



INDIANA DEPARTMENT OF TRANSPORTATION

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Table B.1: I-65/I-70 North Split Project (Des. Nos. 1592385 & 1600808) – Consulting Party & Public Comments & Responses from Section 106 Update Memo #16, Draft Landscape Plans, Draft Side Slope Plans, and Interchange Berm Grading Plans, and Virtual Public Meetings on November 16, November 17, November 23, and November 30, 2021

Comment	Response
Advisory Council on Historic Preservation – Sarah Stokely – October 29, 2021	
<p>As of August 2, 2021, I am no longer working at the Advisory Council on Historic Preservation. I have accepted a new position related to historic preservation.</p> <p>Please contact Jaime Loichinger (jloichinger@achp.gov) if you need immediate assistance.</p>	<p>Ms. Stokely was removed from the North Split Project Consulting Party list. Mandy Ranslow continues to represent the Advisory Council on Historic Preservation for post-Section 106 consulting party reviews.</p>
State Historic Preservation Officer – Chad Slider – December 1, 2021	
<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”); the 2020 “Memorandum of Agreement (MOA) Between the Federal Highway Administration, the Indiana Department of Transportation, the Indiana State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the I-65/I-70 North Split Interchange Reconstruction Project in Indianapolis, Center Township, Marion County, Indiana;” 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 the materials that were dated and received on November 1, 2021.</p> <p>Thank you for providing copies of the Draft Landscape Plans, Draft Side Slope Plans and Interchange Berm Grading Plans, and the MOA Progress Report #3. We appreciate being informed of the status of compliance with stipulations of the agreement. Based on our participation in the November 15, 2021, virtual consulting parties meeting and cursory review of the plans presented, we</p>	<p>Thank you for your review.</p>

<p>believe that the proposed work is consistent with the North Split Aesthetic Design Guidelines and the stipulations of the MOA. We have no further comments to offer at this time, but we are interested to learn the views of other consulting parties on the draft plans, particularly the businesses and residents within the impacted neighborhoods.</p>	
<p>If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (“IDNR-DHPA”) within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.</p>	<p>If archaeological artifacts are uncovered during project activities, the IDNR-DHPA will be notified in accordance with all state laws. All applicable state and federal regulations will be followed.</p>
<p>Rethink 65/70 Coalition – Meg Storrow/Brenda Freije – December 10, 2021</p>	
<p>Thank you for the briefing regarding the above referenced material presented Stage 3 Landscape Plans for the North Split project. We have reviewed the presentation materials in the context of our earlier consulting party responses to the Context Sensitive Solution proposals. We offer the following comments to better align the apparently final plans with the intent of those previous responses, and to offer specific recommendations to the Stage 3 design elements. Please note that while we had been assured our CSS response would be forwarded to the design-build team, we now observe relatively few of those recommendations, beyond the cosmetic choices, have been adopted in the final plans.</p>	<p>Thank you for participating in the briefing.</p> <p>Rethink 65/70 Coalition comments regarding the Aesthetic Design Guidelines were provided to the design-build team for consideration.</p>
<p>Exhibit 1 Physical Barrier between Vehicular Travel Lanes and Pedestrian / Counter-flow Cyclist Travel</p> <p>a While the presented bridge plans, elevations and sections indicate attractive sidewalk treatments such as joint patterns and paver bands, there are no physical barriers between vehicular travel lanes and pedestrian/bike pathways at any of the new bridges. We strongly recommend and request a physical barrier between vehicular and pedestrian/ counter-flow cyclist travel ways that is more effective than the indicated curbs at preventing vehicle/pedestrian conflict. The pedestrian way under bridges should not be designed by default to be an errant vehicle clear-zone and recovery area at the expense of pedestrian safety.</p> <p>b While vehicular-pedestrian separation can be effective at landscaped tree lawns that lead up to the bridges, their transition under the bridges to a traversable hardscape</p>	<p>No physical barriers will be provided due to maintenance concerns previously identified by the City of Indianapolis who will maintain the infrastructure under the interstate bridges.</p> <p>The proposed pedestrian spaces under the interstate bridges have been made wider where possible and will range from approximately 10 to 12 feet wide on each side of the street.</p> <p>The project is compliant with the Americans with Disabilities Act (ADA) and we are not aware of any ADA requirements for texture contrast along sidewalks parallel to city streets.</p>

<p>demarcated only by color or texture is inadequate as either an actual or perceptual separation or barrier. Highly variable day/night illumination levels approaching and under bridges further diminish conspicuity of the vehicle-pedestrian interface separation. This is a public safety issue.</p> <p>c We understand the city’s avoidance of bollards because of the high incidence of vehicle strikes and associated liability. This risk transference from vehicle to pedestrians can be avoided by use of a continuous barrier such as a low-median barrier with bicycle safety rail, or the more desirable treatment the city has recently used at the Central Ave/Fall Creek bridge [see Exhibit 1] and elsewhere. Costs associated with those can be mitigated by eliminating purely cosmetic pavement treatments.</p> <p>Exhibit 1a A pedestrian/bicycle protection barrier recently constructed by the City has proven effective. Recommend it or similar be used along “pedestrian sidewalks” under bridges to protect from errant vehicles.</p> <p>Exhibit 1b – Lack of Pedestrian/Bicycle Protection Barrier The flat pavement (highlighted in yellow) shown in the schematic surfacing details does not protect pedestrians or bicyclists from vehicles jumping the curb or provide an ADA texture contrast for the visually impaired that use a cane (might wander off the curb into traffic).</p>	
<p>Exhibit 2 Proposed Bridge Names by INDOT</p> <p>The design plans appear to show that cast letters will be attached to the bridge to identify the streets passing under the bridge. However, people usually already know what street they are on. We recommend the letters indicate which neighborhood or district one is entering when approaching the bridge. Following are preliminary recommendations. Rethink will share these recommendations with the affected neighborhoods and coordinate with the North Split team should these recommendations change within a week of this letter.</p> <ul style="list-style-type: none"> - Central Ave Northbound – Old Northside - Central Avenue Southbound – Mass Ave Cultural Arts District, St. Joseph & Chatham Arch - College Ave Northbound - Old Northside - College Ave Southbound – Mass Ave Cultural Arts District & Chatham Arch - Monon Trail/Lewis Street Northbound – O’Bannon Park, Hillside & Windsor - Monon Trail/Lewis Street Southbound – 10 East 	<p>INDOT and FHWA have discussed this proposal. However, due to possible confusion with multiple neighborhood names as well as the length of some of the suggestions INDOT and FHWA have ultimately decided to use the local street names on the interstate bridges. The street names are what were provided to the public during the development of the Aesthetic Design Guidelines.</p>

<p>District & Cottage Home</p> <ul style="list-style-type: none"> - 10th St. Eastbound – 10 East District, Windsor & Cottage Home - 10th Street Westbound – Mass Ave Cultural Arts District & Chatham Arch - St. Clair St. Eastbound – Cottage Home & Windsor - St. Clair St. Westbound – Mass Ave Cultural Arts District - Michigan St Eastbound – Cottage Home & Lockerbie Square - Michigan Street Westbound – Mass Ave Cultural Arts District & Lockerbie Square - Vermont St. Eastbound – Holy Cross - Vermont St. Westbound – Lockerbie Square - New York St. Eastbound – Holy Cross - New York St. Westbound – Lockerbie Square - Market St. Eastbound – Holy Cross - Market St Westbound – Cole Noble Commercial Arts District - Washington St Eastbound - Irish Hill and Cole Noble Commercial Arts District - Washington Street Westbound – Downtown 	
<p>Exhibit 2 Proposed Bridge Names by INDOT (Rethink recommends the letters indicate which neighborhood the traveler is entering)</p> <p>This is not a realistic representation. Please incorporate the required curb offset and accurate lane configuration. After doing that the area labeled pedestrian sidewalk will shrink. In the case of Washington Street it should also reflect the needs of the IndyGo Blue Line. A 10-foot lane will be inadequate for the bus.</p>	<p>Please see response to Rethink 65/70 Coalition comment on page 3.</p> <p>The figure is an accurate representation. The lanes are slightly wider than 10 feet. The bus lane dimension has not changed. INDOT has coordinated with IndyGo throughout the project.</p>
<p>Exhibit 3 30-foot wide mowed turf grass typology along Monon Trail</p> <p>From the Stage 3 Landscape Plans on Sheet L-505, it appears that there is a 30-foot wide + mown turf grass typology along the Monon Trail. In the Q&A period of the meeting, the response was given that this was proposed because there was a concrete lined swale in that area. Rethink recommends that mown turf grass be minimized and the short grass prairie or vegetated bioswales be substituted wherever possible to add habitat and biodiversity. In the case of this area of the Monon we recommend the plans include shade tree canopy or shrubs to extend the linear park character of the Monon.</p>	<p>Additional shade trees have been added along the Monon Trail, west of the proposed concrete swale. Turf grass in this area along the Monon Trail and swale has been replaced with native herbaceous vegetation.</p> <p>INDOT specifications for the North Split require concrete-lined ditches for slopes with less than 0.5% to reduce ponding and maintain water flow.</p>

<p>Exhibit 3 30-foot wide mowed turf grass typology along Monon Trail (Rethink recommends that mown turf grass be minimized and short grass prairie or vegetated bio-swales be substituted.</p> <p>Indicated as concrete swale in Q&A period – recommend vegetated bioswales and shade trees along Monon and minimize use of mowed turf grass typology.</p>	
<p>Exhibit 4 Monon Loop Canopy Trees</p> <p>We know that the three trees at the intersection of the Monon Loop and the Monon Trail on Sheet L-508 are existing. We hope the other trees shown on the north side of the Monon Loop are new canopy trees but they are the same symbol. To achieve shade it would be desirable to have trees on the south side of the loop, maybe an alley? Please clarify the design intent here.</p> <p>Exhibit 4 Monon Loop Canopy Trees: not clear if they are existing or proposed It is not clear which trees are existing and which are new. We know these three trees at the intersection are existing large trees. What are the other trees along the Monon Loop? We would like to make sure the plans include canopy shade trees.</p>	<p>For color, interest and biological diversity, trees shown along the north side of the Monon Loop are 3/4 proposed large canopy trees and 1/4 proposed ornamental trees.</p> <p>Tree symbols where there are existing trees have been removed from the plans.</p> <p>Shade trees were previously proposed along the majority of the south side of the Monon Loop. Shade trees have been added at locations where there were previously none along the Monon Loop.</p> <p>The area north of the interchange where the Monon Loop and Monon Trail come together has been kept open for sight distance concerns along the trails.</p>
<p>Issue 5 Evergreen Trees Should Be Included in Planting Palette</p> <p>According to the Stage 3 Planting Plans, there appears to be only one area where evergreen trees are used – along the sound walls in Martindale Brightwood neighborhood. Rethink recommends that the landscape treatments/typologies include evergreen trees since they are essential for dense screening that provides a visual buffer, fine particulate pollutant filtering, and visual interest in the winter months. We suggest that the ratio of evergreen trees to deciduous trees be significantly increased to at least 1 evergreen for every 3 deciduous shade trees in all tree planting areas.</p> <p>Exhibit 5 Plant Palette Need Evergreen Trees and Dense Buffer at all walls Preservation areas should not preclude planting on upper slopes to replace removed vegetation. A dense buffer with evergreen trees are essential for screening that provides fine particulate pollutant filtering, noise mitigation, and visual screening of the walls.</p>	<p>INDOT will add the following evergreen species to Typology 3-A: Side Slope Plantings at a ratio of 1 evergreen for every 3 deciduous shade trees. This typology is present along the interstate legs.</p> <p>Although not necessarily native to Indiana, these species are generally native to the Midwest:</p> <ol style="list-style-type: none"> 1. <i>Juniperus virginiana</i> (Eastern Redcedar) – Midwest Region and Indiana native, straight species 2. <i>Pinus banksiana</i> (Jack Pine) – marginal Midwest Region native (northern Great Lakes region and Canada) tolerates poor soils, needs cool summers & cold winters 3. <i>Pinus virginiana</i> (Virginia Pine) – non-Midwest Region native (South Region native), tolerates poor soils <p>The following evergreen species were investigated for use but were not included because they were a cultivated variety (not native), not native to the Midwest, or there were potential concerns with climate or survivability.</p>

Evergreen Species Formerly Part of the Aesthetic Design Guidelines: These evergreen species were removed early on from the Aesthetic Design Guidelines due to INDOT's request to not use cultivars.

1. *Thuja x 'Green Giant'* (Green Giant Arborviate) – cultivar not used per INDOT, highly susceptible to Evergreen Bagworm (*Thyridopteryx ephemeraeformis*), prefers moist & nutrient-rich soils
2. *Juniperus virginiana 'Burkii'* (Burkii Redcedar) – cultivar not used per INDOT
3. *Juniperus virginiana 'Canaertii'* (Canaertii Redcedar) – cultivar not used per INDOT

Other Marginally Native Evergreen Species: These common evergreen species were not used in the original Aesthetic Design Guidelines planting scheme because they are not native to the state of Indiana and there are urban environmental concerns for survivability.

1. *Pinus strobus* (White Pine) – marginal Midwest Region native and sensitive to urban conditions including pollution, soil compaction, and heat
2. *Tsuga canadensis* (Eastern Hemlock) – marginal Midwest Region native mainly Northeast Region native, intolerant of heat, sun & drought
3. *Pinus resinosa* (Red Pine) – marginal Midwest Region native (northern Great Lakes region and Canada), urban pollution intolerant, needs cool summers & cold winters
4. *Pinus rigida* (Pitch Pine) – marginal Midwest Region native mainly Northeast Region native

Non-Native Evergreen Species suitable to the urban environment:

1. *Picea abies* (Norway Spruce) – undesirable because it is native to northern Europe, air pollution tolerant, prefers cool summers & cold winters, prefers rich sandy soils, highly susceptible to needle cast disease (*Rhizosphaera* ssp.)

The Design-Build Contractor team reviewed the design plans and believe all areas that are suitable for planting and site distance restrictions have already been identified for tree plantings.

The area within the 15-foot work zone north of I-65 northbound from College Ave. to Alabama St. will be planted

	with native herbaceous vegetation. Shrubs and trees will not be planted here due to sight distance requirements.
<p>We appreciate INDOT's commitment to communicate during the construction process and the opportunity to offer our comments. We are happy to discuss our response with you at any time.</p> <p>We look forward to discussing these recommendations prior to INDOT finalizing the design plans for implementation.</p>	Thank you for your comments.
Public Comment – Kelly Schweitzer – November 23, 2021	
<p>As a resident of the ONS for more than 30 years, while living in the 1200 block of N. New Jersey St., I've always been aware of the significant noise of interstate traffic. Some evergreens planted many years ago along its path have helped somewhat to reduce the noise level. I am very disappointed that the survey did not robustly support the construction of a highway barrier to help with that. I did participate in the survey.</p> <p>A few of the pre-existing evergreens have been cut down during the construction process. The existing conifers have managed to survive on a steep slope amidst heavy auto pollution. I would ask that new conifer plantings be used heavily on the slope and any adjacent areas on that small strip of land that borders the reconstructed north split in the ONS. I recognize that these do not represent "native" plantings indigenous to our region of Indiana, but the interstate is hardly native, and in light of the tiny majority that voted down the barrier wall, I feel it would be helpful to reduce the noise level as much as possible through any other means available.</p>	Please see response to Rethink 65/70 Coalition comment on page 5.
Public Comment – Greg Bright – December 1, 2021	
I am writing as a resident of Indy to beg you to please protect the bike lanes that you are installing as part of the work for the north split. If you do not protect the bike lanes usage will be incredibly low and it kills the whole point of having bike lanes. I know it adds expense. But that expense is worth it to reduce traffic congestion by reducing the number of people who take cars for any given trip.	The rendering shown in the IndyStar article was a preliminary, generic concept. No new bike lanes will be constructed as part of the North Split project. Existing bike lanes are present along New York Street and Michigan Street and will remain after construction. These bike lanes are separated from traffic by concrete median barrier and bollards in some areas near the interstate bridges. These barriers will remain after the North Split project construction.
Public Comment – Joe Brinkman – December 1, 2021	
I am an indianapolis resident and I live downtown. I respectfully submit this comment for consideration: The bike lanes should be protected; unprotected bike lanes, no matter how beautifully designed and well intentioned, put bike riders at risk, which will disproportionately impact low income residents/commuters.	Please see response to Greg Bright comment on page 7.
Public Comment – Scott Brookie – December 1, 2021	
I live just north of the North Split, and just wanted to emphasize how important protected bike lanes are, and how much I hope they're present in the underpasses.	Please see response to Greg Bright comment on page 7.

<p>Unprotected bike lanes (like just having paint between the road and the bike lane), or lack of bike lanes would be dangerous and lacking for a project as big as this. Hopefully fully protected bike lanes will be included!</p>	
<p>Public Comment – Jarron Burdine – December 1, 2021</p>	
<p>Please make any bike lanes in your plans as protected as possible. There need to be actual physical barriers between cars and cyclists. We have too many people being hit by vehicles and drivers in this city, and to not put any sort of protection in the middle of our biggest chance to build safely would be a huge mistake. Please think of safety first and of pedestrians who can't necessarily drive to work. Cars aren't the only necessity in this world.</p>	<p>Please see response to Greg Bright comment on page 7.</p>
<p>Public Comment – Tony Firulli – December 1, 2021</p>	
<p>So I am looking at the illustration of north split design and what I see beyond a cyclist on the side walk (not in the bike lane shown). Have to say I agree given there is no separation of the bike lane from the cars. This is nuts if this is the final idea. Have you not noticed the growing number of fatalities of cyclists and pedestrians from cars this year. I lost a friend to a distracted driver who could not be bothered to stop at a light from a cross walk at the monon at 86th street. The design depicted is rubbish it needs to include engineered safety for road use not in a car!</p> <p>also 6 feet for a bike lane is rubbish take some space from the more than ample 13 ft sidewalk to add a barrier from the car traffic plus a ft to the bike path (people do pass each other when riding)</p>	<p>Please see response to Greg Bright comment on page 7.</p>
<p>Public Comment – Zach Grajewski – December 1, 2021</p>	
<p>Some feedback regarding the new underpass designs within the area of the north split: Please consider revising the bike lanes beneath them to be protected bike lanes. The images shared with Indystar do not give me great confidence that the bike lanes as designed would be safe places to ride. An unprotected bike lane can in many cases be worse than no bike lane at all, if it gives a false sense of security to the cyclist. Paint is not infrastructure. I would ask that bollards or curbs be installed between the bike lane and the driving lanes, or that the bike lane be elevated to sidewalk level.</p>	<p>Please see response to Greg Bright comment on page 7.</p>
<p>Public Comment – Kevin Hanlon – December 1, 2021</p>	
<p>I am a resident who lives very close to your North Split project. As an avid bicyclist and pedestrian I am hoping that you make the bicycle lanes protected for many reasons, safety being the largest. Paint is not infrastructure.</p> <p>In a recent Indystar article they have released statistics showing the grim reality of poor pedestrian infrastructure around Indianapolis.</p>	<p>Please see response to Greg Bright comment on page 7.</p>

<p>"Before the pandemic, the city hovered around 20 to 30 pedestrian deaths a year due to car crashes. That figure jumped up to 42 in 2020, a 70% increase from the year before."</p> <p>"So far in 2021 there have been 7 cyclist deaths. This number hovered around 1 to 5 from 2015-2020." Taking these numbers, I hope that you will reconsider your bicycle lanes and protect them for the community for years to come.</p>	
<p>Public Comment – Will Hazen – December 1, 2021</p>	
<p>As a Near Eastside resident, I would like to advocate for improved bike infrastructure and pedestrian safety improvements at Market, Vermont, St. Clair, and 10th St, similar to infrastructure already installed at New York and Michigan. Our neighborhood is a very active one, but neighbors often find downtown attractions difficult to access due to interstate barriers. A HAWK signal is desperately needed where Vermont St crosses Pine and Davidson St, due to high vehicle speeds in this area. Bike infrastructure needs to be improved, especially in the 10th St corridor to allow Eastside residents safer access to the Monon and Bottleworks District. Traffic calming along Market St under the interstate is needed to make the future Irish Hill/Elevator Hill area attractive for users on any mode.</p>	<p>Please see response to Greg Bright comment on page 7.</p> <p>The North Split project will not install a HAWK signal or traffic calming devices.</p>
<p>Public Comment – Matt Hygema – December 1, 2021</p>	
<p>I just read the IndyStar article about your “Urban Forest” plans for the land around the north split. Looks great! It is very encouraging to see designers thinking of greenspace, pedestrians, cyclists, and transit riders - even while designing something as car-centric as an interstate.</p> <p>My 2cents: -The speed table on college (near Mass Ave) is a great way to calm traffic and I’d love to see speed tables implemented wherever feasible. If I could have my way the Monon trail would have a speed table installed everywhere it crosses a street. I believe the Monon repaving from 10th – 19th under your purview - maybe consider speed tables at 16th, 17th, and 19th as part of the repaving? -Please, no more street lights installed in the middle of the sidewalks. Hopefully these are a relic of years past. My wheelchair dependent patients absolutely hate them.</p>	<p>The North Split project will not install speed tables on local streets. Speed table locations on local streets are determined by Indianapolis DPW.</p> <p>The North Split project will not install new street lights in the middle of sidewalks.</p>
<p>Public Comment – John Chandy – December 1, 2021</p>	
<p>I am very excited about the bike lane to go under the North Split overpass, but not at all excited by its being unprotected. Unprotected it will be dangerous. I hope you change the design to make it actually bike friendly and not hazardous.</p>	<p>Please see response to Greg Bright comment on page 7.</p>

Public Comment – Moira Kehoe – December 1, 2021	
Make sure bikers are protected from traffic!	Please see response to Greg Bright comment on page 7.
Public Comment – Charlie Moorhead – December 1, 2021	
I have just read this article in the IndyStar about the North Split underpasses. PLEASE change the design to include protected bike lanes. Unprotected bike lanes are not safe enough.	Please see response to Greg Bright comment on page 7.
Public Comment – Jessie Smith – December 1, 2021	
I live in the Old Northside neighborhood and have been directly impacted by the north split construction. It'd make the inconvenience worth while if protected bike lanes that would allow me to travel downtown safely were installed. I currently use the sharrows along Alabama Street and have had many close calls with cars squeezing into the lane I'm in, pinning me against parked cars. Please protect the cyclists who are trying to lesson downtown traffic congestion.	Please see response to Greg Bright comment on page 7.
Public Comment – Evan Tomlinson – December 1, 2021	
My name is Evan. My wife and I live in Lockerbie Square neighborhood. I ride my bicycle to work year round Monday - Friday. This image that appeared in the Indy Star is troubling to me as a cyclist. Paint is not safety. There is a reason the cyclist in this rendering is not riding in the painted bicycle lane, because it isn't safe and doesn't feel safe. We need our bike lanes to be buffered with bollards or concrete barriers to keep cars out of our space. Lack of buffers also allow cars to merge into this space to park, as happens every day on Pennsylvania St by the American Legion Mall for example, which forces cyclists into car traffic to go around them. This is not safe design. The bike lanes must be protected.	Please see response to Greg Bright comment on page 7.
Public Comment – Audrey Wessel – December 1, 2021	
I recently came across your renderings for the north split construction project via IndyStar. Please protect the bike lanes shown in your rendering - meaning, put concrete barriers/pillars at least every few feet so a car cannot cross into the bike lane. Even in your rendering, you show a black car touching the bike lane. This is exactly what will happen in practice if there are no barriers. When people bicycle they help preserve the road and the environment. Cyclists also make parking and getting around easier for those who have to drive. Young talent is more attracted to the city (and to stay) when it's easier for them to safely get around. Given what the north split project costs - and that it is all	Please see response to Greg Bright comment on page 7.

<p>for cars - I strongly hope INDOT will allocate a comparably very small amount of money to make sure bicyclists are safe. Bicyclists paid taxes for the split construction too.</p>	
<p>Public Comment – Zuo Zhen – December 1, 2021</p>	
<p>Will the north split project include upgrading the current overhead lights and adding more lights? Most of the current overhead lights are not LED and there needs to be more lights added to the downtown inner loop. Compared to other cities our highway system is lagging far behind in lighting. Too many stretches of our highway either don't have adequate lighting and/or current lights are down. INDOT needs to do a better job repairing lights that are down.</p>	<p>Lighting within the North Split project has been upgraded to the latest Indiana Design Standards and has been a focus point of the aesthetic design & development. Every effort has been made to maximize the use of LED's and provide an efficient low maintenance system.</p>
<p>Public Comment – Julianne Nolan – December 1, 2021</p>	
<p>Please make sure you're protecting the bike lanes with physical barriers on the North Split. Paint is not enough to protect cyclists, and we don't need any more accidents or deaths. Thank you!</p>	<p>Please see response to Greg Bright comment on page 7.</p>
<p>Public Comment – Meg Biallas – December 2, 2021</p>	
<p>I am an Indianapolis resident writing to share feedback as you further develop pedestrian access around the new North Split construction.</p> <p>Formerly a resident of Washington DC for over a decade, I am a bike commuter at heart. Now that I call Indianapolis home, I am eager to see much-improved safety measures for cyclists and pedestrians.</p> <p>In particular, I would like to see protected bike lanes, providing a physical barrier between bikes and motor vehicles (such as posts or planters). This feature supports the safety and well-being of the community, including women, children and the elderly who are more likely to utilize off-street infrastructure.</p> <p>In fact, protected bike lanes make a safer environment for cyclists <i>and</i> motorists. A 2019 study showed that protected bike lanes resulted in 44% fewer deaths and 50% fewer serious injuries. https://usa.streetsblog.org/2019/05/29/protect-yourself-separated-bike-lanes-means-safer-streets-study-says/</p> <p>Potential bike lane designs are outlined in this resource from NACTO: https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf</p> <p>We need protected bike lanes if we are to advance a thriving downtown city center that is both equitable and accessible for our residents and neighbors.</p>	<p>Please see response to Greg Bright comment on page 7.</p>

Public Comment – Bryan Furuness – December 2, 2021	
<p>Thank you for including bike lanes in your plan. Please protect these bike lanes.</p> <p>If you protect them:</p> <ul style="list-style-type: none"> - more people will use the bike lanes because they will feel safer and - fewer road users of all kinds will die because everyone will <i>be</i> safer. <p>This isn't just my opinion. Researchers at the University of Colorado-Denver and the University of NewMexico "studied data on traffic fatalities in 12 US cities and found that those streets with protected bike lanes had the highest mode share of people riding bikes (remember, protected bike lanes enable more people to feel safe biking, so more people do it) and lower fatality rates for all road users, not just cyclists."</p> <p>Protect the bike lanes & you will protect everyone.</p>	<p>Please see response to Greg Bright comment on page 7.</p>
Public Comment – Michael Green – December 2, 2021	
<p>Good morning, as an Indianapolis based business we are excited to see the progress being made on the North Split Project. We were also excited to see the planting plans and the aesthetic design guidelines for this project and how much effort and thought was put into that.</p> <p>Green Touch Services would like to be added to the bid list for the landscape installation on this project. If you could please provide the direction in which we should pursue to get on the list.</p>	<p>Thank you for your interest in the North Split Project. The Superior Construction team has already been selected by INDOT to oversee construction of the project. The Superior team already includes a landscape subcontractor.</p>
Public Comment – Lane Wolf – December 2, 2021	
<p>My name is Lane Wolf, and I recently read the IndyStar coverage of the plans for North Split underpasses. I'm reaching out to confirm the plans for bike infrastructure under the North Split.</p> <p>Currently, it looks as if some renderings but not all include separated bike infrastructure. Specifically looking at the 10th St. underpass, the design includes an elevated bike lane as well as an unprotected eastbound bike lane. And the illustration used as the story cover shows a green painted bike lane with no protection as cars zoom by. INDOT knows that NACTO recommends protection for bike lanes where traffic exceeds 25 mph or more than 6,000 vehicles in a day.</p> <p>As a Near Eastside resident, I see how unusable that 10th St. bike lane is because of the lack of protection. Riders almost always opt to use the wide sidewalks. As a bike advocate, I want to ensure that bike infrastructure in Indianapolis is accessible to all. We know that women, children and the elderly are unlikely to use bike infrastructure that is not separated from traffic or lacks a</p>	<p>Please see response to Greg Bright comment on page 7.</p>

<p>physical barrier. I'm hoping that by emailing you we can work to add bollards to unraised bike lanes in the North Split underpasses and make them more accessible and safer. Paint simply doesn't do enough to protect people.</p>	
<p>Public Comment – Sara Myers – December 3, 2021</p>	
<p>Please provide protected bike lanes! THANK YOU!</p>	<p>Please see response to Greg Bright comment on page 7.</p>
<p>Public Comment – Ian Phillips – December 3, 2021</p>	
<p>I live in Indianapolis and ride my bike to work every day underneath the north split over pass on 10th and the Monon and it needs more than the painted lines that it currently has had. Please install a concrete barrier similar to the one on Michigan Road for the safety of cyclists. I nearly get hit on that stretch of road once a week before y'all were working on it.</p>	<p>Please see response to Greg Bright comment on page 7.</p>
<p>Public Comment – M.E. Mildenberg – December 5, 2021</p>	
<p>When looking at the plans for the bridge area under the North Split Aesthetics and Landscaping plan I noticed it looks like there are not protected bike lanes? As someone who commutes on New York St. and Michigan St. I can speak to the value of being protected from cars by curbs and pylons. It also makes me feel safer as a pedestrian when I know there are two steps for a car to get through.</p>	<p>Please see response to Greg Bright comment on page 7.</p>
<p>Public Comment – Marissa Byers – December 6, 2021</p>	
<p>My name is Marissa Byers and I'm an Indianapolis resident. I recently saw that public comment for the North Split underpasses and landscaping should be sent to this address.</p> <p>First, I want to say that I am really excited that INDOT is taking this opportunity to install native plant species in the landscaping plan. This will be so beneficial for our wildlife population and pollinators especially. I'm also thrilled that there will be trees to eventually provide shade to pedestrians and otherwise benefit our neighborhoods with cleaner air!</p> <p>It is great that pedestrian walkways and bike lanes are also included in the initial design. However, I have concerns about the bike lane design along these underpasses. I participated in People's Planning Academy through Indy DMD this summer and part of my secondary research for my final project found articles and studies that demonstrated people's preference for bike infrastructure is far and away to use protected bike paths. Bike lanes that are only marked by paint and don't offer any physical protection to cyclists are not appealing since they are so dangerous. What's the point of installing bike lanes if people can't safely use them? (And no, that's not an excuse not to build them--it means we should build them better!!)</p>	<p>Please see response to Greg Bright comment on page 7.</p>

<p>The more you walk and bike around the city, the more you realize how CRAPPY people are at driving. I've lost count of how many times I have almost been crushed or have been honked at while using the crosswalk, with the pedestrian signal. Protecting bike lanes, raising crosswalks, etc., means that people can safely move about in Indiana. Making our city more walk and bike friendly helps our population be more active, decreases our carbon footprint, and makes us much more appealing for tourism and business development. Protected bike lanes have a much more widespread impact than people realize! (And the cost of some concrete bollards relative to the rest of the project seems very reasonable :))</p> <p>Thanks for taking this into consideration and I am excited to see how the project turns out.</p>	
<p>Public Comment – Connie Szabo Schmucker – December 6, 2021</p>	
<p>While it is great to see some actual bicycle infrastructure in the designs for the North Split reconstruction project, it is severely lacking in design and safety.</p> <p>Please add protection / separation from traffic to the bikes lanes presented in the design. Also, provide more space for the bicycle lanes in the design. The pedestrian sidewalks are 2-3 times wider than the bicycle lanes which is really out of whack. Bike lanes should have adequate space allocated for the bike lane and for the protected buffer, which should be a physical barrier, not paint.</p> <p>Please look at NACTO for best practices for protected bike lanes and streetscape applications.</p>	<p>Please see response to Greg Bright comment on page 7.</p>
<p>Public Comment – Trent Taylor – December 9, 2021</p>	
<p>Good evening. I'm writing to request that the bike lanes under the north split bridges have physical separation/protection from automobile traffic. If they could be grade separated as well, that would help since debris like glass, sand, gravel, etc, often tends to accumulate in the bike lanes, creating hazardous riding conditions.</p>	<p>Please see response to Greg Bright comment on page 7.</p>
<p>Public Comment – Anonymous – November 16, 2021 (Virtual Public Meeting)</p>	
<p>Is there a plan to maintain vegetation along the interstate? In the past the highway right of way became heavily overgrown and unkempt.</p>	<p>There are plans under development for the first three years after planting. Year one is the responsibility of the design-build team, and INDOT is in discussions with Keep Indianapolis Beautiful (KIB) for years two and three. INDOT is responsible for maintenance after the first three years.</p> <p>Overall, the planting guidelines seek to create an urban forest feel that includes native plant material for a natural appearance. It is intended to last a long time and is less labor intensive to maintain.</p>

Public Comment – Anonymous – November 16, 2021 (Virtual Public Meeting)	
This looks great, was just curious what the life expectancy will be for these new roads and bridges, and what's the maintenance plan?	The project will use continually reinforced concrete, which is not commonly used in Indiana, and the bridge decks have stainless steel in the concrete. They are expected to last 50 years with minor maintenance which will occur as part of INDOT's routine maintenance program.
Public Comment – James Harris – November 17, 2021 (Virtual Public Meeting)	
Will Schofield be affected?	No. Schofield Avenue will not be affected by the North Split project.
Public Comment – Anonymous – November 17, 2021 (Virtual Public Meeting)	
So, basically these bridges will mainly downtown and not affecting neighborhood areas?	Yes, the bridges are on I-65 and I-70 in the downtown area. The North Split project limits are Alabama Street on the west end, Commerce Avenue on the east side and Washington Street on the south. There are bridges that are adjacent to some neighborhoods, but all work will be completed within the existing right-of-way.
Public Comment – Julie Skyte – November 17, 2021 (Virtual Public Meeting)	
Is the pathway shown to the north of the pond the newer/loop section of the monon?	Yes, that is the newly constructed Monon Loop, which is a permanent addition.
Public Comment – Anonymous – November 17, 2021 (Virtual Public Meeting)	
How mature will the trees going in be?	The trees must be at least two inches in diameter at chest level. The ornamental trees and shrubs are approximately eight feet tall. For nursery-grown stock, those trees would be about four or five years old, depending on the species.
Public Comment – Anonymous – November 17, 2021 (Virtual Public Meeting)	
Will the trees be staked and/or have protection at base from rodents?	INDOT standards require both staking and rodent protection for newly installed trees.
Public Comment – Kelly Schweitzer – November 23, 2021 (Virtual Public Meeting)	
Will there be noise barriers in the Old Northside as well?	As part of the noise study during conducted as part of the Environmental Assessment, a potential noise barrier was analyzed adjacent to the Old Northside Neighborhood. It was determined to not be a reasonable barrier, so there will not be one there. If you'd like to learn more, the Final Traffic Noise Technical Report (June 2020) is available at https://northsplit.com/project-documents-2/ .
Public Comment – Anonymous – November 23, 2021 (Virtual Public Meeting)	
What made it [the noise barrier] unreasonable?	In accordance with INDOT's Traffic Noise Analysis Procedure (2017), factors considered included surveys to benefited receptors as well as visual impacts to the Old Northside Historic District.
Public Comment – Tom Harton – November 23, 2021 (Virtual Public Meeting)	
Are there any areas where the footprint of the new inner loop will be smaller than the old?	The interchange alignment and footprint of the North Split interchange will be more compact once construction is complete. The INDOT right-of-way area will remain the same as the existing.
Public Comment – Suzanne Oshea – November 23, 2021 (Virtual Public Meeting)	
Is it possible to re-visit the noise barrier decision on the old North Side?	No, that decision is final as part of the North Split project.
Public Comment – Kelly Schweitzer – November 23, 2021 (Virtual Public Meeting)	
Might there be other plans to reduce noise in ONS from the highway?	Yes, the Traffic Noise Model used in the North Split noise analysis predicts a reduction in noise at most locations even if

	<p>no noise barriers are installed. This modeled reduction in noise levels is primarily the result of the elevation and realignment of proposed roadways and replacement of guardrail with concrete safety barriers. To reduce noise levels further, INDOT is incorporating additional design features that are not recognized in the Traffic Noise Model. These features include:</p> <ul style="list-style-type: none"> • “Next Generation” Pavement – This new paving technique is designed specifically to reduce tire noise through the use of longitudinal grooves. Although results vary based on tire manufacturer, existing pavement type and condition, and other factors, recent studies have shown that next generation pavement can reduce tire noise levels by 3 to 5 decibels or more. • Continuous Reinforced Concrete Pavement – This paving technique eliminates the need for transverse joints, which are the cause of rhythmic sound patterns of tires passing over traditional concrete roadways. • Jointless Concrete Bridges – This design eliminates the open joints at the end of bridges, which are the cause of the “banging” sounds typically heard at older bridges such as those currently existing in the project area.
<p>Public Comment – Marjorie Kienle – November 23, 2021 (Virtual Public Meeting)</p>	
<p>Are you able to communicate the suggested directions to apps sites that direct people through the work zone? We are getting semi trucks inside Lockerbie on our brick and cobble stone streets.</p>	<p>Yes, the North Split project team has been communicating with the apps and making suggestions as the project progresses. Anything that’s on Traffic or 511.in.org is relayed to those apps.</p> <p>The North Split project team has been working with the City on enforcement. There are truck weight restrictions in place that are being monitored by the Indiana State Police. They have been pulling over trucks on the ramps to Michigan and Washington streets and giving truck drivers a handout of approved routes.</p>
<p>Public Comment – Anonymous – November 23, 2021 (Virtual Public Meeting)</p>	
<p>Were the residents of 12th and New Jersey given a voice in this [noise barrier decision]?</p>	<p>In accordance with INDOT’s Traffic Noise Analysis Procedure (2017), surveys were sent to receptors benefited by the proposed noise barrier. A neighborhood meeting to discuss the noise analysis and noise barriers was held in the Old Northside at the Knights of Columbus McGowan Hall on October 23, 2019.</p>
<p>Public Comment – Tom Harton – November 23, 2021 (Virtual Public Meeting)</p>	
<p>Some streets (College, for example) have multiple bridges next to one another. Do the designs being shown apply to all the bridges on College or just the outer bridges?</p>	<p>Only the outer faces of the College Avenue bridges have the special aesthetic design standards.</p>
<p>Public Comment – Trena Roudebush – November 23, 2021 (Virtual Public Meeting)</p>	
<p>Where should questions unrelated to today's topic be directed?</p> <p>Specifically, concerns about the incredible volume of</p>	<p>Those concerns should be sent to INDOT Customer Service by calling 1-855-INDOT4U or emailing indot@indot.in.gov. Their website is indot4u.com.</p>

semis exiting onto Michigan Street that then turn left onto East Street (driving over sidewalks or cutting off cars in the turn lane). I realize this is not the place to address that concern but northsplit.com has not yielded any responses.	
Public Comment – Kevin Osburn – November 23, 2021 (Virtual Public Meeting)	
Adding street names to bridges overhead seems misleading or superfluous as the names identify the streets passing under the bridge – presumably people already know what street they are on. Can the text indicate which neighborhood one is entering by passing under the bridge instead of the name of the street on which you are already travelling?	Please see response to Rethink 65/70 Coalition comment on page 3.
Public Comment – Marjorie Kienle – November 23, 2021 (Virtual Public Meeting)	
When the discussion about naming bridges, I thought that it had been determined that the neighborhood name was the choice?	Please see response to Rethink 65/70 Coalition comment on page 3.
Public Comment – Marjorie Kienle – November 23, 2021 (Virtual Public Meeting)	
There was a request for evergreens added in to reduce the affect of when the leaves drop in the winter. Will there be that mixture?	Please see response to Rethink 65/70 Coalition comment on page 5.
Public Comment – Peggy Dorsey – November 23, 2021 (Virtual Public Meeting)	
Why are there no quality trees to be planted on the north side of the west leg along 12th. Only veg there are weeds and trash trees in poor condition. South side looks like it will get lots of new quality vegetation. Why being treated differently? North side pretty unattractive! We stare at this every day.	There were concerns voiced during the environmental study to keep the existing trees on the north side of the interstate. These have been marked as “do not disturb” areas. Those trees will provide visual screening between the interstate and the neighborhoods.
Public Comment – Kevin Osburn – November 23, 2021 (Virtual Public Meeting)	
According to the Stage 3 Planting Plans, there appears to be only one area where evergreen trees are used. Is there a reason why more of the landscape treatments/typologies do not include evergreen trees? Evergreen trees are essential for screening, buffering, and visual interest in the winter months. I would suggest that the ratio of evergreen trees to deciduous trees be significantly increased in all tree planting areas.	Please see response to Rethink 65/70 Coalition comment on page 5.
Public Comment – Kevin Osburn – November 23, 2021 (Virtual Public Meeting)	
Approximately 20+ large caliper, mature trees in O’Bannon Park were cut down on the north side of the trail that was replaced as a part of the Monon loop construction in March-May 2021. How and where will these trees be replaced? At what ratio will these trees be replaced? The Stage 3 Planting Plans are not clear on how or where these trees are to be replaced.	Please see response to Rethink 65/70 Coalition comment on page 5. Trees will be planted along the Monon Loop in this area to replace those removed for the trail construction. There is no required ratio for the replacement trees.
Public Comment – Kevin Osburn – November 23, 2021 (Virtual Public Meeting)	
Many trees were removed along the north side of the west leg bordering the Old Northside (along 12th Street from Alabama to east of Central); these trees provided an important screening and buffering function. It appears the only plantings to be placed in this area are ground plane plants. Can these areas include more trees to replace / restore the screening/buffering function of the former tree	Trees within 15 feet of the interstate along the north side of I-65 were removed to allow space for construction. Herbaceous vegetation will be planted in this area. No trees will be planted in this area interstate due to sight distance concerns.

canopy that was removed?	
Public Comment – Kevin Osburn – November 23, 2021 (Virtual Public Meeting)	
Can more tree plantings be added along the Monon Trail? Why 32' width of just turf grass here? Seems like a missed opportunity to add shade, tree canopy, habitat, etc.	Please see response to Rethink 65/70 Coalition comment on page 4.
Public Comment – Kelly Schweitzer – November 23, 2021 (Virtual Public Meeting)	
It seems that conifers could help mitigate the sound burden in the ONS and other districts lacking the barrier wall, can they be used more heavily?	Please see response to Rethink 65/70 Coalition comment on page 5.
Public Comment – Peggy Dorsey – November 23, 2021 (Virtual Public Meeting)	
Many of the existing trees are now gone. Not much screening is happening now. Can we revisit this?	No. The “do not disturb” areas were a commitment in the Environmental Assessment and will remain. Trees within 15 feet of the interstate along the north side of I-65 were removed to allow space for construction. Herbaceous vegetation will be planted in this area. No trees will be planted within 20 feet of the interstate due to sight distance concerns.
Public Comment – Marjorie Kienle – November 23, 2021 (Virtual Public Meeting)	
During the planning phase, many comments were offered about the opportunity to correct the perceived error of the previous build of not including evergreen trees. This is an area that needs to be revisited to address these concerns.	Please see response to Rethink 65/70 Coalition comment on page 5.
Public Comment – Kevin Osburn – November 23, 2021 (Virtual Public Meeting)	
So, as to the response on evergreen trees, will there be any added to the other typologies?	Please see response to Rethink 65/70 Coalition comment on page 5.
Public Comment – Kevin Osburn – November 23, 2021 (Virtual Public Meeting)	
Trees removed in public parks are required to be replaced.	Please see response to Rethink 65/70 Coalition comment on page 5.
Public Comment – Marjorie Kienle – November 23, 2021 (Virtual Public Meeting)	
I think that it is an expectation by the public is that the trees removed by the soccer field would be replaced. That really needs to be investigated.	Please see response to Rethink 65/70 Coalition comment on page 5.
Public Comment – Marjorie Kienle – November 23, 2021 (Virtual Public Meeting)	
The interpretation of the design guidelines cannot overpower the public desire. There was a strong desire expressed for evergreen during the public process. Saying now that they are now allowed feels a little like bait and switch.	Please see response to Rethink 65/70 Coalition comment on page 5.
Public Comment – Bruce Baird – November 30, 2021 (Virtual Public Meeting)	
Can you please give more information and detail about the stormwater retention planned just south of O'Bannon Park?	The retention pond is built for a 100-year storm. The basin is dry detention, not retention. It is engineered to hold water only for short periods. It will be planted with a native seed mix and function as part of the landscape when not managing stormwater runoff.
Public Comment – Meg Storrow – November 30, 2021 (Virtual Public Meeting)	
Was the Section 106 input provided to Ratio to inform the development AEIP design?	Yes, the comments were provided to the design-build team for consideration.
Public Comment – Anonymous – November 30, 2021 (Virtual Public Meeting)	
What are INDOT's plans for long term maintenance of the landscaping installed as part of this construction project?	Please see response to Anonymous (November 16, 2021) comment on page 14.

Public Comment – Kayla Dwyer – November 30, 2021 (Virtual Public Meeting)	
Is the design-build team housed within Superior Construction, or HNTB, or INDOT?	No, there was not a formal review process required, although the project and design-build teams have met many times with the City. However, as part of the design process for this type of project in an urban setting, the guidelines for Complete Streets were considered. That includes lighting and wider sidewalks at the underpasses.
Were these underpass designs subject to any local ordinance requirements, such as Indianapolis' Complete Streets ordinance?	
Public Comment – Brittany Smith – November 30, 2021 (Virtual Public Meeting)	
I may have missed this but assuming these similar designs /lighting installations will be used for Central and Alabama Streets?	There is a mix of different design features based on the type of bridge, but the general character is very similar.
Public Comment – Anonymous – November 30, 2021 (Virtual Public Meeting)	
Will all existing damaged/rusty chain link fences be removed? If so, will they be replaced with black coated fences or standard chain link?	Yes, almost all of the damaged/rusty chain link fences will be removed and the new fence will be black coated fencing. There may be a few areas north of the interstate on the west leg in the “do not disturb” areas where the trees have grown into the fence. To avoid removing trees, the fence in these areas will remain.
Public Comment – Meg Storrow – November 30, 2021 (Virtual Public Meeting)	
Who is selecting the art work on the bridge columns?	INDOT is providing space for art to be installed on the bridge columns, but INDOT is not providing the art itself. The space for art gives the neighborhoods or other organizations a canvas for the art of their choice.
Public Comment – Meg Storrow – November 30, 2021 (Virtual Public Meeting)	
Bridge cross sections – Need a buffer between the vehicle travel way and the pedestrian way – i.e. bollards.	Please see response to Rethink 65/70 Coalition comment on page 2.
Public Comment – Meg Storrow – November 30, 2021 (Virtual Public Meeting)	
Fixtures for lighting appear vulnerable to vandalism and maintenance operations. Who is maintaining the fixtures?	The lights on the bridges and underpasses will be maintained by INDOT.
Public Comment – Meg Storrow – November 30, 2021 (Virtual Public Meeting)	
Adding street names to bridges overhead seems misleading or superfluous. Can the text indicate which neighborhood one is entering by passing under the bridge instead of the name of the street on which you are already travelling?	Please see response to Rethink 65/70 Coalition comment on page 3.
Public Comment – Anonymous – November 30, 2021 (Virtual Public Meeting)	
In light of that answer about maintenance, will the KIB trees planted along Pine and Davidson be protected throughout all of the construction process?	Yes and no. There are trees along the west side of the interstate near Davidson Street between Michigan Street and New York Street that are within a “do not disturb” area that will be protected. There are trees along the east side adjacent to Pine Street that may have already been impacted. Those areas will be replanted with trees and native vegetation.
Public Comment – Anonymous – November 30, 2021 (Virtual Public Meeting)	
What was the overall budget for the project and is it within time and budget at this point?	The design-build team bid \$320 million for the project and it is on time and budget. The project will be open to unrestricted traffic by Thanksgiving next year. Clean-up and some plantings will extend into 2023.
Public Comment – Anonymous – November 30, 2021 (Virtual Public Meeting)	
Are there financial incentives or penalties relating to the finish timeline?	There are no incentives but there are penalties if work is not completed on schedule. The penalties range from \$100,000 to

	\$1 million a day based on the streets or ramps it impacts.
Public Comment – Bruce Baird – November 30, 2021 (Virtual Public Meeting)	
Follow up question on the retention pond area by O'Bannon park: can the land leading up to the pond be used for additional park related uses, or will the fences be adjacent to the new section of the Monon Trail?	No, that land will remain transportation right of way. However, there will be trees and vegetation planted to provide more of a physical barrier there. There will also be fences along both sides of the Monon Trail.
Public Comment – Rob Nance – November 30, 2021 (Virtual Public Meeting)	
Will the parking lots under the interstate at 12th and Delaware still be parking lots when the project is completed?	Yes, they may not be accessible during construction, but they will return to being parking lots once construction is complete.
Public Comment – Meg Storrow – November 30, 2021 (Virtual Public Meeting)	
Along Sideslope Sections can you modify the proposal to include tall trees or evergreens to mitigate the impact of the walls.	Please see response to Rethink 65/70 Coalition comment on page 5.
Public Comment – Meg Storrow – November 30, 2021 (Virtual Public Meeting)	
Can more shade trees be planted along the Monon Trail? There isn't anyone that will mow the proposed lawn.	Please see response to Rethink 65/70 Coalition comment on page 4.
Public Comment – Anonymous – November 30, 2021 (Virtual Public Meeting)	
I am looking for the prior meeting recordings. Can you please send a link to those as they are not easy to find on the North Split website?	Meeting recordings are available at https://northsplit.com/landscape/ .