infrastructure  
22 transportation problem. You mentioned your purpose and  
23 need, but the purpose and need seems to be extremely  
24 constrained. You showed the map, and it was surrounded  
25 by historic neighborhoods, yet aside from the sections

1 you have shown of varying wall heights, it appears that  
2 your consideration of neighborhoods is very constrained  
3 for this section of the interstate. I would encourage  
4 you to say you have this incredible opportunity to seize  
5 it and make something that we can remember in 50 years  
6 as a landmark of planning and design. Thank you.

7 MR. CLARK: You're welcome. Very well said.  
8 Thank you, sir, for those comments. Another speaker for  
9 our speaker session this evening. If you'd be so kind  
10 as to state your first and last name, the floor is  
11 yours.

12 MS. WHITAKER: My name is Beth Whitaker, and I  
13 would like to echo the statements that were just said.  
14 I'm concerned about the community impact of these plans.  
15 It's taken over 50 years for us as a city to recover  
16 from the devastation of cutting off our neighborhoods,  
17 and I appreciate that you're not continuing that by  
18 widening things and continuing that divide. Most of our  
19 roads right now lead to dead-ends at the interstate. So  
20 with that, that means that we, as the neighborhood  
21 residents, have to use the interstate to get to and from  
22 within our own city. So some of my concerns are looking  
23 at the closing of the exits along where 65 and 70  
24 combine, particularly looking at our south neighborhoods  
25 of Fletcher and East Street.

**From:** Indy North Split  
**To:** [Jill Plummer](#)  
**Subject:** RE: Rethink I65/70  
**Date:** Tuesday, October 30, 2018 5:47:26 PM

---

Good evening,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Jill Plummer <jplumb57@yahoo.com>  
**Sent:** Tuesday, October 30, 2018 12:35 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Rethink I65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you!

[Sent from Yahoo Mail for iPhone](#)

**From:** Indy North Split  
**To:** [Bruce Polson](#)  
**Subject:** RE: i65/i70 plans  
**Date:** Tuesday, October 30, 2018 8:39:15 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

Ali Hernandez  
 North Split Public Involvement

-----Original Message-----

From: Bruce Polson <outlook\_509E8E964F96ED02@outlook.com> On Behalf Of Bruce Polson  
 Sent: Monday, October 29, 2018 1:33 PM  
 To: Indy North Split <info@northsplit.com>  
 Subject: i65/i70 plans

To Whomever It May Concern:

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection

and north interchange between I-65 and I-70.

Respectfully,  
Bruce Polson  
1217 N. Temple Ave.  
Indianapolis, IN  
317-636-5948

Sent from my iPhone

**From:** Indy North Split  
**To:** [julia.pratt](mailto:julia.pratt)  
**Subject:** RE: Please rethink 65/70 Interstates redesign INDOT plan  
**Date:** Monday, October 29, 2018 3:47:05 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** julia pratt <juliapratt1@hotmail.com>  
**Sent:** Monday, October 29, 2018 11:52 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please rethink 65/70 Interstates redesign INDOT plan

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
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The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

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INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you for your attention in this matter, Julia Pratt - Citizen living in Town of Speedway

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**From:** Indy North Split  
**To:** [julia.pratt](mailto:julia.pratt)  
**Subject:** RE: My comments @ I65/70 Split Planning efforts / INDOT's September 21 Alternatives Screening Report  
**Date:** Monday, October 29, 2018 3:32:01 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** julia pratt <juliapratt1@hotmail.com>  
**Sent:** Monday, October 29, 2018 10:53 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** My comments @ I65/70 Split Planning efforts / INDOT's September 21 Alternatives Screening Report

To Whom It May Concern:

I, Julia Pratt, thank the State of Indiana and the engineer team working for INDOT for their hard work. And, thank you for encouraging citizens in the region to share our comments. We want to be part of the efforts to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years. We want to see change to the 65/70 Interstates as they run through downtown Indianapolis, Indiana.

I live in the Town of Speedway, roughly one block from our historic neighborhood, the original platted area of Speedway City, Indiana. I've attended your public meetings and tried to talk with your engineers who seem to have trouble understanding the human side of my driving experiences for this stretch of road. They have an explanation for everything, an ordinance or ruling that seemingly limits their abilities to change their road proposal. What they draft seems so complicated for an ordinary driver to use common sense to safely navigate this stretch of road. I have a perfect example of driver confusion at the intersection of Interstates 74 and 465 at exits 16A/B, that has yet to have a sign naming it as the exit for the Town of Speedway, Indiana.

I am struggling with the common sense aspect for your road redesign proposals for Interstates 65/70. I think you have also left out of the equation several key points listed below from the Rethink 65/70 Coalition. Please go back to the drawing board & start over. What you have come up with seems lacking in creativity and yes,

ingenuity. As engineers, you may have kept to the minimum description of the scope of the project, but you forgot some larger human elements that makes it meaningful and ultimately, makes it work better for all of us road-weary drivers.

The Capital City of Indianapolis needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place.

We are serious about collaborating for a solution that befits the Hoosier State and that becomes a model for other States.

**Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.**

**1.0**

**Purpose and Need Statement**

The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention.

Comments:

a.

The Alternatives Screening Report *Purpose and Need statement* is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. This is most notable by using the east end of the Alabama Street bridge and Meridian Street ramps as convenient rather than logical termini.

b.

Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project Segmentation.

c.

We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states "Depending on how the 3 separate project units are

advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR's in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ...at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg.” ***Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study.***

d.

Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.

## 2.0

### Proposed Performance Measures shown in Table 2-4, page 2-15

Comments:

a.

This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.

b.

Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and should be considered in the APE.

c.

Bridge Condition & Remaining Service Life: the community supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.

### 3.0

#### Traffic Mobility Comments

Comments:

a.

Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.

### 4.0

#### Economic Development Potential

Comments:

a.

The INDOT Proposal is not compatible with the Coalition's principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.

b.

The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.

c.

Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.

d.

A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.

### 5.0

#### Connectivity Comments

Comments:

a.

The INDOT Proposal is not compatible with the Coalition's principles of connectivity

for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.

b.

This will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.

c.

This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.

d.

By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.

e.

There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.

## 6.0

### **Economic/Social Justice Comments**

Comments:

a.

The INDOT Proposal is not compatible with the Coalition's goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.

## 7.0

### **Preferred Alternate 4C**

Comments:

a.

Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from 1-70 westbound traffic proposal: we find it unacceptable that access to Indianapolis' primary street to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips.

b.

Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.

c.

Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

Respectfully submitted,  
Julia Pratt - Town of Speedway resident  
(Cell #317 430-1701)

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:22 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; nick.prihoda@gmail.com &lt;nick.prihoda@gmail.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin****North Split Public Involvement**

---

**From:** Nick Prihoda <nick.prihoda@gmail.com>**Sent:** Monday, October 29, 2018 10:02:19 AM**To:** info@northsplit.com; Erin Pipkin**Subject:** New submission from Contact at indynorthsplit.com**Name**

Nick Prihoda

**Email**[nick.prihoda@gmail.com](mailto:nick.prihoda@gmail.com)**Message**

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

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INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:12 PM

Sent Items

To: info@northsplit.com &lt;info@northsplit.com&gt;; squinn@echopointmedia.com &lt;squinn@echopointmedia.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin**  
**North Split Public Involvement**

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**From:** Shannon Quinn <squinn@echopointmedia.com>  
**Sent:** Monday, October 29, 2018 5:27:42 PM  
**To:** info@northsplit.com; Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

Shannon Quinn

**Email**[squinn@echopointmedia.com](mailto:squinn@echopointmedia.com)**Message**

Come on now. PLEASE do better!!!!

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:10 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; andrew.rader@gmail.com &lt;andrew.rader@gmail.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

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**Erin Pipkin****North Split Public Involvement**

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**From:** Andrew Rader <andrew.rader@gmail.com>**Sent:** Monday, October 29, 2018 7:26:54 PM**To:** info@northsplit.com; Erin Pipkin**Subject:** New submission from Contact at indynorthsplit.com**Name**

Andrew Rader

**Email**[andrew.rader@gmail.com](mailto:andrew.rader@gmail.com)**Phone**

(317) 379-2025

**Message**

INDoT has the opportunity to dramatically change urban transportation into the center of Indianapolis. Option 4C does not go far enough to planning for the future of transportation. Other options that would integrate with the neighborhoods via a boulevard are much preferred.

**From:** Indy North Split  
**To:** [Lori](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 2:57:09 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** Lori <lorirangel@att.net>  
**Sent:** Monday, October 29, 2018 9:20 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Lorelei Rangel  
Owner  
La Margarita Fountain Square



# COMMENTS AND QUESTIONS

Alison Redenz

NAME

PHONE

ADDRESS

aredenz@hbdin.org

EMAIL ADDRESS

Does this interchange set us  
up to be able to consider other  
possibilities at a system level?  
- bringing it at grade, etc.

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:13 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; rregan@yandl.com &lt;rregan@yandl.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

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**Erin Pipkin****North Split Public Involvement**

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**From:** Rachel Regan <rregan@yandl.com>  
**Sent:** Monday, October 29, 2018 3:01:57 PM  
**To:** info@northsplit.com; Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

Rachel Regan

**Email**[rregan@yandl.com](mailto:rregan@yandl.com)**Phone**

(317) 847-2681

**Message**

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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**From:** Indy North Split  
**To:** [Ralf Reisinger](#)  
**Subject:** RE: Comments to INDOT New Design for I-65/70 North Split  
**Date:** Tuesday, October 30, 2018 5:48:38 PM

---

Good evening,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Ralf Reisinger <rreisinger@salesforce.com>  
**Sent:** Tuesday, October 30, 2018 2:27 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Comments to INDOT New Design for I-65/70 North Split

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**Upcoming PTO: 11/21/18 & VTO: 11/28/18**

RALF F. REISINGER, PMP  
Project Manager - Senior Consultant, Marketing Cloud Services | Salesforce  
Office: 317-524-4647  
Mobile: 317-766-1274



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**From:** Indy North Split  
**To:** [Ralf Reisinger](#)  
**Subject:** RE: I65/70 split comments  
**Date:** Tuesday, October 30, 2018 5:48:05 PM

---

Good evening,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** Ralf Reisinger <Mr\_Silly\_Guy1@yahoo.com>  
**Sent:** Tuesday, October 30, 2018 1:19 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** I65/70 split comments

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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Sent from my iPhone

**From:** Indy North Split  
**To:** [Mike Rettig](#)  
**Subject:** RE: North Split Rebuild Comment  
**Date:** Monday, October 29, 2018 3:45:13 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

Ali Hernandez  
North Split Public Involvement

-----Original Message-----

From: Mike Rettig <rettimi@gmail.com>  
Sent: Monday, October 29, 2018 11:30 AM  
To: Indy North Split <info@northsplit.com>  
Subject: North Split Rebuild Comment

Hi Folks,

I'm a resident of the Cottage Home neighborhood located just east of I65/70. The changes presented in the 4C plan are much improved over the previous plan with a couple of exceptions.

As a downtown resident, I often use the Meridian St. and Delaware St. exit and on-ramps. Closing these would be inconvenient for thousands of travelers who live and work downtown. There were alternate plans that eliminated weave in this area that should be explored further.

Also, if the bridges over St. Clair and E. 10th are widened, I would like to see extra lighting under the bridges for safety reasons. They are already dark, dank and scary as hell to walk under day or night.

Thanks.

Mike Rettig

**From:** Indy North Split  
**To:** [Mike Rettig](#)  
**Subject:** RE: North Split Rebuild Comment  
**Date:** Tuesday, October 30, 2018 8:37:38 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Mike Rettig <rettimi@gmail.com>  
**Sent:** Monday, October 29, 2018 12:59 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** North Split Rebuild Comment

Hi Folks,

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

## New submission from Contact at indynorthsplit.com

Janice Reynolds &lt;janicer163@aol.com&gt;

Mon 10/29/2018 6:38 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; Erin Pipkin &lt;erin@compassoutreachsolutions.com&gt;;

**Name**

Janice Reynolds

**Email**[janicer163@aol.com](mailto:janicer163@aol.com)**Phone**

(317) 902-0427

**Message**

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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**From:** Indy North Split  
**To:** [susanrice@indy.rr.com](mailto:susanrice@indy.rr.com)  
**Subject:** RE: I65/70  
**Date:** Tuesday, October 30, 2018 8:43:51 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** susanrice@indy.rr.com <susanrice@indy.rr.com>  
**Sent:** Monday, October 29, 2018 2:45 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** I65/70

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**From:** Indy North Split  
**To:** [Richardson, Charles T.](#)  
**Subject:** RE: Comments of Charles T. Richardson, 435 Virginia Avenue, Indianapolis, IN 46203: Rethinking the North Split  
**Date:** Monday, October 29, 2018 3:09:24 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** Richardson, Charles T. <[crichardson@faegrebd.com](mailto:crichardson@faegrebd.com)>  
**Sent:** Monday, October 29, 2018 10:03 AM  
**To:** Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>  
**Subject:** Comments of Charles T. Richardson, 435 Virginia Avenue, Indianapolis, IN 46203: Rethinking the North Split

Charles T. Richardson

***Retired Partner, Faegre Baker Daniels***

[crichardson@FaegreBD.com](mailto:crichardson@FaegreBD.com)

435 Virginia Avenue, Apt. 105

Indianapolis, IN 46203

202/997-0681

**I worked for an Indianapolis law firm for 45 years after getting my start in Indianapolis Mayor Richard Lugar’s office in the summers of 1969 and 1970. I saw what the interstate system did to downtown neighborhoods at the very beginning. Tragic. Now that I live downtown in retirement (435 Virginia Avenue in Indianapolis), I join with the Rethink 65/70 Coalition urging INDOT/HNTB to work hard with all constituencies to come up with the very best solution that will serve Indianapolis, Indiana, and all our citizens for decades to come. We are Hoosiers and we do things better—particularly now that we have examples of what other cities have done to deal with divisive overhead highway systems. Let’s work together starting now to get it right this time around—and be a beacon of wise urban design for the country in this major American city. I thank the State of Indiana for encouraging all of us in the region to work together toward the vision of a superior solution that all Hoosiers can be proud of for the next 50 years.**

**In short, our Capital City needs this major defining infrastructure element to become an inspiring project that fuels real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in**

urban design and execution. I join the Rethink 65/70 Coalition's pledge of the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place. Specifically, please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**Finally, I agree with the Coalition's technical comments on the INDOT Alternatives Screening Report dated September 21, 2018.**

**1.0 Purpose and Need Statement**

The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention.

Comments:

a. The Alternatives Screening Report *Purpose and Need statement* is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. This is most notable by using the east end of the Alabama Street bridge and Meridian Street ramps as convenient rather than logical termini.

b. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project Segmentation.

c. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states "Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR's in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ....at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) [I-65](#) near Northside from Central Avenue to Fall Creek, and (3) [I-70](#) near Eastside from Commerce Avenue to I-465 East Leg." ***Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study.***

d. Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.

**2.0 Proposed Performance Measures shown in Table 2-4, page 2-15**

Comments:

a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.

b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and should be considered in the APE.

c. Bridge Condition & Remaining Service Life: the community supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.

### **3.0 Traffic Mobility Comments**

Comments:

a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.

### **4.0 Economic Development Potential**

Comments:

a. The INDOT Proposal is not compatible with the Coalition's principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.

b. The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.

c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.

d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.

## **5.0 Connectivity Comments**

Comments:

a. The INDOT Proposal is not compatible with the Coalition's principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.

b. This will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.

c. This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.

d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.

e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.

## **6.0 Economic/Social Justice Comments**

Comments:

a. The INDOT Proposal is not compatible with the Coalition's goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.

## **7.0 Preferred Alternate 4C**

Comments:

a. Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from 1-70 westbound traffic proposal: we find it unacceptable that access to Indianapolis' primary street to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips.

b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.

c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

Respectfully submitted,

Charles T. Richardson

***Retired Partner, Faegre Baker Daniels***

[crichardson@FaegreBD.com](mailto:crichardson@FaegreBD.com)

435 Virginia Avenue, Apt. 105

Indianapolis, IN 46203

202/997-0681

**From:** Indy North Split  
**To:** [Nick Robertson](#)  
**Subject:** RE: 65/70 SPLIT  
**Date:** Tuesday, October 30, 2018 8:53:51 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Nick Robertson <[robyniko@gmail.com](mailto:robyniko@gmail.com)>  
**Sent:** Monday, October 29, 2018 5:16 PM  
**To:** Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>  
**Subject:** 65/70 SPLIT

I am including the text below because I support most of the message and frankly I don't have a lot of time. But I would go even further. The division caused by splitting the Old Northside and Chatham Arch/St Joseph has caused irreparable damage to the city and its urban inhabitants. Eliminating the split in favor of an at-grade boulevard would not only improve the lives of near north residents such as myself, but would create many millions of dollars of developable street frontage. It would also provide a much needed reduction in air and noise pollution. In closing, do NOT expand the freeway and please consider removing it completely between N Capitol and College. Thank you for your consideration.

"Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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**From:** Indy North Split  
**To:** [Robinson, Clay](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 3:28:25 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Robinson, Clay <Clay@sunkingbrewing.com>  
**Sent:** Monday, October 29, 2018 10:34 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

To whom it may concern,

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

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INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Sincerely,

**Clay Robinson**

**Co-Founder/Owner**

**Sun King Brewing Company**

**135 N . College Ave.**

**Indianapolis, IN 46202**

**317-602-3702**

**From:** Indy North Split  
**To:** [Andrew Rodocker](#)  
**Subject:** RE: North Split  
**Date:** Tuesday, October 30, 2018 8:35:06 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Andrew Rodocker <alrodocker@yahoo.com>  
**Sent:** Monday, October 29, 2018 12:37 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** North Split

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

[Sent from Yahoo Mail for iPhone](#)

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:15 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; acroselee@gmail.com &lt;acroselee@gmail.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin**  
**North Split Public Involvement**

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**From:** Allyson Roselee <acroselee@gmail.com>  
**Sent:** Monday, October 29, 2018 1:05:28 PM  
**To:** info@northsplit.com; Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

Allyson Roselee

**Email**[acroselee@gmail.com](mailto:acroselee@gmail.com)**Phone**

(317) 910-0526

**Message**

Please consider dropping the interstates below ground level. This would eliminate the need for walls. The sound of the interstate and subsequent vibrations that shake houses apart would be muffled. The interstates also need to be buried to reconnect the sides of the city that were logistically and visually cut off by the interstates: south and east. For an excellent example of what I speak, please reference the burying of I-76 (Schuylkill Expressway) in Center City, Philadelphia, PA, USA.

**From:** Indy North Split  
**To:** [Ben Ross](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 3:46:10 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Ben Ross <BRoss@ratiodesign.com>  
**Sent:** Monday, October 29, 2018 11:40 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**Benjamin Ross**, LEED AP  
Preservation  
Direct [317.275.6965](tel:317.275.6965)

**RATIO** | defining spaces, creating places, enhancing community (sm)

[RATIOdesign.com](http://RATIOdesign.com) Indianapolis 317.633.4040 | Champaign 217.352.7696 | Raleigh 919.821.0805 | Chicago 312.465.2359

Affiliates: RATIO States, LLC | RATIO States - NC, PLLC | RATIO Architects of Ohio, LLC | smdp, LLC

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Now on the RATIO blog: [A New Hotel Concept from West Elm Takes Shape](#)

**From:** Indy North Split  
**To:** [Eric Rowland](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 3:02:08 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

Ali Hernandez  
North Split Public Involvement

-----Original Message-----

From: Eric Rowland <erowland@rowlanddesign.com>  
Sent: Monday, October 29, 2018 9:37 AM  
To: Indy North Split <info@northsplit.com>  
Subject: Please Rethink plans for I-65/70

Greetings-

I ask that you please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection

and north interchange between I-65 and I-70.

Best,  
Eric Rowland

Rowland Design | Eric J. Rowland, AIA, LEED AP  
702 North Capitol Avenue | Indianapolis, Indiana 46204  
317.263.2062 | direct  
317.636.3980 | phone  
317.263.2073 | fax

www.rowlanddesign.com<<http://www.rowlanddesign.com/>>  
www.facebook.com/rowlanddesign<<http://www.facebook.com/rowlanddesign>>  
<http://twitter.com/#!/RowlandDesign>

**From:** Indy North Split  
**To:** [Mallory Ruark](#)  
**Subject:** RE: Rethink I-65/70  
**Date:** Thursday, November 1, 2018 4:37:29 PM

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Good evening,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Mallory Ruark <mallieru@gmail.com>  
**Sent:** Tuesday, October 30, 2018 10:38 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Rethink I-65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [Spencer Ruark](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Tuesday, October 30, 2018 5:43:56 PM

---

Good evening,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** Spencer Ruark <spencru@gmail.com>  
**Sent:** Tuesday, October 30, 2018 11:07 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.



# COMMENTS AND QUESTIONS

Ray Sahn 317-946-9040  
NAME PHONE

1416 Sturm Ave INDIANAPOLIS 46201  
ADDRESS

Ray.Sahn@GMAIL.COM  
EMAIL ADDRESS

I'M CONCERNED THAT 40 PLAN  
WILL REALLY REMOVE  
I-65 SOUTH ACCESS TO  
4 EXIT RAMP.

IF YOU REMOVE ACCESS TO  
CD Michigan Ohio Fletcher & EAST

**From:** Indy North Split  
**To:** [Josh Salyer](mailto:josal24@aol.com)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 3:38:40 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

Ali Hernandez  
 North Split Public Involvement

-----Original Message-----

From: Josh Salyer <josal24@aol.com>  
 Sent: Monday, October 29, 2018 11:14 AM  
 To: Indy North Split <info@northsplit.com>  
 Subject: Please Rethink plans for I-65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:23 PM

Sent Items

To: info@northsplit.com &lt;info@northsplit.com&gt;; sandvigsteve@yahoo.com &lt;sandvigsteve@yahoo.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin**  
**North Split Public Involvement**

---

**From:** Steve Sandvig <sandvigsteve@yahoo.com>  
**Sent:** Monday, October 29, 2018 9:57:20 AM  
**To:** info@northsplit.com; Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

Steve Sandvig

**Email**[sandvigsteve@yahoo.com](mailto:sandvigsteve@yahoo.com)**Phone**

(317) 608-9495

**Message**

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [Steve Sandvig](#)  
**Subject:** RE: North Split  
**Date:** Tuesday, October 30, 2018 5:47:56 PM

---

Good evening,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Steve Sandvig <sandvigsteve@yahoo.com>  
**Sent:** Tuesday, October 30, 2018 12:57 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** North Split

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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[Sent from Yahoo Mail for iPhone](#)

**From:** Indy North Split  
**To:** [Tom Schaefer](#)  
**Subject:** RE: INDOT / North Split Comments  
**Date:** Monday, October 29, 2018 2:03:21 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Tom Schaefer <tlschaefer@aol.com>  
**Sent:** Sunday, October 28, 2018 4:58 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** INDOT / North Split Comments

I, as Chatham Arch resident, thank the State of Indiana for encouraging citizens to participate and comment on the North Split. I am serious about collaborating with INDOT on achieving a solution that improves transportation in Indianapolis. Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.

**1.0 Proposed Performance Measures shown in Table 5-7, page 5-9**

- a. INDOT proposes elimination of some connections to local streets to resolve safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. We believe the Area of Potential Effects (APE) should be expanded to include the exit/entry areas that may be impacted, such as West Street and Fletcher Ave.
  
- b. Alternative 4C, INDOT's Preferred Alternative, proposes eliminating access at Meridian/Pennsylvania and the Meridian/Delaware ramps from I-70 westbound traffic and the Ohio/Michigan exits via the collector-distributor ramp from I-70. We find it unacceptable that access to the downtown core would no longer be available to thousands of travelers and we believe this will deter our customer base and their patronage of Mass Ave.
  
- c. MAMA supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but that also remove the visual and physical connectivity divides between existing neighborhoods. Mass Ave was cut at [10<sup>th</sup> Street](#) and no longer connects to north Mass Ave when the North Split was constructed. The northeast end of Mass Ave

subsequently struggled for years to be economically viable. We urge INDOT to consider an inner loop design that reconnects the street grid to provide connectivity and encourage economic development.

### **3.0 Retaining Walls:**

The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, and the Mass Ave Commercial District, all listed on the National Register of Historic Places. This additional separation is unacceptable and misses the opportunity to correct past mistakes.

### **4.0 Added pavement width**

The additional pavement width of up to 24 feet exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods and the Mass Ave District. Many of our workers live in adjacent districts and walk or bike to work.

### **2.0 Economic Development Potential**

- a. The INDOT Proposal is does not promote or enhance economic development potential. MAMA agrees with the Rethink 65/70 Coalition that new mixed-use development districts created from relinquished interstate right-of-way space made available by a reduced interstate footprint could be transformative for downtown. As independent merchants and restaurant owners, we need continued means to grow our customer base to effectively compete with suburban malls.
- b. MAMA supports the Rethink 65/70 Coalition request that INDOT redesign the northside leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.
- c. We understand from a study that the Rethink 65/70 Coalition prepared, that over 38.7 acres of new area can be gained on the northside segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space. This would greatly enhance the viability of MAMA businesses.

Regards,

Tom Schaefer

[TLSchaefer@aol.com](mailto:TLSchaefer@aol.com)

624 E Walnut St, Indianapolis, IN 46204

224.279.5589

Grammar and spelling errors are due to this iPad

**From:** Indy North Split  
**To:** [Nancy Schaefer](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 3:29:13 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Nancy Schaefer <nhschaefer@aol.com>  
**Sent:** Monday, October 29, 2018 10:34 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

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Sent from my iPad

**From:** Indy North Split  
**To:** [Tom Schaefer](#)  
**Subject:** RE: Rethink 65/70 North Split  
**Date:** Monday, October 29, 2018 3:36:07 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

Ali Hernandez  
North Split Public Involvement

-----Original Message-----

From: Tom Schaefer <tlschaefer@aol.com>  
Sent: Monday, October 29, 2018 11:20 AM  
To: Indy North Split <info@northsplit.com>  
Subject: Rethink 65/70 North Split

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Regards,  
Tom Schaefer  
624 E Walnut St, Indianapolis, IN 46204  
224.27.5589  
TlSchaefer@aol.com  
Grammar and spelling errors are due to this iPad

**From:** Indy North Split  
**To:** [rcjscheele@gmail.com](mailto:rcjscheele@gmail.com)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Tuesday, October 30, 2018 9:03:38 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** rcjscheele@gmail.com <rcjscheele@gmail.com>  
**Sent:** Tuesday, October 30, 2018 8:20 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

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Best Regards,

Robert Scheele

**From:** Indy North Split  
**To:** [Tom Schlehuber](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 2:56:54 PM

---

Good afternoon,

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Ali Hernandez  
 North Split Public Involvement

-----Original Message-----

From: Tom Schlehuber <tschle01@gmail.com>  
 Sent: Monday, October 29, 2018 9:16 AM  
 To: Indy North Split <info@northsplit.com>  
 Subject: Please Rethink plans for I-65/70

From tom schlehuber, President of the Villaggio homeowners association:

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and north interchange between I-6

Sent from my iPhone

**Contact : Entry # 622****Name**

Brian Schluep

**Email**[bschluep@echopointmedia.com](mailto:bschluep@echopointmedia.com)**Message**

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:20 PM

To: info@northsplit.com <info@northsplit.com>; corym.schneider@gmail.com <corym.schneider@gmail.com>; NorthSplit <NorthSplit@HNTB.com>;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin**  
**North Split Public Involvement**

---

**From:** Cory Schneider <corym.schneider@gmail.com>  
**Sent:** Monday, October 29, 2018 10:49:55 AM  
**To:** info@northsplit.com; Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

Cory Schneider

**Email**

[corym.schneider@gmail.com](mailto:corym.schneider@gmail.com)

**Phone**

(317) 902-3551

**Message**

In the plan, I'd personally like to see no large walls and no widening of the current number of lanes. Let's connectivity these neighborhoods—not divide them! This will set the stage for our state's growth for years and years to come.

**From:** Indy North Split  
**To:** [Paul Shafer](#)  
**Subject:** RE: North Split Project  
**Date:** Tuesday, October 30, 2018 9:02:28 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** Paul Shafer <paulshafer@yahoo.com>  
**Sent:** Monday, October 29, 2018 10:36 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** North Split Project

To whom it may concern:

I am writing to ask that INDOT rethinks its plans for the 65-70 North Split.

First, I appreciate that INDOT has listened to community feedback and revised its plans to a much more neighborhood-friendly plan that does not expand the footprint of the North Split.

However, I would like INDOT to continue to explore other plans that could conceivably reinvent the city of Indianapolis for decades to come. I firmly believe that one of Indianapolis' greatest features (compared to other large cities) are the neighborhoods on the near north side with their historic homes and proximity to downtown. There is a physical barrier between these neighborhoods and the rest of downtown, and we get *one* opportunity every 50 years to remove this physical barrier.

I understand that other options may be more expensive. I only ask that all alternatives are explored fully, with potential costs being made available to the public, before final decisions are made. I reiterate the fact that the decision made will impact this city for 50 years, and we only get one opportunity to correct the mistakes of the past.

Thank you for your time.

Sincerely,

Paul Shafer  
2413 N Delaware St  
Indianapolis, IN 46205

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:16 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; jsherlock322@gmail.com &lt;jsherlock322@gmail.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin****North Split Public Involvement**

---

**From:** J Nathan Sherlock <jsherlock322@gmail.com>**Sent:** Monday, October 29, 2018 12:46:30 PM**To:** info@northsplit.com; Erin Pipkin**Subject:** New submission from Contact at indynorthsplit.com**Name**

J Nathan Sherlock

**Email**[jsherlock322@gmail.com](mailto:jsherlock322@gmail.com)**Phone**

(317) 637-4838

**Message**

Removing access from Delaware St onto I-65 South is just totally unacceptable. If this occurs, downtown residents will no longer have any nearby access to I-65 South. I was against all of this Rethink 65/70 and felt the additional lanes should have been added on the current right-of-way. Without ready interstate access to northside downtown residents, our property values will certainly be negatively affected. PLEASE DO NOT ELIMINATE THE ACCESS TO I-65 SOUTH FROM DELAWARE STREET!!!

**From:** Indy North Split  
**To:** [Joshua Silbert](#)  
**Subject:** RE: Interstate redesign concerns  
**Date:** Monday, October 29, 2018 3:28:27 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Joshua Silbert <jjsilbert@gmail.com>  
**Sent:** Monday, October 29, 2018 10:33 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Interstate redesign concerns

Howdy - as a long time near east side resident, I would like to voice concern about unfortunate design plans I keep hearing about.

I do NOT want to lose the ramp to 65/70

I do NOT want a large wall to be built by St. Clair street and the interstate.

I do NOT want the quality of my neighborhood (and therefore, overall quality of life) to be ignored by INDOT or HNTB.

If you need more information about specifics, please enjoy this light reading I've included below:

The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place.

We are serious about collaborating for a solution that befits the Hoosier State and that becomes a model for other States.

**Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.**

**1.0 Purpose and Need Statement**

The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention.

Comments:

- a. The Alternatives Screening Report *Purpose and Need statement* is for a narrowly

defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. This is most notable by using the east end of the Alabama Street bridge and Meridian Street ramps as convenient rather than logical termini.

b. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project Segmentation.

c. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states "Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR's in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ....at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg." ***Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study.***

d. Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.

## 2.0 Proposed Performance Measures shown in Table 2-4, page 2-15

### Comments:

a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.

b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and

should be considered in the APE.

c. Bridge Condition & Remaining Service Life: the community supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.

### **3.0 Traffic Mobility Comments**

Comments:

a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.

### **4.0 Economic Development Potential**

Comments:

- a. The INDOT Proposal is not compatible with the Coalition's principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.
- b. The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.
- c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.
- d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.

### **5.0 Connectivity Comments**

Comments:

- a. The INDOT Proposal is not compatible with the Coalition's principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.
- b. This will provide multimodal balance between pedestrian, bicycle, transit and

automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.

c. This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.

d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.

e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.

### **6.0 Economic/Social Justice Comments**

Comments:

a. The INDOT Proposal is not compatible with the Coalition's goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.

### **7.0 Preferred Alternate 4C**

Comments:

a. Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from 1-70 westbound traffic proposal: we find it unacceptable that access to Indianapolis' primary street to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips.

b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.

c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

Respectfully submitted,

Joshua Silbert  
946 N. Highland Ave.  
Indianapolis, IN 46202

## New submission from Contact at indynorthsplit.com

Halley Smith &lt;hesmith1318@gmail.com&gt;

Mon 10/29/2018 10:10 AM

To: info@northsplit.com &lt;info@northsplit.com&gt;; Erin Pipkin &lt;erin@compassoutreachsolutions.com&gt;;

**Name**

Halley Smith

**Email**[hesmith1318@gmail.com](mailto:hesmith1318@gmail.com)**Phone**

(901) 482-6326

**Message**

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [Janice E. Smith](#)  
**Subject:** RE: Indianapolis Interstate System, Inner City  
**Date:** Monday, October 29, 2018 2:57:58 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Janice E. Smith <[jsmithlawofc@indy.rr.com](mailto:jsmithlawofc@indy.rr.com)>  
**Sent:** Monday, October 29, 2018 9:20 AM  
**To:** Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>  
**Subject:** Indianapolis Interstate System, Inner City

State of Indiana, Department of Transportation:

As we have traveled throughout the country, we have observed firsthand how many large cities are addressing their inner city interstate systems creatively. Of particular note are the cities of Boston and San Francisco. Indianapolis should do likewise. The RETHINK Coalition set forth four guiding principles for the State of Indiana to consider, and recently a joint report from the RETHINK Coalition in conjunction with Arup was issued that addressed the reworking of the Indianapolis inner city interstate system in a way that enhances the connectivity of the historical communities, promotes economic development, and addresses environmental issues. Let's move Indianapolis forward and creatively. I am requesting you seriously consider the report referenced above and adopt its recommendations.

Janice E. Smith, Ed.D., J.D.  
Lockerbie Square Property Owner and Resident

**From:** Indy North Split  
**To:** [Jennifer Smith](#)  
**Subject:** RE: I-65/70  
**Date:** Tuesday, October 30, 2018 8:39:50 AM  
**Attachments:** [image001.png](#)

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Jennifer Smith <jennifer@avantgarb.com>  
**Sent:** Monday, October 29, 2018 1:41 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** I-65/70

Greetings!

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
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INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Warmest regards,

Jennifer Smith



*Jennifer Q Smith - Queen of Fuzz*  
AvantGarb Inc  
317-423-2276  
[jennifer@avantgarb.com](mailto:jennifer@avantgarb.com)  
[avantgarb.com](http://avantgarb.com)

**From:** Indy North Split  
**To:** [Janice E. Smith](#)  
**Subject:** RE: Adoption of Rethink/Arup Coalition Recommendations  
**Date:** Monday, October 29, 2018 2:52:46 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Janice E. Smith <[jsmithlawofc@indy.rr.com](mailto:jsmithlawofc@indy.rr.com)>  
**Sent:** Monday, October 29, 2018 9:01 AM  
**To:** Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>  
**Subject:** Adoption of Rethink/Arup Coalition Recommendations

To: INDOT Administrator:  
From: Dr. Thomas A. Smith  
Clinical Psychologist  
Lockerbie Square  
Date: 10/29/18

While INDOT has listened somewhat to the business and historical coalitions concerned with the downtown Interstate, it has not captured all of the issues that need to be addressed. The State is aware of the coalitions' guiding principles, and those guiding principles should be heeded. I am requesting INDOT to study the design presented in the joint Rethink Coalition and Arup Report. At this point the State is missing the whole issue of economic development that would be possible if the results of the joint study were adopted. The solution is simply not more of the same that has been around for the past fifty years. It is time for Indiana to be creative and progressive in its thinking. Please step up to the plate!

**From:** Indy North Split  
**To:** [Janice E. Smith](#)  
**Subject:** RE: Adoption of Rethink/Arup Coalition Recommendations  
**Date:** Monday, October 29, 2018 2:51:52 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Janice E. Smith <[jsmithlawofc@indy.rr.com](mailto:jsmithlawofc@indy.rr.com)>  
**Sent:** Monday, October 29, 2018 8:57 AM  
**To:** Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>  
**Subject:** Adoption of Rethink/Arup Coalition Recommendations

To: INDOT Administrator:  
From: Dr. Thomas A. Smith  
Clinical Psychologist  
Lockerbie Square  
Date: 10/29/18

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Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution. We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**SUBMIT YOUR COMMENTS TO [INFO@NORTHSPLIT.COM](mailto:INFO@NORTHSPLIT.COM)** Thanks for your attention to this.

**Contact : Entry # 566****Name**

alain smithee

**Email**[5055551212@vmobl.com](mailto:5055551212@vmobl.com)**Message**

I am among those who are tired of traffic engineers fixating on moving as many vehicles as possible through a given space without considering the consequences of heir actions.

Please see: <https://www.youtube.com/watch?v=odF4GSX1y3c>

I'm also tired of the lack of consideration for other forms of transportation, such as walking and bicycling. I used to work in Park 100, and the intersection at 71st and Woodland is both bicycle/pedestrian hostile and dangerous. This intersection is why I gave up taking the bus to work and resumed driving. It was just too dangerous crossing the street at this intersection on foot so that I could walk from the bus stop to work.

It's past time for traffic engineers to consider ALL forms of transportation when designing roads instead of catering to motorized vehicles and dividing neighborhoods in the interest of moving traffic from Point A to Point B without considering the indirect economic and social costs of acres of concrete and asphalt.

One other note-INDOT should consider adding wildlife crossings on all Indiana interstates and limited access highways in order to prevent animal/vehicle collisions. Please see <https://www.fs.fed.us/wildlifecrossings/library/>.

**From:** Indy North Split  
**To:** [joe@nearindy.org](mailto:joe@nearindy.org)  
**Subject:** RE: New submission from Contact at indynorthsplit.com  
**Date:** Monday, October 29, 2018 10:00:55 AM

---

Hello,

Thanks again for your questions regarding the North Split and the preliminary preferred alternative. Below, please see our responses in red.

Thank you,

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** Indy North Split  
**Sent:** Friday, October 19, 2018 10:56 AM  
**To:** 'joe@nearindy.org' <joe@nearindy.org>  
**Subject:** RE: New submission from Contact at indynorthsplit.com

Hello,

Thank you for taking the time to share your comments and questions. We want to acknowledge receipt and let you know we'll get back to you as soon as possible with responses to your questions.

Thanks again!

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Joe Smoker <[joe@nearindy.org](mailto:joe@nearindy.org)>  
**Date:** October 16, 2018 at 10:24:45 AM EDT  
**To:** [info@northsplit.com](mailto:info@northsplit.com), [erin@compassoutreachsolutions.com](mailto:erin@compassoutreachsolutions.com)  
**Subject:** New submission from Contact at [indynorthsplit.com](http://indynorthsplit.com)  
**Reply-To:** [joe@nearindy.org](mailto:joe@nearindy.org)

**Name**

Joe Smoker

**Email**

[joe@nearindy.org](mailto:joe@nearindy.org)

**Message**

Good morning,

regarding the newly proposed INDOT alternative to the reconstruction of the north split, I have a few questions.

1. with the preferred alternative, there appears to be substantial ROW, including the decommissioned north flyover ramp for W70 so S65/70. Should this plan move forward, would INDOT transfer this extra ROW to the City for potential public use and development?

Details of a land use change are unknown at this time. Any land transfer would have to follow all applicable laws, and would be negotiated by INDOT.

2. When the bridges are replaced, will the artwork and installations remain, or will those be removed? Is there a direct contact for this process?

The project team anticipates the existing murals under the bridges will be removed; however, there will be opportunities for new artwork under the new bridges.

3. with the slight modifications in exit/entrance maneuvers, are there any modifications to at-grade intersections where the Meridian/Penn/Illinois ramp interacts, where the Delaware ramp interacts, or where Pine and Davidson interact?

There may need to be modifications to these intersections. However, the project team is still working on preliminary design, so it is too early to tell exactly what those modifications would be.

4. Will this project still include an option for tolling as a revenue/congestion tool?  
The North Split Project does not include tolling.

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From:

[erin@compassoutreachsolutions.com](mailto:erin@compassoutreachsolutions.com)

*You received this message because the sender is on your allow list.*

## New submission from Contact at indynorthsplit.com

Nathan Smurdon &lt;nbsmurdon@yahoo.com&gt;

Mon 10/29/2018 11:44 AM

To: info@northsplit.com &lt;info@northsplit.com&gt;; Erin Pipkin &lt;erin@compassoutreachsolutions.com&gt;;

**Name**

Nathan Smurdon

**Email**[nbsmurdon@yahoo.com](mailto:nbsmurdon@yahoo.com)**Phone**

(317) 590-2914

**Message**

I appreciate INDOT demonstrating an ability to listen to the concerns of those of us who are focused towards making downtown Indianapolis and the surrounding neighborhoods better places to live, work and play. While I understand that INDOT is primarily focused towards goals related to the automobile traffic our roadways carry, I encourage you to continue to work alongside community leaders who are thinking about the bigger picture for the future of our city. For the past 50+ years this interstate created physical and mental barriers for many who live in close proximity to it and this project is the opportunity to remedy some of these issues as we alter the infrastructure that will be in place for the next half century (or longer). Moving more cars more quickly and more safely is part of what you are tasked with, but your work also significantly impacts the city's ability to continue to improve our neighborhoods and the areas in/around downtown for the increasing number of people who want to live here and get around as pedestrians and bicyclists. Please continue to make this a larger part of your planning process, recognizing that you aren't improving an interstate located in the middle of rural Indiana, but rather one that has greater level of complexity as it intertwines with the livability of the largest economic engine in our state. And let's look at this as an opportunity to do something bigger than just fix the acute issues that are evident by considering what other benefits a thoughtful design could accomplish.

**From:** Indy North Split  
**To:** [Pauline Spiegel](#)  
**Subject:** RE: Public Comment  
**Date:** Tuesday, October 30, 2018 5:43:04 PM

---

Good evening,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Pauline Spiegel <ppspiegel@gmail.com>  
**Sent:** Tuesday, October 30, 2018 11:01 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Public Comment

To the planners of the new north and south 65/70 highway:

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

Best,  
P. Spiegel  
4410 North Pennsylvania St.  
Indianapolis, IN 46205

**From:** Indy North Split  
**To:** [Jane Sprehe](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 3:09:59 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** Jane Sprehe <[jsprehe@yandl.com](mailto:jsprehe@yandl.com)>  
**Sent:** Monday, October 29, 2018 10:06 AM  
**To:** Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>  
**Subject:** Please Rethink plans for I-65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you,  
Jane Sprehe  
concerned

**From:** Indy North Split  
**To:** [Mark Sprout](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Tuesday, October 30, 2018 5:48:15 PM

---

Good evening,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** Mark Sprout <mssprout@yahoo.com>  
**Sent:** Tuesday, October 30, 2018 1:16 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Regards,  
Mark Sprout

**From:** Indy North Split  
**To:** [Michael H. Starks](#)  
**Subject:** RE: Rethink Coalition's guiding principles  
**Date:** Tuesday, October 30, 2018 9:02:33 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Michael H. Starks <michael.starks0@gmail.com>  
**Sent:** Monday, October 29, 2018 11:03 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Rethink Coalition's guiding principles

**Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:**

- 1. No above grade walls**
- 2. No expansion of the existing number of through lanes**
- 3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates**
- 4. Increased opportunities for inclusive economic development along the path of the interstates**

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

-

Pax,  
Michael Starks  
317-732-8855

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:26 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; charlie.starling@gmail.com &lt;charlie.starling@gmail.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin****North Split Public Involvement**

---

**From:** Charlie Starling <charlie.starling@gmail.com>**Sent:** Sunday, October 28, 2018 11:32:56 PM**To:** info@northsplit.com; Erin Pipkin**Subject:** New submission from Contact at indynorthsplit.com**Name**

Charlie Starling

**Email**[charlie.starling@gmail.com](mailto:charlie.starling@gmail.com)**Phone**

(317) 354-6692

**Message**

If the selected alternative does not lower the interstates to ground level or below grade, then I recommend proceeding with the full interchange project with maintained access as is available today, and additional vehicle capacity. I would be in favor of a below grade option, but if the selected alternate is elevated, then make it the best elevated alternate. The visual and physical imposition on the neighborhoods seems to be, in my opinion, nearly equal in both options 4 and 5, so I would prefer to build the alternate that provides the greatest long term capacity and maintains access to downtown as it is today.

As a downtown (Fletcher Place) resident, eliminating I-65 SB access to the C-D lanes is upsetting. The C-D lanes not only allowed access to Michigan, New York, Ohio, and Fletcher, but it's also the best and safest way to access East St, as the weave from SB I-65 to East St is dangerous. Given the amount of traffic that will be forced to access downtown via East St, that weave with vehicles leaving the CD lanes (and weaving over to I-65 SB) will be even more dangerous.

It also seems like the interchange could relatively easily add a ramp along the I-70 CD lanes in the north which would connect to the I-65 NB exit ramp to Meridian/Pennsylvania. The elimination of this access from I-70 is disappointing.

Additionally, I do use the parking under the Interstate while attending church at Traders Point Christian Church at 12th & Delaware, so I would hope that this valuable parking area could be maintained.

Thanks,  
Charlie

**From:** Indy North Split  
**To:** [Justin Stevens](#)  
**Subject:** RE: Rethink I65/70 Split  
**Date:** Monday, October 29, 2018 3:36:30 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

Ali Hernandez  
 North Split Public Involvement

-----Original Message-----

From: Justin Stevens <[justin.b.stevens@gmail.com](mailto:justin.b.stevens@gmail.com)>  
 Sent: Monday, October 29, 2018 11:25 AM  
 To: Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>  
 Subject: Rethink I65/70 Split

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
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4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Sincerely,  
Justin Stevens

**From:** Indy North Split  
**To:** [NorthSplit](#); [Kia Gillette](#)  
**Subject:** FW: Comments on INDOT North Split Alternatives Screening Report  
**Date:** Friday, November 9, 2018 11:01:06 AM  
**Attachments:** [181029\\_SKA\\_Alternative4C\\_Comments.pdf](#)

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Attachment was missing from last email response I just sent. Thanks!

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**From:** Storrow Kinsella <SKA@storrowkinsella.com>  
**Sent:** Monday, October 29, 2018 10:42 AM  
**To:** Indy North Split <info@northsplit.com>  
**Cc:** rshi@indot.in.gov; Jeff.Bennett@Indy.Gov; Dan Parker (daniel.parker@indy.gov) <daniel.parker@indy.gov>; Emily Mack (Emily.mack@indy.gov) <Emily.mack@indy.gov>; Anna M. (Tyszkiewicz) Gremling (anna.gremling@indympo.org) <anna.gremling@indympo.org>; Dirks, Robert (FHWA) (Robert.Dirks@dot.gov) <Robert.Dirks@dot.gov>; runnally (runnally@indot.in.gov) <runnally@indot.in.gov>; andrea.martin@mail.house.gov; jmcguinness@indot.in.gov; megan.sims@mail.house.gov; LBrown2@gov.in.gov; Zach Adamson - Indianapolis City Council <AdamsonforIndy@aol.com>; voposili@gmail.com; Meg.Purnsley@indy.gov; Storrow Kinsella <SKA@storrowkinsella.com>; Marsh Davis - Indiana Landmarks (mdavis@indianalandmarks.org) <mdavis@indianalandmarks.org>; Paul Knapp (pknapp@yandl.com) <pknapp@yandl.com>; 'Kevin Osburn' <kosburn@reasite.com>; 'Brian Payne' <brianp@cicf.org>  
**Subject:** Comments on INDOT North Split Alternatives Screening Report

October 29, 2018

Kia Gillette, Environmental Project Manager  
HNTB Corporation  
E: [kgillette@hntb.com](mailto:kgillette@hntb.com)

*INDOT North Split Alternatives Screening Report dated September 21, 2018  
DES NOS. 1592385 and 1600808*

Ms. Gillette,

We are downtown residents, business owners, and principals of a professional planning and design firm providing technical support to the Rethink 65/70 Coalition.

Attached please find our review and comments on the North Split Alternatives Screening Report dated September 21, 2018. Our comments reflect our belief that while INDOT's *Alternatives Screening Report* is a thoughtful response to public input, our Capital City needs this major infrastructure investment to become an inspiring project that comprehensively addresses all segments of the downtown interstate to fuel downtown economic growth and to catapult Indianapolis forward to a prosperous future. The *Alternatives Screening Report* fails to address this fundamental concern.

We urge the State to holistically re-imagine the project in partnership with the city and community to fully realize the transformative opportunity it presents for economic development and quality of life for the front door to the State.

Sincerely,  
STORROW KINSELLA ASSOCIATES

Meg Storrow, FASLA, AICP CTP  
Landscape Architect, Certified Transportation Planner

John W. Kinsella  
Principal Urban Designer

attach: Comments on INDOT's *Alternatives Screening Report* dated September 21, 2018

cc: Governor Eric Holcomb  
Mayor Hogsett, Indianapolis  
Councillor Vop Osili, Indianapolis  
Councillor Zach Admason, Indianapolis  
Commissioner McGuiness, INDOT  
Representative Andre Carson  
Robert Dirks, FHWA  
Anna Gremling, Indianapolis MPO  
Jeff Bennett, Mayor's Office  
Dan Parker, Indianapolis DPW  
Emily Mack, Indianapolis DMD  
Meg Purnsley, IHPC  
Rethink 65/70 Coalition Leadership



storrow|kinsella associates  
 landscape architecture | community and transportation planning | urban design  
 303 North Alabama Street Studio 240 Indianapolis Indiana 46204 317•639•3420

October 29, 2018

Kia Gillette, Environmental Project Manager  
 HNTB Corporation  
 E: [kgillette@hntb.com](mailto:kgillette@hntb.com)

*INDOT North Split Alternatives Screening Report dated September 21, 2018  
 DES NOS. 1592385 and 1600808*

Ms. Gillette,

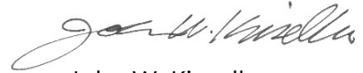
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Sincerely,  
 STORROW KINSELLA ASSOCIATES

  
 Meg Storow, FASLA, AICP CTP  
 Landscape Architect, Certified Transportation Planner

  
 John W. Kinsella  
 Principal Urban Designer

attach: Comments on INDOT's *Alternatives Screening Report* dated September 21, 2018

<p>cc: Governor Eric Holcomb          Mayor Hogsett, Indianapolis          Councillor Vop Osili, Indianapolis          Councillor Zach Admason, Indianapolis          Commissioner McGuinness, INDOT          Representative Andre Carson</p>	<p>Robert Dirks, FHWA          Anna Gremling, Indianapolis MPO          Jeff Bennett, Mayor's Office          Dan Parker, Indianapolis DPW          Emily Mack, Indianapolis DMD          Meg Purnsley, IHPC          Rethink 65/70 Coalition Leadership</p>
---	--



October 29, 2018

Kia Gillette, Environmental Project Manager  
 HNTB Corporation  
 E: [kgillette@hntb.com](mailto:kgillette@hntb.com)

*INDOT North Split Alternatives Screening Report dated September 21, 2018  
 DES NOS. 1592385 and 1600808*

Storow Kinsella Associates thanks the State of Indiana for encouraging citizens to participate and comment on the North Split. We are serious about collaborating with INDOT on achieving a solution that improves transportation in Indianapolis. Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.

### **1.0 Purpose and Need Statement**

The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention to fully address the significance of this project.

Comments:

- a. Logical Termini
  1. The Alternatives Screening Report *Purpose and Need statement* is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. The east end of the Alabama Street bridge and Meridian Street ramps are convenient rather than logical termini.
  2. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, still appears to fall under FHWA's definition of Project Segmentation.
  3. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states:

*"Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange*



**Comments on the INDOT Alternatives Screening Report dated September 21, 2018.**  
**Page 2**

*IAR's [Interstate Access Request's] in steps or phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ....at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg."*

4. Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study unless this is fully addressed prior to submission to FHWA.
- b. **Cumulative Impacts**  
 Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. FHWA has the responsibility to address and consider direct, indirect and cumulative impacts in the NEPA process. INDOT's approach circumvents FHWA's responsibility to address the incremental impact of an action when added to other past, present, and reasonably foreseeable future actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. (40 CFR § 1508.7)
  - c. **Financing**  
 The Tolling Implementation Study currently underway should inform Inner Loop rebuild strategies to include logistics infrastructure and the potential revenue resources from tolling that could impact design, project extents and logical termini. The current project is based on available local funds to match federal dollars, which has thus constrained the project from a comprehensive approach.

**2.0 Proposed Performance Measures shown in Table 5-7, page 5-9**

**Comments:**

- a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop with significant impacts on logistic traffic. To address this issue, we request that your study examine an additional alternative to resolve this issue: separation of local destination traffic from freeway-to-freeway interstate traffic, with a new local arterial distributor system established at the surface level to connect with the local street grid.
- b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We



**Comments on the INDOT Alternatives Screening Report dated September 21, 2018.**  
**Page 3**

believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. We believe the Area of Potential Effects (APE) should be expanded to include the exit/entry areas that may be impacted, such as West Street and Fletcher Ave.

- c. We support measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between the existing historic neighborhoods and the Mass Ave Commercial District.

### **3.0 Traffic Mobility Comments**

Comments:

- a. The proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and VMT (vehicle miles traveled) to peak period trips and create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.

### **4.0 Economic Development Potential**

Comments:

- a. The INDOT Proposal is not compatible with our principles of promoting and enhancing economic development potential. We recommend that utilize relinquished interstate right-of-way space that could be made available by a reduced interstate footprint to create new mixed-use development districts.
- b. We request INDOT redesign the northside leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.
- c. Over 38.7 acres of new area can be gained on the northside segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.
- d. A primary benefit to INDOT is that the reduced footprint of a depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that could generate significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.



## **5.0 Connectivity Comments**

Comments:

- a. The INDOT Proposal is not compatible with principles of connectivity for all modes. We have studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.
- b. Our concept will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.
- c. Our concept will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.
- d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.
- e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.

## **6.0 Economic/Social Justice Comments**

Comments:

- a. The INDOT Proposal is not compatible with the goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.

## **7.0 Preferred Alternate 4C**

Comments:

- a. Alternative 4C proposes eliminating access at Meridian/Pennsylvania and Meridian/Delaware Ramps from 1-70 westbound traffic and the Ohio/Michigan exits via the collector-distributor ramp from I-70 proposal. We find it unacceptable that access to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips and deter economic development in downtown.



- b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, and the Mass Ave Commercial District, all listed on the National Register of Historic Places. This additional separation is unacceptable and misses the opportunity to correct past mistakes.
- c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

**8.0 Agreement on Design Interventions and the Section 106 Process**

Any design interventions agreed to through the Section 106 process should be thoroughly developed and incorporated into bidding documents. The "Design Build Best Value" process should not be allowed to reject any agreed upon measures due to cost during construction.

Thank you for this opportunity to provide comments.

Sincerely,  
STORROW KINSELLA ASSOCIATES

Handwritten signature of Meg Storrow in cursive.

Meg Storrow, FASLA, AICP CTP  
Landscape Architect, Certified Transportation Planner

Handwritten signature of John W. Kinsella in cursive.

John W. Kinsella  
Principal Urban Designer

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:08 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; cstrain7775@gmail.com &lt;cstrain7775@gmail.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin**  
**North Split Public Involvement**

---

**From:** Cheryl Strain <cstrain7775@gmail.com>  
**Sent:** Monday, October 29, 2018 9:45:58 PM  
**To:** info@northsplit.com; Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

Cheryl Strain

**Email**[cstrain7775@gmail.com](mailto:cstrain7775@gmail.com)**Phone**

(317) 445-7689

**Message**

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [Cheryl Strain](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Tuesday, October 30, 2018 9:00:29 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Cheryl Strain <cstrain7775@gmail.com>  
**Sent:** Monday, October 29, 2018 9:44 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

To Whom It May Concern,

This project effects too many neighborhoods to be rushed through in a way that eliminates more innovative design. Please take into consideration how this will impact the historic downtown neighborhoods for years to come. There are more innovative approaches being implemented around the country.

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you, Cheryl Strain, 1434 N. Park, Indianapolis 46202

**From:** Indy North Split  
**To:** [Ben Sutphin](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Tuesday, October 30, 2018 9:00:40 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** Ben Sutphin <sutphinben@gmail.com>  
**Sent:** Monday, October 29, 2018 9:48 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

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INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Kevin Sweetland  
**To:** [info@northsplit.com](mailto:info@northsplit.com); [Kia Gillette](#)  
**Subject:** North Split - Alt. 4c comments  
**Date:** Monday, October 29, 2018 7:15:03 PM

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Dear Kia,

I am writing to voice my interest in the developing north split reconstruction project. I am a professional urban designer who lives in Center Township. I have worked extensively over the last year with the Rethink 6570 Coalition so I am intimately aquatinted with the project and it's history. Given my background and the extent of my due diligence, I hope that you read my comments and consider them fully.

I will organize my comments into two groups. The first will evaluate INDOT's Alt. 4c as it relates to the Rethink Coalition's 4 principles and its depressed interstate alternative. The second will provide guidance for a better elevated interstate option.

Group 1: addressing the 4 principles

A. Alt. 4c does a better job limiting the expansion of I-65 on the north side. That said, the +/- 40ft expansion is undesirable. As is the addition of 7ft-11ft walls. The work required to build this infrastructure will destroy the vegetation that currently screens I-65 from view. Keep Indianapolis Beautiful invested close to \$1.5 million in those plantings, and the neighbors invested countless hours in installation. The loss of this investment paired with the years it will take to replace the vegetation is a major shortcoming of Alt. 4c.

B. Connectivity. 4c does little to improve connectivity. In fact, one could argue that the closure of access to Penn. from I-70 westbound and access to the C-D road from I-65 southbound actually inhibits connectivity. Obviously serious changes had to be made to solve weaving issues without expansion, but has INDOT reviewed all the options? I believe a north split that ties into a depressed interstate on the west and south sides could maintain and improve access without expanding the width of the interstate.

C. Economic development. 4c reduces the size of the interchange on the northern and western edges, creating space that could be redeveloped into parkland or maybe light industry. That said, the way the interchange is designed will preclude other redevelopment opportunities on the northern and eastern legs of the inner loop. In my opinion, these opportunities are too big to miss. If INDOT takes a step backward to plan for a depressed inner loop system to replace the bulky elevated freeways we've had to live next to for decades, the economic benefits could reach into the billions.

Group 2: addressing the likelihood INDOT moves forward with the implementation of Alt. 4c

A. I really do appreciate the work HNTB has done to improve the design of the north split. I also understand the need to move ahead. If we are building elevated freeways, let's build the best possible. We should find space for new bike paths, parks, and other world class amenities.

B. On the northern edge of the proposed interchange, there is a leg of the existing system that will be abandoned. I'd like to see that turned into a elevated park and trail that connects the Old Northside to the Monon Rail Trail. This amenity could be modeled after other elevated parks like the High Line in NYC or the 606 in Chicago.

C. The leftover space within the interior of the interchange should be turned into a publicly accessible dog park.

D. Any vegetation that is removed from the edges of the interstates should be replaced in kind by INDOT.

E. INDOT should also look at the possibility of creating a city level roadway that connects College Ave. and Lewis Street.

F. As the project moves forward, the INDOT should do better to actively engage the Rethink 6570 Coaliton so that we can foster a productive and respectful conversation that will ensure a successful project.

Thank you so much for reading my comments!

Sincerely,  
Kevin Sweetland

Sent from my iPhone

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:22 PM

Sent Items

To: info@northsplit.com &lt;info@northsplit.com&gt;; mjthomas@bsu.edu &lt;mjthomas@bsu.edu&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin**  
**North Split Public Involvement**

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**From:** Mason Thomas <mjthomas@bsu.edu>  
**Sent:** Monday, October 29, 2018 10:02:28 AM  
**To:** info@northsplit.com; Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

Mason Thomas

**Email**[mjthomas@bsu.edu](mailto:mjthomas@bsu.edu)**Message**

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

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INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

**From:** Indy North Split  
**To:** [Scott Thomas](#)  
**Subject:** RE: northsplit feedback  
**Date:** Tuesday, October 30, 2018 8:52:40 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Scott Thomas <tehw0rm@gmail.com>  
**Sent:** Monday, October 29, 2018 4:55 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** northsplit feedback

Name: Scott Thomas  
Neighborhood: Fountain Square (home owner)

I work on the northwest side and take 65 to and from work. Please consider how I'm supposed to get home if you close my exit. Consider all use cases! I don't care what you do, but if I have no viable means of getting home quickly I'm going to be really angry. If it takes me twice as long to get home because I have to drive out of the way, then I'd rather deal with the traffic. I bought in FS partially because of the quick on/off ramp for 65. I don't see how closing the C-D exit ramp is going to affect the traffic anyway. Seems like the west st onramp is the biggest problem as someone who drives this route every day.

**From:** Indy North Split  
**To:** [Emily Udell](#)  
**Subject:** RE: Comments Regarding North Split  
**Date:** Tuesday, October 30, 2018 9:04:02 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Emily Udell <emily.udell@gmail.com>  
**Sent:** Tuesday, October 30, 2018 8:58 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Comments Regarding North Split

To Whom It May Concern:

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
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We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Best regards,  
Emily Udell  
936 N. Alabama St.  
(773) 837-8551

**From:** Shi, Runfa  
**To:** [Kia Gillette](#); [Ali Hernandez](#)  
**Subject:** FW: comments in opposition to I-65/70 North Split option 4c  
**Date:** Monday, October 29, 2018 9:49:12 AM

---

Kia and Ali,

I am forwarding you one public comment for our project file.

Thanks.

Runfa Shi, P.E.

**Project Manager**

Innovative Project Delivery  
Indiana Department of Transportation  
100 North Senate Avenue  
Indianapolis, IN 46204  
**Office:** (317) 234-4912  
**Email:** [rshi@indot.in.gov](mailto:rshi@indot.in.gov)

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**From:** Jesse Valencourt [mailto:[jvalencourt@gmail.com](mailto:jvalencourt@gmail.com)]  
**Sent:** Monday, October 29, 2018 8:41 AM  
**To:** Shi, Runfa <[rshi@indot.IN.gov](mailto:rshi@indot.IN.gov)>  
**Subject:** comments in opposition to I-65/70 North Split option 4c

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

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Mr. Shi,

I would like to provide the following comments for the record in opposition to option 4c of the North Split project:

Option 4c will greatly inconvenience me by eliminating access to the Fletcher, Ohio, and Michigan exits from I-65 southbound. I commute on I-65 south to my office in Fletcher Place just southeast of downtown, and have for many years. If the project proceeds as planned, I will have to take the East Street exit instead, which will increase both my morning commute distance and time by roughly 15 percent. Over the course of a single year, this will result in hundreds of additional miles and many additional commuting hours.

There are many others who will also be negatively affected by the loss of ramp access. Any drivers who work downtown and live on the northwest side will no longer be able to exit from I-65 south to Ohio Street, as many now do. In addition, those who regularly drive I-70 west to I-65 north and exit at Meridian Street will also face significant additional travel time due to loss of ramp access. This has the potential to cause harm to downtown in general by making it more difficult to access from the interstates.

The public does not seem to be aware of this component of the option 4c redesign. The local media seems to be actively trying to hide it. The Indianapolis Star ran an article about this

option on October 12th and conspicuously failed to mention the loss of access. When I contacted the author and the editor, pointing out this omission and asking if they would write about it, they failed to respond, and to the best of my knowledge, failed to report any further on the issue.

There is also widespread misinformation among the public in general regarding the effects of the original North Split design. Many people that I have talked to are under the mistaken impression that the original design would have involved demolishing existing, historic buildings and neighborhoods, when it would in fact have stayed confined to existing right-of-way. This lack of knowledge among the members of the public no doubt contributed to the pressure INDOT received to revise the original design.

In summary, option 4c will (objectively) negatively impact far more people than the handful who would have been (subjectively) negatively impacted by the aesthetics of retaining walls in the original design. I urge you to reconsider other options that maintain full access to all entrance and exit ramps.

Thank you,  
Jesse Valencourt

**From:** Indy North Split  
**To:** [Alisha Valentine](#)  
**Subject:** RE: I-65/70 Split needs more work  
**Date:** Monday, October 29, 2018 2:48:22 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Alisha Valentine <[alisha\\_valentine@yahoo.com](mailto:alisha_valentine@yahoo.com)>  
**Sent:** Monday, October 29, 2018 8:35 AM  
**To:** Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>  
**Subject:** I-65/70 Split needs more work

Thank you for the changes to the plans for I-65/70 split. However, more work needs to be done in how this intrusive interstate winds its way through the downtown of the capital city. This work offer the opportunity to fix wrongs from decades ago. Namely, we need to integrate neighborhood to spur economic development.

Please reconsider:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

Thank you,  
Alisha Valentine  
Indianapolis, IN

**From:** Indy North Split  
**To:** [Naomi Van Winkle](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 3:01:32 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Naomi Van Winkle <naomi.vanwinkle@gmail.com>  
**Sent:** Monday, October 29, 2018 9:35 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

I'm really concerned that access to the city will be cut off with some existing exits eliminated - Michigan/New York for southbound I65 drivers, for example. I can't imagine what traffic would be like on some of the urban streets with access limited as described in option 4c.

Please do consider the report generated by Rethink Coalition/Arup. Dropping the highway below grade would eliminate noise and dust as well as allow my neighborhood to be less cut off from the urban center.

Listening to the people who live in the neighborhoods affected is very important. We all want Indy to continue to be accessible *and* livable for years to come!

Thanks -  
Naomi Van Winkle  
1319 E. Vermont St.

**From:** Indy North Split  
**To:** [Nikki VanTreese](mailto:Nikki.VanTreese)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 3:09:49 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Nikki VanTreese <nvantreese@yandl.com>  
**Sent:** Monday, October 29, 2018 10:04 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.



COMMENTS AND QUESTIONS

Lorraine Vavul 317-435-4811

NAME

PHONE

3121 N Pennsylvania St Indy 46220

ADDRESS

LVAVUL@AOL.com

EMAIL ADDRESS

I am hopeful INDOT goes further to address the connectivity of between the downtown neighborhood cut off by the interstate and to re-create the grid system to help traffic flow. I also strongly hope a depressed interstate will be studied in earnest so that additional economic development ~~issues~~ opportunities can be created along the interstate as well as the potential of a "lids" in places + the recreation of the grid.

**From:** Indy North Split  
**To:** [Lorraine Phillips Vavul](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Tuesday, October 30, 2018 8:45:18 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Lorraine Phillips Vavul <lvavul@aol.com>  
**Sent:** Monday, October 29, 2018 3:01 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

As you close public comment, please consider engineering the North-Split design as a **depressed interstate system** which will more adequately increase connectivity of neighborhoods and areas of commerce divided by the existing interstates AND increase opportunities for inclusive economic development along the path of the interstates.

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core. INDOT's 4c preferred alternative eliminates some connections between I-65 and I-70 and will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods. A depressed interstate will be able to support an enhanced local street grid. It could also enhance the opportunity for economic development. Please consider the joint Rethink Coalition/Arup Report which yields acres of new land for massive urban inclusive economic development. **The next realistic rebuild opportunity may not come until 2070;** please use an **integrated approach** to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

Thank you for your consideration.

Lorraine Vavul

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:25 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; jvrazel@leveragepoints.net &lt;jvrazel@leveragepoints.net&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin**  
**North Split Public Involvement**

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**From:** Jo Vrazel <jvrazel@leveragepoints.net>  
**Sent:** Monday, October 29, 2018 9:02:54 AM  
**To:** info@northsplit.com; Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

Jo Vrazel

**Email**[jvrazel@leveragepoints.net](mailto:jvrazel@leveragepoints.net)**Phone**

(317) 441-2020

**Message**

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you for your serious consideration of these concepts.  
Sincerely, Jo Vrazel

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:11 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; vt4702@gmail.com &lt;vt4702@gmail.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin****North Split Public Involvement**

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**From:** v t <vt4702@gmail.com>**Sent:** Monday, October 29, 2018 5:54:22 PM**To:** info@northsplit.com; Erin Pipkin**Subject:** New submission from Contact at indynorthsplit.com**Name**

v t

**Email**[vt4702@gmail.com](mailto:vt4702@gmail.com)**Message**

I'm very confused and disappointed that 65 South is going to be prevented from using common ramps for Michigan and Ohio. I use that ramp all the time. Why would you force more traffic onto Meridian exit with un-timed lights only to get back on to use the ramp. I foresee this causing more backups on the interstate because traffic gets backed up now for people exiting at meridian. That area is always backed up from people waiting to get off at Meridian and the 'fast lane' merge from the West Street On Ramp. I appreciate reducing the amount of weaving, but it shouldn't be preventing anyone from getting access to those ramps or create other choke points. I have the same issue with the Penn access. There looks to be plenty of room in the middle of the split to create more bridges and roadways in the space dedicated to the interstate. Create single lane ramps to get this traffic where it needs to go without adding to the congestion that is already on surface streets, especially at rushhour.

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:19 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; picasso83@yahoo.com &lt;picasso83@yahoo.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin****North Split Public Involvement**

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**From:** Daniel Vuyovich <picasso83@yahoo.com>**Sent:** Monday, October 29, 2018 10:59:13 AM**To:** info@northsplit.com; Erin Pipkin**Subject:** New submission from Contact at indynorthsplit.com**Name**

Daniel Vuyovich

**Email**[picasso83@yahoo.com](mailto:picasso83@yahoo.com)**Phone**

(209) 743-1830

**Message**

A city's beauty is flourishing distinct neighborhoods where diverse people congregate. It is its wealth. As American urban centers start to recover from the the devastation imposed by interstates and Robert Moses from over 60 years ago we need to carefully and smartly plan future connectivity. The urban interstate design will define downtown for the next 50 years. The current design is not doing enough to respect and promote neighborhood connectivity. We need a model that prioritizes economic development as well. I am a concerned resident of downtown who adores and loves the neighborhoods of out "Sesame Street" metropolis. You're city is uniquely positioned as the center point to the midwest. Don't stifle your renaissance, future it.

**From:** Indy North Split  
**To:** [Wes Wagner](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Tuesday, October 30, 2018 8:56:12 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Wes Wagner <caffeinatedwes@gmail.com>  
**Sent:** Monday, October 29, 2018 7:11 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you,

Wes Wagner

**From:** Indy North Split  
**To:** [Craig Ware](#)  
**Subject:** RE: Rethink I-65/70  
**Date:** Tuesday, October 30, 2018 9:00:56 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** Craig Ware <CraigWare2@hotmail.com>  
**Sent:** Monday, October 29, 2018 9:52 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Rethink I-65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
4. Increased opportunities for inclusive economic development along the path of the interstates

INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

The reconstruction of the North Split should be largely depressed below grade to allow for the more efficient reconstruction of depressed legs of I-65 on the north leg, I-65/I-70 on the east leg, and I-70 on the south leg of the Inner Loop.

INDOT's preferred alternative design does not address in adequate detail the economic development impact/potential of interstate right-of-way space in designated project areas.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you

Craig Ware

**From:** Indy North Split  
**To:** [Karen Weber](#)  
**Subject:** RE: North Split Reconstruction Alternatives  
**Date:** Tuesday, October 30, 2018 5:44:31 PM

---

Good evening,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** Karen Weber <braetondog@sbcglobal.net>  
**Sent:** Tuesday, October 30, 2018 11:44 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** North Split Reconstruction Alternatives

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thanks,

Brian and Karen Weber  
317-902-7406

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:20 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; ctw9210@gmail.com &lt;ctw9210@gmail.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin**  
**North Split Public Involvement**

---

**From:** Christopher Weiper <ctw9210@gmail.com>  
**Sent:** Monday, October 29, 2018 10:51:48 AM  
**To:** info@northsplit.com; Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

Christopher Weiper

**Email**[ctw9210@gmail.com](mailto:ctw9210@gmail.com)**Message**

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

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We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

**From:** Indy North Split  
**To:** [werle.joe@gmail.com](mailto:werle.joe@gmail.com)  
**Subject:** RE: New submission from Contact at indynorthsplit.com  
**Date:** Friday, October 19, 2018 10:52:57 AM

---

Mr. Werle,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** joe werle <[werle.joe@gmail.com](mailto:werle.joe@gmail.com)>  
**Date:** October 15, 2018 at 10:30:33 AM EDT  
**To:** [info@northsplit.com](mailto:info@northsplit.com), [erin@compassoutreachsolutions.com](mailto:erin@compassoutreachsolutions.com)  
**Subject:** New submission from Contact at [indynorthsplit.com](http://indynorthsplit.com)  
**Reply-To:** [werle.joe@gmail.com](mailto:werle.joe@gmail.com)

**Name**

joe werle

**Email**

[werle.joe@gmail.com](mailto:werle.joe@gmail.com)

**Phone**

(317) 557-2595

**Message**

332 n. Arsenal I use the ramp to Michigan Ohio every day. I also like to enter I 65 at Michigan and exit at Penn and Meridian. I often use I 65 south and exit to Mich- Ohio. DO NOT Close or block those ramps either on or off. If there are too many accidents the public needs to drive more carefully or adjust their work schedules.

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Total Control Panel

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To: [ali.hernandez@borshoff.biz](mailto:ali.hernandez@borshoff.biz) [Remove](#) this sender from my allow list

From:  
[erin@compassoutreachsolutions.com](mailto:erin@compassoutreachsolutions.com)

*You received this message because the sender is on your allow list.*

**From:** Indy North Split  
**To:** [David Wesner](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 3:26:30 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** David Wesner <wesner.david@gmail.com>  
**Sent:** Monday, October 29, 2018 10:24 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

David Wesner

1 you have shown of varying wall heights, it appears that  
2 your consideration of neighborhoods is very constrained  
3 for this section of the interstate. I would encourage  
4 you to say you have this incredible opportunity to seize  
5 it and make something that we can remember in 50 years  
6 as a landmark of planning and design. Thank you.

7 MR. CLARK: You're welcome. Very well said.  
8 Thank you, sir, for those comments. Another speaker for  
9 our speaker session this evening. If you'd be so kind  
10 as to state your first and last name, the floor is  
11 yours.

12 MS. WHITAKER: My name is Beth Whitaker, and I  
13 would like to echo the statements that were just said.  
14 I'm concerned about the community impact of these plans.  
15 It's taken over 50 years for us as a city to recover  
16 from the devastation of cutting off our neighborhoods,  
17 and I appreciate that you're not continuing that by  
18 widening things and continuing that divide. Most of our  
19 roads right now lead to dead-ends at the interstate. So  
20 with that, that means that we, as the neighborhood  
21 residents, have to use the interstate to get to and from  
22 within our own city. So some of my concerns are looking  
23 at the closing of the exits along where 65 and 70  
24 combine, particularly looking at our south neighborhoods  
25 of Fletcher and East Street.

**From:** Indy North Split  
**To:** [Beth Whitaker](#)  
**Subject:** RE: Concerning 65/70  
**Date:** Monday, October 29, 2018 3:44:46 PM

---

Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Beth Whitaker <bethjwhit@gmail.com>  
**Sent:** Monday, October 29, 2018 11:28 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Concerning 65/70

I would like to thank the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years.

The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place.

We are serious about collaborating for a solution that befits the Hoosier State and that becomes a model for other States.

Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.

**1.0 Purpose and Need Statement**

The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention.

**Comments:**

a. The Alternatives Screening Report Purpose and Need statement is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. This is most notable by using the east end of the Alabama Street bridge and Meridian Street ramps as convenient rather than logical termini.

b. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project Segmentation.

c. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT

saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states “Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR’s in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ....at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg.” Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study.

d. Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.

## 2.0 Proposed Performance Measures shown in Table 2-4, page 2-15

### Comments:

a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.

b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and should be considered in the APE.

c. Bridge Condition & Remaining Service Life: the community supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.

## 3.0 Traffic Mobility Comments

### Comments:

a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.

## 4.0 Economic Development Potential

### Comments:

a. The INDOT Proposal is not compatible with the Coalition’s principles of promoting and

enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.

b. The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.

c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.

d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.

## 5.0 Connectivity Comments

### Comments:

a. The INDOT Proposal is not compatible with the Coalition's principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.

b. This will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.

c. This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.

d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.

e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.

## 6.0 Economic/Social Justice Comments

### Comments:

a. The INDOT Proposal is not compatible with the Coalition's goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.

## 7.0 Preferred Alternate 4C

### Comments:

a. Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from 1-70 westbound traffic proposal: we find it unacceptable that access to Indianapolis' primary street to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips.

b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.

c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

Respectfully submitted,  
Beth Whitaker

**From:** Indy North Split  
**To:** [Jill White](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Monday, October 29, 2018 2:59:44 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

---

**From:** Jill White <jpaskoff@acppubs.com>  
**Sent:** Monday, October 29, 2018 9:25 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Please Rethink plans for I-65/70

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---

**Jill White** | VP Operations  
Associated Construction Publications  
1028 Shelby St | Indianapolis, IN 46203  
317.423.2325 ext. 101 | m 317.430.4151 | f 317.638.0047  
[www.acppubs.com](http://www.acppubs.com)

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**From:** Indy North Split  
**To:** [Joe Whitsett](mailto:Joe.Whitsett)  
**Cc:** [pknapp@yandl.com](mailto:pknapp@yandl.com)  
**Subject:** RE: North split.  
**Date:** Monday, October 29, 2018 2:09:43 PM  
**Attachments:** [SKM\\_C36818102907590.pdf](#)

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Joe Whitsett <[joe@twgdev.com](mailto:joe@twgdev.com)>  
**Sent:** Monday, October 29, 2018 7:55 AM  
**To:** Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>  
**Cc:** [pknapp@yandl.com](mailto:pknapp@yandl.com)  
**Subject:** North split.

Attached is a letter regarding this topic.

Sent from my iPhone

Begin forwarded message:

**From:** TWG Scan <[TWGscan@thewhitsettgrou.com](mailto:TWGscan@thewhitsettgrou.com)>  
**Date:** October 29, 2018 at 7:52:37 AM EDT  
**To:** Joe Whitsett <[joe@twgdev.com](mailto:joe@twgdev.com)>  
**Subject:** **Message from KM\_C368**  
**Reply-To:** TWG Scan <[TWGscan@thewhitsettgrou.com](mailto:TWGscan@thewhitsettgrou.com)>

TWG Development, LLC  
333 N. Pennsylvania Street, Suite 100  
Indianapolis, IN 46204  
Tel 317-252-0220  
www.twgdev.com



**OCTOBER 29, 2018**

**Indiana Department of Transportation  
Indiana Government Center  
Indianapolis, IN**

INFO@NORTHSPLIT.COM

**Gentlemen:**

As a property owner of land adjacent to the north split, I am very concerned about the direction INDOT is heading on rebuilding the downtown interstates.

INDOT's revised design misses an opportunity to fix the mistakes of the original interstate project. More importantly, INDOT's proposed plan does not recognize the reality of a major change which is about to occur in the automobile industry. We are on the cusp of a revolutionary shift in how people move around and through Indianapolis. With the advent of autonomous vehicles, the way we commute to work and travel through cities will change forever.

Specifically, I would encourage you to consider:

1. Do not change the interstates until we see what changes occur in the next four or five years. It would be money well spent to repair the bridges for now.
2. If you must change the interstate now, please have no above grade walls and no expansion of the existing footprint.

**Warm regards,**

  
**Joseph E. Whitsett**

## New submission from Contact at indynorthsplit.com

Lauren Wigton &lt;laurenwigton@me.com&gt;

Mon 10/29/2018 9:50 AM

To: info@northsplit.com &lt;info@northsplit.com&gt;; Erin Pipkin &lt;erin@compassoutreachsolutions.com&gt;;

**Name**

Lauren Wigton

**Email**[laurenwigton@me.com](mailto:laurenwigton@me.com)**Phone**

(414) 861-7353

**Message**

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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I would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you for your time and for taking these comments from Indy citizens seriously.

**From:** Indy North Split  
**To:** [Beth Wilson](#)  
**Subject:** RE:  
**Date:** Tuesday, October 30, 2018 5:47:10 PM

---

Good evening,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Beth Wilson <emgorman23@gmail.com>  
**Sent:** Tuesday, October 30, 2018 12:12 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:**

Hello,

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We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report, which yields acres of new land for massive urban inclusive economic development.

INDOT's segmented approach to reconstruction of the interstate precludes an integrated approach to the project that can fuel real urban progress in a way that sets an inspiring example of urban design and execution.

We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Sincerely,  
Beth Wilson

**From:** Indy North Split  
**To:** [Yetta Wolen](#)  
**Subject:** RE: North Split  
**Date:** Tuesday, October 30, 2018 8:41:04 AM

---

Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Yetta Wolen <yrownen@gmail.com>  
**Sent:** Monday, October 29, 2018 2:02 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** North Split

The Cottage Home Neighborhood thanks the State of Indiana for encouraging citizens of the region to form a grand but achievable vision of something all Hoosiers can be proud of for the next 50 years.

The Capital City needs this major defining infrastructure element to become an inspiring project that can fuel real urban progress that our leaders and our citizens can say is an example for the rest of the country of what is best in urban design and execution. We pledge the financial, political and civic power/collaboration/cooperation of the Coalition to work night and day with INDOT to get to that aspirational place.

We are serious about collaborating for a solution that befits the Hoosier State and that becomes a model for other States.

**Towards that end we respectfully provide the following comments on the INDOT Alternatives Screening Report dated September 21, 2018.**

### **1.0 Purpose and Need Statement**

The purpose and need statement accurately includes condition, safety and congestion. However, we believe there are gaps in the statement that still require attention.

Comments:

- a. The Alternatives Screening Report *Purpose and Need statement* is for a narrowly defined project area that does not address logical termini adequately (FHWA defines logical termini as rational end points for a project such as a major crossroads or traffic generator). A project may be phased but it must fully consider true logical termini. This is most notable by using the east end of the Alabama Street bridge and Meridian Street ramps as convenient rather than logical termini.
- b. Logical termini define the level of potential environmental effects. In this case the West Street interchange should be the logical terminus (as a major traffic

generator/major crossroads) and should also be included within the Area of Potential Effect (APE) of Section 106 review for this project. Otherwise the project, as currently proposed, appears to meet FHWA's definition of Project Segmentation.

c. We base these comments on the 2016 Project Intent Report which makes it clear that INDOT saw the interchange as part of a larger project that was being broken up just for funding and construction convenience. Specifically, page 16 of the 2016 Project Intent Report states "Depending on how the 3 separate project units are advanced/funded (altogether or incrementally), it may be acceptable to conduct interchange IAR's in steps of phases. For a variety of reasons, including sheer scale and cost, the 3 sections of this work are most likely to be advanced separately, though design must be coordinated closely. ....at this time, the order of the 3 sections completion should be (1) the North Split interchange bounded by Vermont Street, Central Avenue, and Commerce Avenue, (2) I-65 near Northside from Central Avenue to Fall Creek, and (3) I-70 near Eastside from Commerce Avenue to I-465 East Leg." ***Based on this statement from the 2016 Project Intent Report, we believe the project should require an EIS instead of only an EA level of environmental study.***

d. Reconstructing a critical segment of the downtown interstate system as proposed in the Alternatives Screening Report perpetuates the disruption and fragmentation that resulted from the original construction. This approach not only misses the opportunity to correct past mistakes but overlooks the larger economic development and connectivity opportunities presented as the larger system is sequentially rebuilt from the ground up.

## 2.0 Proposed Performance Measures shown in Table 2-4, page 2-15

### Comments:

a. This table reveals that the preferred Alternative 4C design does not address the fundamental design flaw of the existing system: the commingling of local and through traffic throughout the inner loop. To address this issue, we request that your study examine an additional alternative to resolve this issue. We recommend that local destination traffic be separated from freeway-to-freeway interstate traffic and that a new local arterial distributor system be established at the surface level that connects with the local street grid.

b. Closures of Collector Distributor access points: Alternative 4C proposes elimination of some connections to local streets to resolve some safety and congestion issues. We believe these closures will displace those issues to other locations with unpredicted impacts not addressed in the Alternatives Screening Report. The impacts beyond the project limits should be identified and remedied. For example, the West Street and Fletcher Place entrances/exits are in or adjacent to historic districts and should be considered in the APE.

c. Bridge Condition & Remaining Service Life: the community supports measures to stabilize and extend the service life of bridges that pose a safety issue. We request repairs be made to stabilize the bridges for the 5-10 year period needed to fully examine and construct alternatives that not only resolve safety, condition and congestion, but also removes the visual and physical connectivity divides between existing neighborhoods.

### 3.0 Traffic Mobility Comments

Comments:

a. Chapter 2 of the attached ARUP Strategic Advisory states that the proposed connectivity and accessibility changes outlined in the INDOT Alternatives Screening Report will change travel patterns for thousands of vehicles in the downtown area. This alternative pathing would divert some vehicles to travel longer distances on local streets and others to travel longer distances on the Interstate system. In either case, these diversions could add several minutes and vehicle miles traveled to peak period trips as well as create congestion points elsewhere in the local street grid. We believe this issue can be resolved by a better pairing of the interstate and local grid within the existing corridor and would like these alternatives to be fully explored.

### 4.0 Economic Development Potential

Comments:

a. The INDOT Proposal is not compatible with the Coalition's principles of promoting and enhancing economic development potential. The Rethink Coalition desires to create new mixed-use development districts from relinquished interstate right-of-way space that could be made available by a reduced interstate footprint.

b. The Rethink 65/70 Coalition requests INDOT redesign the north side leg as a depressed Interstate between College Avenue and West Street and relinquish excess right of way to create a land value capture area for economic development.

c. Chapter 3 of the attached ARUP Strategic Advisory shows that over 38.7 acres of new area can be gained on the north side segment by a reduced interstate footprint. This translates to a value of 2.8M square feet in new development, potentially generating over 1000 residential units and 1.6M square feet of commercial space.

d. A primary benefit to INDOT is that a reduced footprint, depressed highway, absent multiple ramps, would be a more efficient and cost-effective project that also generates significant community benefit. This model could be extended across the remaining inner loop segments that are planned to be reconstructed.

### 5.0 Connectivity Comments

Comments:

a. The INDOT Proposal is not compatible with the Coalition's principles of connectivity for all modes. The Rethink Coalition has studied the development of a parallel three-lane low-speed surface collector/distributor system to restore grid connectivity within the existing INDOT corridor.

b. This will provide multimodal balance between pedestrian, bicycle, transit and automobile accommodation with local access to new frontage development, including curbside parking and delivery and an urban parkway aesthetic with a street tree canopy continuum and buffer.

c. This system will also reduce congestion and delay for commuters currently caused by backups on local streets at exit/entry ramps. By restoring the street grid, commuters will find multiple ways to move toward their destinations and continue their journey and avoid congestion points.

d. By shrinking the footprint of the interstate, a continuous transit connector and multimodal path can be accommodated within the relinquished real estate to provide mobility to populations that travel without a car.

e. There is growing evidence of the effectiveness of local grid connectivity to reduce congestion in many US cities that have, or are planning to, reconstruct their interstates.

### **6.0 Economic/Social Justice Comments**

Comments:

a. The INDOT Proposal is not compatible with the Coalition's goals of equitable transportation and urban growth as it will concentrate additional traffic and congestion at the West Street interchange, exacerbating the current congestion that occurs on the local street grid in the adjacent historically African American neighborhood.

### **7.0 Preferred Alternate 4C**

Comments:

a. Access at Meridian/Pennsylvania and Meridian/Delaware Ramps would no longer be available from 1-70 westbound traffic proposal: we find it unacceptable that access to Indianapolis' primary street to the downtown core at Monument Circle would no longer be available to thousands of travelers. We believe this will impact commuters, visitors and residents by adding time and vehicle miles traveled to their trips.

b. Retaining Walls: The proposed retaining walls of up to 11 feet tall add additional visual and physical barriers between the Old Northside neighborhood on the north side and Chatham Arch and St. Joseph neighborhoods on the south side, all listed on the National Register of Historic Places, in addition to impacting specific national register structures. This additional separation is unacceptable and misses the opportunity to correct past mistakes.

c. Added pavement width: the additional pavement width exacerbates the separation between the historic districts and misses the opportunity to correct past mistakes. The additional pavement width creates longer bridge spans impacting the comfort and safety of pedestrians and bicyclists traveling between the neighborhoods.

Respectfully submitted,  
Yetta R. Wolen  
Cottage Home Neighborhood

## New submission from Contact at indynorthsplit.com

Rylan Wolfe &lt;rylanwolfe@gmail.com&gt;

Mon 10/29/2018 9:28 AM

To: info@northsplit.com &lt;info@northsplit.com&gt;; Erin Pipkin &lt;erin@compassoutreachsolutions.com&gt;;

**Name**

Rylan Wolfe

**Email**[rylanwolfe@gmail.com](mailto:rylanwolfe@gmail.com)**Phone**

(701) 400-5952

**Message**

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
2. No expansion of the existing number of through lanes
3. Increased connectivity of neighborhoods and areas of commerce divided by the interstates
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INDOT's preferred alternative 4c takes steps toward these goals, but still widens the footprint of the interstate's north leg through portions of a historic neighborhood, further cutting off a densely populated and vibrant area from the downtown core.

INDOT's preferred alternative 4c eliminates some connections between I-65 and I-70 and local streets which will add even more congestion to the remaining exits and entrances to the interstates especially at peak periods.

We encourage INDOT to adopt the design presented in the joint Rethink Coalition/Arup Report which calls for depressing the I-65 and I-70 with local destination traffic being separated from freeway-to-freeway traffic to better connect with the local street grid.

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## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:21 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; johnkurtisworthington@gmail.com &lt;johnkurtisworthington@gmail.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

Thank you for taking the me t o share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternav es Screening Report.

**Erin Pipkin****North Split Public Involvement**

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**From:** John Worthington <johnkurs\_worthington@gmail.com>**Sent:** Monday, October 29, 2018 10:25:06 AM**To:** info@northsplit.com; Erin Pipkin**Subject:** New submission from Contact at indynorthsplit.com**Name**

John Worthington

**Email**[johnkurtisworthington@gmail.com](mailto:johnkurtisworthington@gmail.com)**Message**

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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**From:** Indy North Split  
**To:** [Michael Wright](#)  
**Subject:** RE: North Split  
**Date:** Tuesday, October 30, 2018 8:43:26 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Michael Wright <michael.wright0404@gmail.com>  
**Sent:** Monday, October 29, 2018 2:22 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** North Split

I live in the Fountain Square neighborhood immediately adjacent to the Split. I've reviewed INDOT's revised design for the North Split and it fails to take into consideration neighborhood needs. Furthermore, it fails to address Rethink 65/70's basic guiding principles to reconnect our communities and promote new economic development.

We made a serious mistake 50 years ago when the Split was built and entire neighborhoods destroyed. Let's find ways to reconnect neighborhoods and grow our economy.

One of your primary goals is to promote safety. A first step is to enforce the posted speed limit. Traffic flows more efficiently and safely at lower speeds.

Thank you.

Michael Wright  
959 Hosbrook Street  
Indianapolis IN 46203

**From:** Indy North Split  
**To:** [Meg Yothment](#)  
**Subject:** RE: Changes to Revised North Split Design  
**Date:** Monday, October 29, 2018 2:50:51 PM

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Good afternoon,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Meg Yothment <meg.yothment@gmail.com>  
**Sent:** Monday, October 29, 2018 8:56 AM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** Changes to Revised North Split Design

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

1. No above grade walls
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We would like to see INDOT extend the first phase project boundary to at least include the West Street intersection and north interchange between I-65 and I-70.

Thank you for your time,  
Meg

--

Meg Yothment  
219-512-0592  
[meg.yothment@gmail.com](mailto:meg.yothment@gmail.com)

## Re: New submission from Contact at indynorthsplit.com

Erin Pipkin

Wed 10/31/2018 12:25 PM

To: info@northsplit.com &lt;info@northsplit.com&gt;; Mzetzl@gmail.com &lt;Mzetzl@gmail.com&gt;; NorthSplit &lt;NorthSplit@HNTB.com&gt;;

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**Erin Pipkin**  
**North Split Public Involvement**

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**From:** Matthew Zetzl <Mzetzl@gmail.com>  
**Sent:** Monday, October 29, 2018 9:13:31 AM  
**To:** info@northsplit.com; Erin Pipkin  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

Matthew Zetzl

**Email**[Mzetzl@gmail.com](mailto:Mzetzl@gmail.com)**Phone**

(317) 750-9179

**Message**

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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**From:** Indy North Split  
**To:** [Annique](#)  
**Subject:** RE: 65/70  
**Date:** Tuesday, October 30, 2018 9:01:10 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

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**From:** Annique <goereesrock@gmail.com>  
**Sent:** Monday, October 29, 2018 10:23 PM  
**To:** Indy North Split <info@northsplit.com>  
**Subject:** 65/70

Please capture the Rethink Coalition's guiding principles for reconstruction of the North Split in a way that will set the stage for progressive, forward thinking construction of the north, east, and south legs of I-65/70 through downtown Indianapolis, specifically:

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Sent from Annique's iPhone

**From:** Indy North Split  
**To:** [Joey](#)  
**Subject:** RE: Please Rethink plans for I-65/70  
**Date:** Tuesday, October 30, 2018 8:41:37 AM

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Good morning,

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the Alternatives Screening Report.

**Ali Hernandez**  
**North Split Public Involvement**

**From:** Joey <[joey.woodruffplace@gmail.com](mailto:joey.woodruffplace@gmail.com)>  
**Sent:** Monday, October 29, 2018 2:13 PM  
**To:** Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>  
**Subject:** Please Rethink plans for I-65/70

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