



**Table 1 List of Comments from April 2020 Stakeholder Meetings and Public Open Houses**

Last Name	First Name	Agency/Organization	Date Received	Comment ID
<b>Community Advisory Committee Comments</b>				
Avidor	Ken	Chatham-Arch Neighborhood Association	4/20/2020	CA001
Brooks	Paula	Ransom Place Neighborhood	5/12/2020	CA005
Higginbotham	Jen	Indianapolis MPO	4/21/2020	CA002
Knapp	Paul	Interstate Business Group	4/28/2020	CA003
Mullendore	Dan	Old Northside Neighborhood	4/30/2020	CA004
<b>Public Comments</b>				
Abston	Bill	Public	4/29/2020	PI001
Cummings	Jeff	Public	5/15/2020	PI011
Kuntz	Kathleen	Public	5/18/2020	PI012
Mack	Dorothy	Public	4/30/2020	PI006
McQuiston	James	Public	5/15/2020	PI010
Offen	Walter	Public	5/14/2020	PI009
Olds	Sarah	Public	5/13/2020	PI008
Resident	Indy	Public	4/28/2020	PI003
Sattler	Keith	Public	5/1/2020	PI007
Schmucker	Connie Szabo	Public	4/28/2020	PI002, PI004
Sherman	Jackson	Public	4/30/2020	PI005

**Response to Comments**  
**April 2020 Stakeholder Meeting and Public Open Houses**  
(CA=Member of the Community Advisory Committee, PI=Public Individual)

Comment ID	Sub	Last Name	First Name	Agency/ Organization	Date Received	Comment	Response
<b>Community Advisory Committee</b>							
CA001	01	Avidor	Ken	Chatham-Arch Neighborhood Association	4/20/2020	<p>It is very unsafe to have bike lanes under the bridge right next to traffic as depicted (see attached).</p> <p>It also requires less maintenance (snow removal, cleaning) if the bikeway is grade-separated.</p> <p>Please consider a combined bike/ped path with a buffer on all bridge underpasses as currently exists on 10th Street.</p>	<p>Thank you for this comment. This figure was intended to be prototypical and show possibilities created by wider bridge openings. The North Split Project will widen sidewalks under the bridges and provide bike lanes wherever they currently exist on local streets.</p> <p>Since there are no plans as part of the North Split Project to add bike lanes to Central Avenue, we are revising the figure to make it more general and remove the bike lanes.</p> <p>Thanks for pointing this out.</p>
CA002	01	Higginbotham	Jen	Indianapolis MPO	4/21/2020	<p>In Holy Cross (my neighborhood) when large trucks, specifically long trucks, make their way in, they can't get out without driving on sidewalks and damaging them. There are a lot of T-intersections, on-street parking, and one-way streets. I know that Vermont Street is included in the project area, so I'm sure the neighborhood would appreciate strict restrictions on travel in the neighborhood, making sure they only use the roads that won't result in damage to sidewalks.</p>	<p>Recognizing that geometric and sidewalk conditions in the Holy Cross neighborhood and others in the vicinity of the project are not designed to accommodate construction traffic, INDOT specifications state "the Design-Build Contractor shall not use local streets through residential neighborhoods for access to the Site without permission from Local Agencies." This requirement will be enforced by INDOT during construction.</p> <p>In the unlikely event this becomes an issue, there will be a North Split public involvement point of contact during construction. You can contact them if you see a concern with the project and they will pass it on to the construction management team.</p>
CA003	01	Knapp	Paul	Interstate Business Group	4/28/2020	<p>I think Seth may have answered it. It was about traffic during construction. Will traffic traveling south on I-65 from northwest of downtown be able to exit on the C-D to the Michigan and Ohio exits. I think I heard him later say "no." Is that correct?</p>	<p>That is correct. Traffic traveling south on I-65 from the northwest will not be able to exit on the C-D to Michigan Street or Ohio Street during construction.</p>
CA004	01	Mullendore	Dan	Old Northside Neighborhood	4/30/2020	<p>I do have a question. I happen to live far enough from the Interstate that the only time I am bothered by noise from the Interstate is when in</p>	<p>Construction signing will be installed on all interstate highway approaches to Indianapolis calling for trucks and other commercial traffic to use I-465 to travel</p>

						<p>the wee hours of the night, a truck uses compression braking.</p> <p>The noise from that is a factor of 10 or 100 times normal traffic noise and it seems that what I am hearing might be as far away as east of the north split.</p> <p>I have been in contact with INDOT and they say that compression braking is a necessary safety feature and they won't do anything about it. If that is true than excessive noise is still an issue in an urban area. That means that it is not safe for truck to traverse the north split without the ability use compression brakes. Since noise from compression braking is still an issue in a very urban area, can the North Split project either require through trucks use I-465 in night-time hours, or by some chance post signage to prohibit the use of compression brakes during night hours?</p>	<p>through the urban area, including during night-time hours.</p> <p>Regulating compression braking on INDOT managed facilities is beyond the scope of the North Split Project.</p>
CA005	01	Brooks	Paula	Ransom Place Neighborhood	5/12/2020	<p>Hi Kia, it was very nice to chat with you the other day! I'm sending you a recent photo of the DigIndy dump truck in violation of state law and the route agreement I'd mentioned in our conversation. The trucks are not supposed to use MLK; they should be entering the interstate at 21st St. And there should be a cover over of the load of gravel.</p> <p>Please know this is not a one-off occurrence. We need to make sure this doesn't occur with the North Split construction since as I mentioned compliance and enforcement are virtually non-existent. Thanks and stay safe.</p>	<p>Thank you for sending this to me. Seth and I spoke to our construction management staff who will be working on the project. They are aware of this concern and will make sure to address it with the Design-Build Team. It should also be included as a component of their safety plan.</p> <p>In addition, there will be a North Split public involvement point of contact during construction. You can always contact them if you see a concern with the project and they will pass it on to the construction management staff.</p>
<b>Public Individuals</b>							
PI001	01	Abston	Bill	Public	4/29/20	<p>I phoned in to the project town hall yesterday and have a two-part question.</p> <p>-Do you anticipate an increase in traffic on West St from I-65 at 11th St to I-70 on South West St/ Missouri. If I remember correctly there was an increase during the hyperfix project as motorists connected the north &amp; south side of downtown via West St.</p>	<p>Increased traffic is anticipated on West Street during North Split construction due to its location, the connectivity it provides, and the high capacity of the six-lane divided roadway north connecting with the one-way pair south.</p> <p>Common considerations to address increased traffic include adding through lanes or building turning lanes at intersections. Adding through lanes on West Street</p>

						<p>- If so what can be done to address the increase traffic on West St. to minimize the impact to IUPUI?</p>	<p>is impractical and turning lanes are already provided at all major intersections.</p> <p>The best opportunity to improve traffic flow on and across West Street is with more effective use of traffic signals. INDOT is working with Indianapolis DPW to implement traffic signal changes before North Split construction starts. This includes new hardware to better monitor and coordinate traffic signal operation, as well as cameras at certain locations to monitor traffic conditions. INDOT and DPW will monitor and adjust signals as needed during construction.</p> <p>INDOT will also make changes to the I-65/West Street interchange ramps prior to the North Split project to improve the flow of vehicles to and from West Street.</p> <p>Meetings will be held with police and emergency responders beginning this year to coordinate traffic control and emergency response. IUPUI will be invited to join these meetings to learn more and provide input.</p>
PI002	01	Schmucker	Connie Szabo	Public	4/28/20	<p>This is what really should be done with 65/70 in downtown Indianapolis to reclaim what was taken from historic neighborhoods 50 years ago:</p> <p><a href="https://www.lincolnst.edu/sites/default/files/pufiles/deconstruction-ahead-lla200406.pdf">https://www.lincolnst.edu/sites/default/files/pufiles/deconstruction-ahead-lla200406.pdf</a></p> <p>"There are no examples of a neighborhood that improved when a highway was cut through or over it. But every in-city highway removal has improved economic, environmental and social opportunities for the local community."</p> <p>I understand that INDOT is bound and determined to continue to build and repair interstates within cities. But I hope sometime in the future INDOT and the cities will see that inner-city interstates are much more expensive to build/maintain than creating new space for all modes of transportation and for people and neighborhoods to flourish.</p>	<p>The comment is noted. Many similar comments were received at the inception of the North Split project, leading to the preparation of the System-Level Analysis of Downtown Interstates in May 2018. It is here: <a href="https://northsplit.com/wp-content/uploads/2020/04/System-Level-Analysis-File.pdf">https://northsplit.com/wp-content/uploads/2020/04/System-Level-Analysis-File.pdf</a></p> <p>Chapter 2 of the System-Level Study reviewed the topic of freeway decommissioning and where it has been successful. Many of the examples cited in the Lincoln Institute report are referenced in Table 2-1. In all cases, conditions were more conducive to reconditioning than in Indianapolis.</p> <p>Opinions may differ on conclusions, but INDOT did give serious consideration to this comment before moving forward with the project.</p>
PI003	01	Resident	Indy	Public	4/28/20	<p>The intersections of Washington and Pine and College - they have very dangerous sidewalks</p>	<p>ADA accessible accommodations, including appropriate widths, grade change transitions,</p>

						<p>already. There are services on both sides- lots of foot traffic to laundry, the SA, Hardee's &amp; Horizon House &amp; jails + bus station. Please always keep one sidewalk open- and make sure the signals work for all the walkers, wheelchairs and bikes. &amp; the Sidewalks aren't great for wheelchairs- odd turns &amp; hard to see! Make it better please and Thank You!</p>	<p>crosswalk markings, and signalization activation (push buttons, timers etc.) will be provided for sidewalks included within the project area, including the west side of the intersection of Washington and Pine. The intersection at Washington and College is outside of the North Split Project area and sidewalk improvements will not be made as part of this project.</p>
PI004	01	Schmucker	Connie Szabo	Public	4/28/20	<p>In the presentation you mentioned mode shift during construction. Mass transit would normally be something that you could encourage people to utilize, but with the COVID19 pandemic, people do not feel comfortable taking public transit. Also there is much less interstate traffic (down 40% according to INDOT's own figures leading them to close I-70 in both directions for construction this year). In contrast, bicycling and walking are seeing large increases. In addition, there may never be a return to "normal" as people remain in social distancing and work-from-home situations. The need for expanded interchange and the costs may be something that needs to be delayed or re-evaluated given the pandemic situation. What innovative incentives are you planning to provide to get people to bicycle instead of drive during the two-year construction period? I have some ideas:</p> <ol style="list-style-type: none"> <li>1) pay people to park their cars and ride their bikes instead.</li> <li>2) Give 1000 bikes to people in affected areas within 5 miles of downtown to encourage them to "go by bike".</li> <li>3) provide park &amp; ride lots within 3 miles of the interchange and provide bicycle infrastructure on the roads leading into downtown.</li> <li>4) Make sure there are low-traffic roads available to bicyclists especially at key crossings of the railroad, underpasses.</li> <li>5) make sure that the roadways that people will most likely use to drive cars on will also have bicycle infrastructure and/or parallel roadways and routes closed or limited to thru traffic.</li> <li>6) change speed limits in the interstate regional and downtown to 20 mph.</li> <li>7) sponsor bike-in breakfasts to encourage people to bike to work</li> </ol>	<p>Mode shift to transit, biking, and walking is a goal of the Mobility Management Plan (MMP) for the North Split project. The ideas for mode shift to bicycle commuting are appreciated, and the Project Team will explore these as part of the MMP, including an invitation for involvement by the IMBAC.</p>

						(www.indybikehub.org hosts Bike-in Breakfasts monthly from April-Oct) and provide bicyclists with bicycle routes (www.indybikehub.org – for Indy Bike Train routes). 8) provide bike-friendly detours and communicate those to Indianapolis Mayor's Bicycle Advisory Council (IMBAC) and other bicycle groups to help communicate with bicyclists. 9) get feedback on bicycle detours and impact on bicycle routes from IMBAC.	
<b>PI004</b>	02	Schmucker	Connie Szabo	Public	4/28/20	Please use lighting that is in compliance with Dark Sky Alliance recommendations so that the lighting is efficient and effective and doesn't negatively impact dark skies in the area <a href="https://www.darksky.org/ourwork/lighting/lighting-for-industry/fsa/fsa-products/">https://www.darksky.org/ourwork/lighting/lighting-for-industry/fsa/fsa-products/</a> ) Also, use best practices when using LED lighting: <a href="https://mobilitylab.org/2019/02/25/can-led-streetlights-save-money-without-negative-healthconsequences/">https://mobilitylab.org/2019/02/25/can-led-streetlights-save-money-without-negative-healthconsequences/</a>	The design-build team is required to limit light trespass outside of the right of way by shields, lighting distribution selection or other means. The design-build team will identify all residential areas at the outset of the photometric modelling process to measure light trespass.  LED lights are recommended to be used for the project. The Aesthetic Design Guidelines identify a series of typical LED light fixtures to be used, and INDOT will review the final lighting prior to installation.
<b>PI004</b>	03	Schmucker	Connie Szabo	Public	4/28/20	Please use community resources for additional artwork and cultural additions to the infrastructure you'll be adding in the neighborhoods. Sponsor artists to create something beyond a standard bridge underpass / murals / innovative walkways / innovative pavement treatments for the Monon loop like this:  <a href="https://www.boredpanda.com/van-gogh-starry-night-glowing-bike-path-daan-roosegaarde/">https://www.boredpanda.com/van-gogh-starry-night-glowing-bike-path-daan-roosegaarde/</a>  If this thing has to be done (which I really don't believe is necessary), at least make it as much of an asset as possible instead of INDOT's standard interstates overpasses/underpasses. This is an area within a city, not a highway out in a rural area or the outskirts of town (it is right in the center of a major city!!), and should reflect the character of the neighborhoods and city it is in.	The potential for community involvement to include artwork and other enhancements was emphasized in the CSS process. During the CSS process, INDOT coordinated with various agencies and groups involved with greenways and art in the Indianapolis region, with a focus on potential partnerships to leverage community resources.  There will continue to be opportunities for these partnerships when project construction is complete. Provision is made at underpasses and other locations in the project area for the addition of public art in the future.  The "Van Gogh" bike path in the Netherlands described in the link provided with the comment is an example of an art enhancement that would benefit from a local partnership. The link has been forwarded to Indianapolis Greenways officials.

<b>PI005</b>	01	Sherman	Jackson	Public	4/30/2020	Will Lewis Street, the one parallel to the Monon, continue to be drivable underneath I-70?	Lewis Street between 13 <sup>th</sup> Street and 15 <sup>th</sup> Street will be closed when I-70 bridges are being replaced, but will be open following construction.
<b>PI006</b>	01	Mack	Dorothy	Public	4/30/2020	<p>Thank you too, Erin.</p> <p>My husband Jim is also with me. He had some questions too which I submitted and they were answered well.</p> <p>I like this format much better than in-person (though in most situations I'd prefer in person. This is an exception.)</p> <p>It would be nice, though, if we could see the presenters. I've attended webinars where they are in a window. Maybe it's more difficult now since they all might be working from home.</p> <p>Another question from my husband: On the downtown access map, the cursor was too small and the street names were illegible. They looked like a solid grey line. I would note that the presenter pointed out the significant streets, in my opinion. And they were highlighted on the map. Perhaps there were some significant streets that were not marked clearly enough.</p>	<p>Comments on the virtual format are informative and greatly appreciated.</p> <p>The Project Team will continue to work to improve the quality of maps and graphics in presentations.</p>
<b>PI007</b>	01	Sattler	Keith	Public	5/1/2020	Looking at the renderings it doesn't look like there will be pedestrian crossing at 13th street across college to the monon trail connection. Is this the case or are there plans for pedestrian crossing there? It would be really nice to have a traffic light there. Thanks.	A painted crosswalk is not currently planned at 13th Street and College Avenue. The Indianapolis Department of Public Works is responsible for all traffic control devices on local streets, including pavement markings for crosswalks and installation of traffic signals. This comment will be forwarded for their consideration.
<b>PI008</b>	01	Olds	Sarah	Public	5/13/2020	Unfortunately due to health I was not able to participate in the virtual meetings. I have read the presentation material. Some of it is difficult to decipher actual locations designated for improvements. I may be wrong but I see nothing planned relating to Cottage Home Historic District. I live on St. Clair Street just a block or so from the interstate. Not only do I have to endure the noise from frequent trains but also the interstate noise and ugliness. There is no barrier of any significance	<p>All adjacent areas in the North Split Project area were considered for noise barriers based on INDOT's Traffic Noise Analysis Procedure. A copy is available here: <a href="https://www.in.gov/indot/files/2017%20INDOT%20Noise%20Policy.pdf">https://www.in.gov/indot/files/2017%20INDOT%20Noise%20Policy.pdf</a></p> <p>The North Split Traffic Noise Technical Report documents the process and result for evaluating North Split noise impacts. A copy is available here:</p>

						<p>and there is trash from the interstate that blows down by the overpass all the time. Neighbors pick up the trash occasionally and the area is always a part of the neighborhood clean-up. I don't open my windows but when I open my door to go outside immediately there is the gush of loud white-like noise that is interstate noise.</p> <p>I would appreciate hearing back from someone about any plans for Improvements for quality of life for the Cottage Home Neighborhood relative to the 65/70 split. The boundaries for CHN are the interstate to the west, 10th Street to the north, Michigan Street to the South and Oriental Street to the East.</p>	<p><a href="https://northsplit.com/wp-content/uploads/2019/10/FINAL-North-Split-Draft-Noise-Report.pdf">https://northsplit.com/wp-content/uploads/2019/10/FINAL-North-Split-Draft-Noise-Report.pdf</a>. As shown in Appendix A of the report, most residential receivers in the Cottage Home neighborhood do not meet the noise threshold criteria for installation of noise barriers, either due to distance from the interstate or due to the presence of buildings, embankments or other obstructions between the residences and the interstate.</p> <p>The Cottage Home Historic District will benefit from the improved connectivity provided by new sidewalks and lighting under the bridges and from the landscaping improvements along and around the reconstructed interchange.</p>
PI009	01	Offen	Walter	Public	5/14/2020	<p>I've reviewed the materials and appreciate the work that has gone into creating these plans. The plans are excellent and I look forward to the work beginning and completed.</p> <p>I have one important suggestion. I will first note that I had a 31-year career at Lilly, and so commuted daily during those years. I wish to challenge the following 2 points made on one of the early slides:</p> <ul style="list-style-type: none"> <li>• Removes the worst bottlenecks</li> <li>• Does not add through lanes</li> </ul> <p>Those points are contradictory to each other. Bottlenecks are created when there are not enough through lanes, or when several lanes reduce by 1 or more lanes. I strongly suggest you use this major project as an opportunity to spend just a little more to add a few lanes at that interchange.</p> <p>Going westbound on I-70 into the north split, there are currently 2 lanes that go to the left (staying on I-70 west), 2 lanes for the distributor ramps (exits for Michigan, Ohio, and Fletcher Streets), and 2 lanes for I-65 north. The latter creates the worst bottlenecks in the morning. We may not need to add a 3rd lane, but further west from this exit is</p>	<p>It is true that bottlenecks can result from an inadequate number of through lanes or by a reduction in lanes (a "lane drop"), but another type of bottleneck is the primary cause of congestion, delays, and crashes in the North Split. A condition called "weaving" results when vehicles cross the traffic stream over a short distance to enter or leave the interstate. In the North Split, weaves occur at the Pennsylvania Street exit ramp and the Delaware Street entrance ramp.</p> <p>Vehicles northbound on I-65 must cross all traffic between westbound I-70 and I-65 to exit at Pennsylvania Street. That conflict is the primary cause of morning back-ups from I-70 mentioned in your comment. Likewise, traffic entering from Delaware Street to access eastbound I-70 must cross all southbound I-65 traffic, resulting in back-ups for I-65 traffic in the afternoon. In addition to creating the worst bottlenecks, these weaves result in the highest two crash locations in the interchange.</p> <p>Detailed descriptions of bottlenecks and crashes in the North Split, along with diagrams of the weave areas, are provided in Section 2 of the Alternatives Screening Report. The report is located here: <a href="https://northsplit.com/wp-content/uploads/2020/04/Alternatives-Screening-">https://northsplit.com/wp-content/uploads/2020/04/Alternatives-Screening-</a></p>



						<p>where an additional lane is needed as traffic always backs up because cars are merging with those already on I-65 northbound. That north stretch of about 1 mile needs additional lanes, probably 2, to keep traffic moving smoothly.</p> <p>Going outbound on I-70 east at that NE corner of the spaghetti bowl we need the right-most lane (the 5th lane) to continue all the way to I-465. This would keep traffic moving smoothly out of that NE corner alleviating congestion in the afternoon rush hour.</p> <p>Thanks for the opportunity to comment. I hope you give this serious consideration because otherwise I do not believe you will have achieved the stated goal of "removal of worst bottlenecks".</p>	<p><a href="#">Report-File.pdf</a>. As described in this report, improvements to the North Split interchange (Alternative 4c) are designed to eliminate these weaves.</p> <p>Also as described in this report, one alternative (Alternative 5) would have added through lanes in the reconstructed interchange. This alternative was not selected due to community resistance to the localized impacts that would have resulted.</p>
PI010	01	McQuiston	James	Public	5/15/2020	<p>Thank you for the opportunity to comment on your presentation. It is evident that a lot of hard work and thought has gone into this effort.</p> <p>Comments:</p> <p><b>Bridge Abutments.</b> To soften the scale of these elements at street level, consider close planting of tree species that will mature to a significant height, along with denser plantings in close proximity. Additionally, at selected areas stainless steel wire grids that could support vining plants to further lessen the impact of the mass.</p>	<p>Tree species are located to not interfere with the function of the mainline or local street. Plant spacing recommendations can vary depending on final tree species selection, with appropriate spacing to accommodate future growth and survivability of the species. Vines are not proposed on any of the structural walls, noise walls or bridge elements to minimize additional maintenance.</p>
PI010	02	McQuiston	James	Public	5/15/2020	<p><b>Lighting.</b> There are some nice fixtures selected. It is less clear how they all work in unison. Consider retaining a talented lighting consultant to advise on an overall concept, since illumination at night will be highly impactful, in addition to security concerns. Also consideration of how lighting might be seen from the roadway to give a greater sense of location and urban context as one travels the downtown area in the evening.</p>	<p>The range of lighting fixtures provides the opportunity to enhance the infrastructure improvements in terms of both safety and visual character. There are a variety of fixtures included in the Aesthetic Design Guidelines for the anticipated different types of lighting needs. Light fixtures are intended to be incorporated into the infrastructure with visibility to the actual fixtures minimized. The visual focus is placed upon the portions of the infrastructure being lit, and not on the fixture itself. During the final design, INDOT's designer shall provide recommendations to INDOT regarding the unification of fixture types, styles, and service in the context of the total design.</p>

<b>PI010</b>	03	McQuiston	James	Public	5/15/2020	<b>Decorative Elements.</b> The treatments for the underpass have an ad hoc quality, appearing to be additions intended to ‘spruce up’ the assembly. They mostly resemble entry features to 1985 Festival Marketplaces, and an unfortunate nod to postmodernism, which has never aged well. Attached are some images of smaller scale bridge/overpass elements from around the world. While each situation is different, and perhaps not directly applicable, they represent great design thinking, specific to a locale, and become an integral part of the overall composition. Select areas of high impact/visibility for more detailed treatment, use simplified approaches in all others.	The bridge treatments are matched to the functional needs of this project. A series of design applications for use on the various bridge types allows for the infrastructure spaces to have a unified and cohesive look. Other design elements, including spaces that can accommodate future art and decorative identification such as a street name are also identified as part of the architectural bridge enhancements. Public art is not part of this project, but can be added over time, and can be incorporated into the various panels on both the bridge elevation and abutment panels. The aesthetic design treatments were developed in collaboration with local neighborhoods and communities and were vetted through an extensive public engagement process.
<b>PI010</b>	04	McQuiston	James	Public	5/15/2020	<b>Sound barriers.</b> While the patterns indicated have some detail, stretched over an expanse of hundreds of feet they start to appear scale-less. Consider having form inserts to the precast panels that could be changed out for individual rectangles at areas of high visibility. This is relatively easy to do with precast. Also in areas of high visibility use stained concrete in some panels to enliven the appearance. At areas not adjacent to traffic use Corten or powdercoated metal panel treatments or accents.	Throughout the Context Sensitive Solutions (CSS) process, there was a desire expressed to keep the architectural styles simple for the sound barriers and bridge abutment walls. There was a clear message that faux “stone” patterns or other styles should be minimized on any structural wall or noise wall application. The pattern for the sound walls shall be selected during final design utilizing the recommendations in the Aesthetic Design Guidelines.
<b>PI010</b>	05	McQuiston	James	Public	5/15/2020	<b>Graphics.</b> The layouts presented appear strictly old-school, resembling naming conventions used on bridges for the last 30 years. There is an opportunity here to produce much more interesting an individualized wayfinding. Consider retaining a skilled local graphic artists for some help in layouts, integrating with the aesthetic design of the abutment treatments.	Spaces for future art, street name, or similar are identified as part of the architectural enhancements. Selections of street names or other community identifiers will be made during final design.
<b>PI011</b>	01	Cummings	Jeff	Public	5/15/2020	Greetings, To follow up on an earlier email that I got about people not responding to the North Split Survey. I talked to several of my neighbors (1400 block Central) and the general consensus was “Why bother as IDOT already knew what they were going to do!”	See response to Comment PI010 regarding the cause of daily congestion on southbound I-65 and how it will be relieved by the North Split Project.  See response to Comment CA004 regarding the planned detour of trucks and other through vehicles to I-465 during construction. Permanently removing

						<p>I also signed on to the call (of course the chat button was disengaged) and I would like to know with no additional lanes how will there not be back ups and bottlenecks as on the call it was stated the redesign would eliminate that. I live in the ONS and coming home 65S is usually backed past the MLK exit.</p> <p>My only recommendation (I was really annoyed that there will be no sound barriers) is why do you not eliminate all semi traffic through the split and require all semi's to use 465 to go around the city? Other cities do this.</p> <p>Lastly, the bridges over Meridian, Delaware, Illinois all have to be redone, why not do it all at once since the road will be shut for 2 years?</p>	<p>trucks from the downtown interstates is beyond the scope of the North Split Project.</p> <p>Meridian, Delaware, and Illinois Streets are spanned by a single bridge extending from Alabama Street to Senate Avenue and crossing seven local streets. Adding this bridge to the North Split project is prohibitive due to its cost. Also, reconstruction is not warranted to the same degree as North Split bridges based on condition.</p>
PI012	01	Kuntz	Kathleen	Public	5/18/2020	<p>We understand that the south leg of the interchange will be closed during construction. How much traffic is expected to divert on to city streets surrounding the south leg of the interchange? We live near New York and Park and are already seeing an increase in traffic. How much more traffic will use Park as a Local detour to get around the closure? the pavement on Park is horrible. The city patches the pavement on Park every year. The pavement needs to be replaced not patched. The corner at Park and N.Y. does not drain. There is a huge pond after every rain event. It creates a safety problem and needs to be fixed. The corner at Washington and park is also horrible. Traffic cannot turn of Washington to park due to the sharp corner. Can The pavement And the drainage on Park be fixed Ahead of the closure of the interstate. The added traffic will only make the pavement condition even worse and possibly make the road impassable. We appreciate Your consideration. Thank you. We are 100% in favor of the project and proposed improvements.</p>	<p>There are likely to be traffic increases on a majority of downtown streets during North Split construction. These increases may occur on streets such as Park Avenue that are not designated as arterials and not designed for high volumes of traffic.</p> <p>The most effective way to discourage through traffic on local streets is to provide a well-functioning arterial and collector system. INDOT is implementing a mobility management plan to enhance the operation of local arterials and reduce overall traffic demand while North Split construction is underway.</p> <p>The existing geometric conditions on Park Avenue are under the jurisdiction of the City of Indianapolis. Drainage is the responsibility of Citizens Energy Group. This comment has been forwarded to Indianapolis Department of Public Works.</p>

**From:** [Kia Gillette](#)  
**To:** ["Ken Avidor"](#)  
**Subject:** RE: Bike Lane  
**Date:** Thursday, April 23, 2020 7:07:00 AM

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Ken,

Thank you for this comment. This figure was intended to be prototypical and show possibilities created by wider bridge openings. The North Split Project will widen sidewalks under the bridges and provide bike lanes wherever they currently exist on local streets.

Since there are no plans as part of the North Split Project to add bike lanes to Central Avenue, we are revising the figure to make it more general and remove the bike lanes.

Thanks for pointing this out.

Kia

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

**From:** Ken Avidor <ken.avidor@gmail.com>  
**Sent:** Monday, April 20, 2020 8:05 PM  
**To:** Kia Gillette <kgillette@HNTB.com>  
**Subject:** Bike Lane

Ms Gillete,

It is very unsafe to have bike lanes under the bridge right next to traffic as depicted (see attached).

It also requires less maintenance (snow removal, cleaning) if the bikeway is grade-separated.

Please consider a combined bike/ped path with a buffer on all bridge underpasses as currently exists on 10th Street.

Thanks,

Avidor  
CANA

**From:** [Higginbotham, Jennifer L.](#)  
**To:** [Kia Gillette](#); [Seth Schickel](#)  
**Subject:** North Split  
**Date:** Tuesday, April 21, 2020 11:54:39 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[image007.png](#)

---

Sending outside the presentation as a comment.

In Holy Cross (my neighborhood) when large trucks, specifically long trucks, make their way in, they can't get out without driving on sidewalks and damaging them. There are a lot of T-intersections, on-street parking, and one-way streets. I know that Vermont Street is included in the project area, so I'm sure the neighborhood would appreciate strict restrictions on travel in the neighborhood, making sure they only use the roads that won't result in damage to sidewalks.

Thanks!

**Jen Higginbotham, AICP** | Principal Planner  
*Indianapolis Metropolitan Planning Organization*  
200 East Washington Street | Suite 2322 | Indianapolis, IN 46204  
P: 317.327.7587 | C: 812.236.5251 | [Jen.Higginbotham@IndyMPO.org](mailto:Jen.Higginbotham@IndyMPO.org)



**From:** [Paul Knapp](#)  
**To:** [Kia Gillette](#)  
**Subject:** Re: [EXT] Re: Virtual Open House  
**Date:** Tuesday, April 28, 2020 4:33:12 PM

---

Hi Kia,

I think Seth may have answered it. It was about traffic during construction. Will traffic traveling south on I-65 from northwest of downtown be able to exit on the C-D to the Michigan and Ohio exits. I think I heard him later say "no."

Is that correct?

Thanks,

Paul

---

**From:** Kia Gillette <[kgillette@HNTB.com](mailto:kgillette@HNTB.com)>  
**Date:** Tuesday, April 28, 2020 at 3:27 PM  
**To:** Paul Knapp <[pknapp@yandl.com](mailto:pknapp@yandl.com)>  
**Subject:** [EXT] Re: Virtual Open House

Hi Paul,

I'm not sure why it's working for some and not others. Can you send me your questions?

Thanks,

Kia

Sent from my iPhone

On Apr 28, 2020, at 2:57 PM, Paul Knapp <[pknapp@yandl.com](mailto:pknapp@yandl.com)> wrote:

Hi Kia,

The Chat function for question is not working on my machine. It says that "The presenter has disabled the chat function for attendees."

Paul

*This e-mail and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. If you are NOT the intended recipient and receive this communication, please delete this message and any attachments. Thank you.*

[ EXTERNAL SENDER - Please exercise caution when opening attachments or clicking links ]

**From:** [Paul Knapp](#)  
**To:** [Kia Gillette](#)  
**Subject:** FW: [EXT] Re: North Split Project Update  
**Date:** Thursday, April 30, 2020 2:39:53 PM

---

Hi Kia,

This question came in on our Rethink site but I think it was meant for your team.

Paul

---

**From:** Dan Mullendore <bookem4096@gmail.com>  
**Date:** Thursday, April 30, 2020 at 2:19 PM  
**To:** Rethink 65/70 Coalition <info@rethink65-70.org>  
**Subject:** [EXT] Re: North Split Project Update

I attended the 4/28 open house, and was one of the people that had the chat function disabled.

I do have a question. I happen to live far enough from the Interstate that the only time I am bothered by noise from the Interstate is when in the wee hours of the night, a truck uses compression braking. The noise from that is a factor of 10 or 100 times normal traffic noise and it seems that what I am hearing might be as far away as east of the north split.

I have been in contact with INDOT and they say that compression braking is a necessary safety feature and they won't do anything about it. If that is true than excessive noise is still an issue in an urban area. That means that it is not safe for truck to traverse the north split without the ability use compression brakes. Since noise from compression braking is still an issue in a very urban area, can the Northsplit project either require through trucks use I-465 in night-time hours, or by some chance post signage to prohibit the use of compression brakes during night hours?

Thanks.  
Dan Mullendore  
1420 N Alabama St.  
Indianapolis, IN 46202

Sent from my iPad

On Apr 27, 2020, at 13:13, Rethink 65/70 Coalition <info@rethink65-70.org> wrote:

Virtual Public Meetings, April 28 and 30



[View as a Web page](#)

**From:** [h haizlip](#)  
**To:** [Kia Gillette](#)  
**Subject:** Truck Photo  
**Date:** Tuesday, May 12, 2020 4:18:46 PM

---

Hi Kia, it was very nice to chat with you the other day! I'm sending you a recent photo of the DigIndy dump truck in violation of state law and the route agreement I'd mentioned in our conversation. The trucks are not supposed to use MLK; they should be entering the interstate at 21st St. And there should be a cover over of the load of gravel.

Please know this is not an one-off occurrence. We need to make sure this doesn't occur with the North Split construction since as I mentioned compliance and enforcement are virtually non-existent. Thanks and stay safe, p



**From:** [Indy North Split](#)  
**To:** [Kia Gillette](#); [Seth Schickel](#); [John W. Myers](#)  
**Cc:** [Erin Pipkin](#); [Megan Gross](#)  
**Subject:** FW: Project Impact on IUPUI  
**Date:** Wednesday, April 29, 2020 11:06:51 AM  
**Attachments:** [image002.png](#)

---

Good morning! Please let me know your thoughts on a response to this two-part question from yesterday's Public Open House. Thank you!

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**From:** Abston, William E <[wabston@iupui.edu](mailto:wabston@iupui.edu)>  
**Sent:** Wednesday, April 29, 2020 11:02 AM  
**To:** Indy North Split <[info@northsplit.com](mailto:info@northsplit.com)>  
**Subject:** Project Impact on IUPUI

I phoned in to the project town hall yesterday and have a two part question.

- Do you anticipate an increase in traffic on West St from I-65 at 11<sup>th</sup> St to I-70 on South West St/ Missouri. If I remember correctly there was an increase during the hyperfix project as motorists connected the north & south side of downtown via West St.
- If so what can be done to address the increase traffic on West St. to minimize the impact to IUPUI?

Thank you

Bill Abston  
 Deputy Chief of Police, Indiana University Police Department-IUPUI  
 1232 W. Michigan St.  
 Indianapolis, IN 46202  
 317-274-2058  
[wabston@iupui.edu](mailto:wabston@iupui.edu)  
[www.police.iupui.edu](http://www.police.iupui.edu)



208<sup>th</sup> Session  
 FBI National Academy

**From:** [Erin Pipkin](#)  
**To:** [John W. Myers](#); [Kia Gillette](#); [Seth Schickel](#)  
**Cc:** [Amy Hanna](#)  
**Subject:** Fw: New submission from Contact at indynorthsplit.com  
**Date:** Wednesday, April 29, 2020 11:33:04 AM

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**From:** Connie Szabo Schmucker <[cschmucker@bgindy.com](mailto:cschmucker@bgindy.com)>  
**Sent:** Tuesday, April 28, 2020 5:51 PM  
**To:** [info@northsplit.com](mailto:info@northsplit.com) <[info@northsplit.com](mailto:info@northsplit.com)>; Erin Pipkin <[erin@compassoutreachsolutions.com](mailto:erin@compassoutreachsolutions.com)>  
**Subject:** New submission from Contact at indynorthsplit.com

#### Name

Connie Szabo Schmucker

#### Email

[cschmucker@bgindy.com](mailto:cschmucker@bgindy.com)

#### Phone

(317) 777-9630

#### Message

This is what really should be done with 65/70 in downtown Indianapolis to reclaim what was taken from historic neighborhoods 50 years ago:

<https://www.lincolnst.edu/sites/default/files/pubfiles/deconstruction-ahead-lla200406.pdf>

"There are no examples of a neighborhood that improved when a highway was cut through or over it. But every in-city highway removal has improved economic, environmental and social opportunities for the local community."

I understand that INDOT is bound and determined to continue to build and repair interstates within cities. But I hope sometime in the future INDOT and the cities will see that inner-city interstates are much more expensive to build/maintain than creating new space for all modes of transportation and for people and neighborhoods to flourish.

**From:** [Erin Pipkin](#)  
**To:** [Seth Schickel](#); [Kia Gillette](#); [John W. Myers](#)  
**Cc:** [Amy Hanna](#)  
**Subject:** Fw: New submission from Contact at indynorthsplit.com  
**Date:** Wednesday, April 29, 2020 11:33:05 AM

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This is email one of three we received through the contact link yesterday.

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**From:** Resident Indy <Jd595@gmail.com>  
**Sent:** Tuesday, April 28, 2020 6:13 PM  
**To:** info@northsplit.com <info@northsplit.com>; Erin Pipkin <erin@compassoutreachsolutions.com>  
**Subject:** New submission from Contact at indynorthsplit.com

**Name**

Resident Indy

**Email**[Jd595@gmail.com](mailto:Jd595@gmail.com)**Message**

The intersections of Washington and Pine and College - they have very dangerous sidewalks already. There are services on both sides- lots of foot traffic to laundry, the SA, Hardee's & Horizon House & jails + bus station. Please always keep one sidewalk open- and make sure the signals work for all the walkers, wheelchairs and bikes. & the Sidewalks aren't great for wheelchairs- odd turns & hard to see! Make it better please and Thank You!

**From:** [Erin Pipkin](#)  
**To:** [Seth Schickel](#); [Kia Gillette](#); [John W. Myers](#)  
**Cc:** [Amy Hanna](#)  
**Subject:** Fw: New submission from Contact at indynorthsplit.com  
**Date:** Wednesday, April 29, 2020 11:34:08 AM

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There is a lot of information and several requests in here, as opposed to her other email I just sent through.

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**From:** Connie Szabo Schmucker <[cschmucker@bgindy.com](mailto:cschmucker@bgindy.com)>  
**Sent:** Tuesday, April 28, 2020 5:27 PM  
**To:** [info@northsplit.com](mailto:info@northsplit.com) <[info@northsplit.com](mailto:info@northsplit.com)>; Erin Pipkin <[erin@compassoutreachsolutions.com](mailto:erin@compassoutreachsolutions.com)>  
**Subject:** New submission from Contact at indynorthsplit.com

#### Name

Connie Szabo Schmucker

#### Email

[cschmucker@bgindy.com](mailto:cschmucker@bgindy.com)

#### Phone

(317) 777-9630

#### Message

In the presentation you mentioned mode shift during construction. Mass transit would normally be something that you could encourage people to utilize, but with the cOVID19 pandemic, people do not feel comfortable taking public transit. Also there is much less interstate traffic (down 40% according to INDOT's own figures leading them to close I-70 in both directions for construction this year). In contrast, bicycling and walking are seeing large increases. In addition, there may never be a return to "normal" as people remain in social distancing and work-fro-home situations. The need for expanded interchange and the costs may be something that needs to be delayed or re-evaluated given the pandemic situation. What innovative incentives are you planning to provide to get people to bicycle instead of drive during the two-year construction period? I have some ideas: 1) pay people to park their cars and ride their bikes instead. 2) Give 1000 bikes to people in affected areas within 5 miles of downtown to encourage them to "go by bike" 3) provide park & ride lots within 3 miles of the interchange and provide bicycle infrastructure on the roads leading into downtown. 4) Make sure there are low-traffic roads available to bicyclists especially at key crossings of the railroad, underpasses. 5) make sure that the roadways that people will most likely use to drive cars on will also have bicycle infrastructure and/or parallel roadways and routes closed or limited to thru traffic. 6) change speed limits in the interstate regional and downtown to 20 mph 7) sponsor bike-in breakfasts to encourage people to bike to work ([www.indybikehub.org](http://www.indybikehub.org) hosts Bike-in Breakfasts monthly from April-Oct) and provide bicyclists with bicycle routes ([www.indybikehub.org](http://www.indybikehub.org) - for Indy Bike Train routes) 8) provide bike-friendly detours and communicate those to Indianapolis Mayor's Bicycle Advisory Council (IMBAC) and other bicycle groups to help communicate with bicyclists 9) get feedback on bicycle detours and impact on bicycle routes from IMBAC;

Please use lighting that is in compliance with Dark Sky Alliance recommendations so that the lighting is efficient and effective and doesn't negatively impact dark skies in the area (<https://www.darksky.org/our-work/lighting/lighting-for-industry/fsa/fsa-products/>) Also, use best practices when using LED lighting: <https://mobilitylab.org/2019/02/25/can-led-streetlights-save-money-without-negative-health-consequences/>

Please use community resources for additional artwork and cultural additions to the infrastructure you'll be adding in the neighborhoods. Sponsor artists to create something beyond a standard bridge underpass / murals / innovative walkways / innovative pavement treatments for the Monon loop like this: <https://www.boredpanda.com/van-gogh-starry-night-glowing-bike-path-daan-roosegaarde/>)

If this thing has to be done (which I really don't believe is necessary), at least make it as much of an asset as possible instead of INDOT's standard interstates overpasses/underpasses. This is an area within a city, not a highway out in a rural area or the outskirts of town (it is right in the center of a major city!!), and should reflect the character of the neighborhoods and city it is in.

**From:** [Erin Pipkin](#)  
**To:** [Kia Gillette](#); [Seth Schickel](#); [John W. Myers](#)  
**Subject:** Fw: Quick question  
**Date:** Friday, May 1, 2020 11:09:43 AM

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First of two emails this morning.

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**From:** Jackson Sherman <jjsherman@yahoo.com>  
**Sent:** Thursday, April 30, 2020 7:51 PM  
**To:** info@northsplit.com <info@northsplit.com>  
**Subject:** Quick question

Will Lewis Street, the one parallel to the Monon, continue to be driveable underneath I-70?

**From:** [Kia Gillette](#)  
**To:** [Kia Gillette](#)  
**Subject:** FW: Question  
**Date:** Wednesday, May 13, 2020 9:40:18 AM

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**From:** Dorothy Mack <[mackda@att.net](mailto:mackda@att.net)>  
**Sent:** Thursday, April 30, 2020 7:56 PM  
**To:** Erin Pipkin <[erin@compassoutreachsolutions.com](mailto:erin@compassoutreachsolutions.com)>  
**Subject:** Re: Question

Thank you too, Erin.

My husband Jim is also with me. He had some questions too which I submitted and they were answered well.

I like this format much better than in-person (though in most situations I'd prefer in-person. This is an exception.)

It would be nice, though, if we could see the presenters. I've attended webinars where they are in a window. Maybe it's more difficult now since they all might be working from home.

Another question from my husband: On the downtown access map, the cursor was too small and the street names were illegible. They looked like a solid grey line.

I would note that the presenter pointed out the significant streets, in my opinion. And they were highlighted on the map.

Perhaps there were some significant streets that were not marked clearly enough.

Thanks again.

Dorothy

On Thursday, April 30, 2020, 07:50:08 PM EDT, Erin Pipkin <[erin@compassoutreachsolutions.com](mailto:erin@compassoutreachsolutions.com)> wrote:

Thanks Dorothy!

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**From:** Dorothy Mack <[mackda@att.net](mailto:mackda@att.net)>  
**Sent:** Thursday, April 30, 2020 7:49 PM  
**To:** Erin Pipkin <[erin@compassoutreachsolutions.com](mailto:erin@compassoutreachsolutions.com)>  
**Subject:** Re: Question

**From:** [Keith s](#)  
**To:** [Indy North Split](#)  
**Subject:** Crossing from 13th and college  
**Date:** Friday, May 01, 2020 4:35:28 PM

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Looking at the renderings it doesn't look like there will be pedestrian crossing at 13th street across college to the monon trail connection. Is this the case or are there plans for pedestrian crossing there? It would be really nice to have a traffic light there. Thanks

Sent from my iPhone



**From:** [Sara Olds](#)  
**To:** [Indy North Split](#)  
**Subject:** Feedback on May updates  
**Date:** Wednesday, May 13, 2020 2:33:17 PM

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Unfortunately due to health I was not able to participate in the virtual meetings. I have read the presentation material. Some of it is difficult to decipher actual locations designated for improvements. I may be wrong but I see nothing planned relating to Cottage Home Historic District. I live on St. Clair Street just a block or so from the interstate. Not only do I have to endure the noise from frequent trains but also the interstate noise and ugliness. There is no barrier of any significance and there is trash from the interstate that blows down by the overpass all the time. Neighbors pick up the trash occasionally and the area is always a part of the neighborhood clean-up. I don't open my windows but when I open my door to go outside immediately there is the gush of loud white-noise that is interstate noise.

I would appreciate hearing back from someone about any plans for improvements for quality of life for the Cottage Home Neighborhood relative to the 65/70 split. The boundaries for CHN are the interstate to the west, 10th Street to the north, Michigan Street to the south and Oriental Street to the east.

Thank you kindly,  
Sara Olds

Sent from my iPhone

## Comment on North Split Upgrade plans

Walter Offen <offenw@gmail.com>

Thu 5/14/2020 2:57 PM

To: info@northsplit.com <info@northsplit.com>

Cc: Walter Offen <offenw@gmail.com>

I've reviewed the materials, and appreciate the work that has gone into creating these plans. The plans are excellent and I look forward to the work beginning and completed.

I have one important suggestion. I will first note that I had a 31 year career at Lilly, and so commuted daily during those years. I wish to challenge the following 2 points made on one of the early slides:

- Removes the worst bottlenecks
- Does not add through lanes

Those points are contradictory to each other. Bottlenecks are created when there are not enough through lanes, or when several lanes reduce by 1 or more lanes. I strongly suggest you use this major project as an opportunity to spend just a little more to add a few lanes at that interchange.

Going westbound on I-70 into the north split, there are currently 2 lanes that go to the left (staying on I-70 west), 2 lanes for the distributor ramps (exits for Michigan, Ohio, and Fletcher Streets), and 2 lanes for I-65 north. The latter creates the worst bottlenecks in the morning. We may not need to add a 3rd lane, but further west from this exit is where an additional lane is needed as traffic always backs up because cars are merging with those already on I-65 northbound. That north stretch of about 1 mile needs additional lanes, probably 2, to keep traffic moving smoothly.

Going outbound on I-70 east at that NE corner of the spaghetti bowl we need the right-most lane (the 5th lane) to continue all the way to I-465. This would keep traffic moving smoothly out of that NE corner alleviating congestion in the afternoon rush hour.

Thanks for the opportunity to comment. I hope you give this serious consideration because otherwise I do not believe you will have achieved the stated goal of "removal of worst bottlenecks".

Sincerely,  
Walter W. Offen, Ph.D.

**From:** [james@jwmcq.com](mailto:james@jwmcq.com)  
**To:** [Indy North Split](#)  
**Subject:** Feedback on May updates  
**Date:** Friday, May 15, 2020 12:00:20 PM

---

Good Morning

Thank you for the opportunity to comment on your presentation. It is evident that a lot of hard work and thought has gone into this effort.

Comments:

**Bridge Abutments.** To soften the scale of these elements at street level, consider close planting of tree species that will mature to a significant height, along with denser plantings in close proximity. Additionally, at selected areas stainless steel wire grids that could support vining plants to further lessen the impact of the mass.

**Lighting.** There are some nice fixtures selected. It is less clear how they all work in unison. Consider retaining a talented lighting consultant to advise on an overall concept, since illumination at night will be highly impactful, in addition to security concerns. Also consideration of how lighting might be seen from the roadway to give a greater sense of location and urban context as one travels the downtown area in the evening.

**Decorative Elements.** The treatments for the underpass have an ad hoc quality, appearing to be additions intended to 'spruce up' the assembly. They mostly resemble entry features to 1985 Festival Marketplaces, and an unfortunate nod to postmodernism, which has never aged well. Attached are some images of smaller scale bridge/overpass elements from around the world. While each situation is different, and perhaps not directly applicable, they represent great design thinking, specific to a locale, and become an integral part of the overall composition. Select areas of high impact/visibility for more detailed treatment, use simplified approaches in all others.

**Sound barriers.** While the patterns indicated have some detail, stretched over an expanse of hundreds of feet they start to appear scale-less. Consider having form inserts to the precast panels that could be changed out for individual rectangles at areas of high visibility. This is relatively easy to do with precast. Also in areas of high visibility use stained concrete in some panels to enliven the appearance. At areas not adjacent to traffic use Corten or powdercoated metal panel treatments or accents.

**Graphics.** The layouts presented appear strictly old-school, resembling naming conventions used on bridges for the last 30 years. There is an opportunity here to produce much more interesting an individualized wayfinding. Consider retaining a skilled local graphic artists for some help in layouts, integrating with the aesthetic design of the abutment treatments.

Thanks for reading



**J.W.M. Quiston**

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Interior Design

Suite 340  
303 North Alabama  
Indianapolis, Indiana 46204

V. 317.638.2972

[james@jwmcq.com](mailto:james@jwmcq.com)  
[jwmcq.com](http://jwmcq.com)

**From:** [Jeff Cummings](#)  
**To:** [Indy North Split](#)  
**Subject:** Feedback  
**Date:** Friday, May 15, 2020 4:11:20 PM

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Greetings,

To follow up on an earlier email that I got about people not responding to the North Split Survey. I talked to several of my neighbors (1400 block Central) and the general consensus was “Why bother as IDOT already knew what they were going to do!”

I also signed on to the call (of course the chat button was disengaged) and I would like to know with no additional lanes how will there not be back ups and bottlenecks as on the call it was stated the redesign would eliminate that. I live in the ONS and coming home 65S is usually backed past the MLK exit.

My only recommendation (I was really annoyed that there will be no sound barriers) is why do you not eliminate all semi traffic through the split and require all semi's to use 465 to go around the city? Other cities do this.

Lastly, the bridges over Meridian, Delaware, Illinois all have to be redone, why not do it all at once since the road will be shut for 2 years?

Cheers,  
Jeff Cummings  
1450 Central

Sent from my iPad

**From:** [Kia Gillette](#)  
**To:** [Kia Gillette](#)  
**Subject:** FW: Traffic concern on Park St. during construction  
**Date:** Wednesday, May 20, 2020 6:47:20 AM

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

From: Kathleen Kuntz <kunpkrc8914@att.net>  
Sent: Monday, May 18, 2020 7:48 PM  
To: Indy North Split <info@northsplit.com>  
Subject: Traffic concern on Park St. during construction

To whom it may concern

We understand that the south leg of the interchange will be closed during construction. How much traffic is expected to divert on to city streets surrounding the south leg of the interchange? We live near New York and Park and are already seeing an increase in traffic. How much more traffic will use Park as a Local detour to get around the closure? the pavement on Park is horrible. The city patches the pavement on Park every year. The pavement needs to be replaced not patched. The corner at Park and N.Y. does not drain. There is a huge pond after every rain event. It creates a safety problem and needs to be fixed. The corner at Washington and park is also horrible. Traffic cannot turn of Washington to park due to the sharp corner. Can The pavement And the drainage on Park be fixed Ahead of the closure of the interstate. The added traffic will only make the pavement condition even worse and possibly make the road impassable. We appreciate Your consideration. Thank you. We are 100% in favor of the project and proposed improvements

DeSoto Condo homeowners

Sent from my iPadYour consideration