



## Legal Notice

Des. No. 1800035, 1800037, 1900340, 1900341, 2002284

March 8, 2023 Public Meeting



**DES. # 1800035, 1800037, 1900340, 1900341, 2002284**

**NOTICE OF PUBLIC HEARING**

**Proposed Improvement of U.S. 36, Marion County**

**The Indiana Department of Transportation (INDOT) will host a public hearing on Wednesday, March 8, 2023 at Wayne Township Emergency Services Education Center, 700 N. High School Road, Indianapolis, IN, 46214, second floor, rooms C-D. Doors will open at 5:30 p.m. and the hearing will begin at 6 p.m. Should inclement weather force a postponement of the public hearing, it would be rescheduled for the same time and location on Thursday, March 16, 2023. (Please follow the Indiana Department of Transportation's official social media channels to learn of any postponement of the public hearing.)**

The purpose of the public hearing is to offer all interested persons an opportunity to comment on the Draft Categorical Exclusion (CE) for the roadway and bridge improvements on U.S. 36 (Rockville Road) from Raceway Road to the I-465 southbound ramps. The purpose of this three-mile-long project is to increase safety and improve traffic operations throughout the project corridor, while replacing deteriorated infrastructure and meeting American Disability Act (ADA) standards. The improvements will address the project need based on greater-than-expected crash history, forecasted congestion and delay, deteriorating condition of the Shiloh Creek culvert, and lack of complete-and-ADA-compliant pedestrian and bicycle facilities.

As proposed, the preferred alternative involves reconstructing the road from two lanes in each direction to three lanes in each direction. The preferred alternative will provide dedicated left turn lanes by converting the outside shoulder to a third travel lane with new ADA-compliant pedestrian sidewalks/multi-use path and drainage improvements. The eastbound and westbound U.S. 36 bridges over the East Fork of White Lick Creek will be widened to the outside to accommodate the third added travel lane in each direction and the pedestrian/non-motorized facilities. The Shiloh Creek culvert will be replaced as part of this project.

The Maintenance of Traffic (MOT) for the project will require phased construction. A detour will not be necessary to complete the project. Travel lanes will be reduced to 11-foot wide, the two-way-left-turn-lanes will be reduced to 12-foot wide, and traffic will utilize the middle lane while construction occurs on the outside lanes and drainage system. Traffic will be shifted north to construct the eastbound widening, then shifted south to construct the westbound widening. Traffic will then be shifted to the outside lanes to construct the raised median. Access to all properties will be maintained during construction. School corporations and emergency services will be notified at least two weeks prior to any construction activity that would block or limit access. Public bus routes will be maintained during construction.

The project as designed will require approximately 0.207 acres of permanent new right-of-way, in addition to 0.366 acres of temporary right-of-way needed during construction. No relocations are anticipated as part of this project.



Construction is currently scheduled to begin in early 2025 and continue through the end of 2027.

Federal and state funds are proposed to be used for construction of this project. INDOT and the Federal Highway Administration have agreed that this project poses minimal impact to natural environment. A CE document has been prepared for the project and includes information regarding community and environmental impacts related to the proposed project.

The environmental document and the preliminary designs are available to view prior to the public hearing at the project sponsor's website <https://www.modernrockville.com> and hard copies of the documentation at the following locations:

1. The Wayne Branch of the Indianapolis Public Library, located at 198 S. Girls School Road, Indianapolis, IN 46231.
2. INDOT Greenfield District Office, 32 S. Broadway Street, Greenfield, IN 46140. Contact information: Kyleigh Cramer, Public Relations Director, 317-864-3164 or [kcramer@indot.in.gov](mailto:kcramer@indot.in.gov).
3. INDOT Crawfordsville District Office, 300 N. Crawfordsville, IN 47933. Contact information: Megan DeLucenay, Public Relations Director, 765-365-4347 or [mdelucenay@indot.in.gov](mailto:mdelucenay@indot.in.gov).

The materials will be accessible at each location from February 27 through March 22, 2023. An INDOT public information meeting comment sheet will be available to fill out and mail. In addition, the public may contact INDOT via a toll-free number, 855-INDOT4U (468-6848). Please mention Modern Rockville. Information on the project including CE document, is available online through the project sponsor's website, <https://www.modernrockville.com>.

Public statements for the record will be taken as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during and for a period of two (2) weeks following the hearing date, will be evaluated, considered and addressed in subsequent environmental documentation. Written comments may be submitted prior to the public hearing and within the comment period to David Pluckebaum of Corradino LLC, 200 S. Meridian St., Suite 330, Indianapolis, IN 46225, or emailed to [dpluckebaum@corradino.com](mailto:dpluckebaum@corradino.com). **INDOT requests that those who wish to provide public statements for this project submit them through March 22, 2023.**

With advance notice, INDOT will provide accommodations for persons with disabilities with regards to participation and access to project information as part of the hearings process including arranging auxiliary aids, interpretation services for the hearing impaired, services for the sight impaired and other services as needed. In addition, INDOT will provide accommodations for persons of Limited English Proficiency (LEP) requiring auxiliary aids including language interpretation services and document conversion. For assistance, please contact Richard Gilyeat Jr. at [rgilyeat@indot.IN.gov](mailto:rgilyeat@indot.IN.gov) or 765-361-5684.

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) states: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 23 CFR 450.212(a)(7) states: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary." approved by the Federal Highway Administration, U.S. Department of Transportation on July 7, 2021.



## Publisher's Affidavit

Des. No. 1800035, 1800037, 1900340, 1900341, 2002284

March 8, 2023 Public Meeting

**The Indianapolis Star**

130 South Meridian Street  
Indianapolis, IN 46225  
Marion County, Indiana

Federal Id: 06-1032273

**C2 STRATEGIC**

Account #:5022408699  
Order #:0005603284  
# of Affidavits: 2

Total Amount of Claim:\$124.62  
**This is not an invoice**

C2 STRATEGIC  
ATTN Tom  
911 BLANKENBAKER PARKWAY  
LOUISVILLE, KY 40243

**PUBLISHER'S AFFIDAVIT**

**STATE OF WISCONSIN,**  
**County Of Brown** } **SS:**

Personally appeared before me, a notary public in and for said county and state, the undersigned

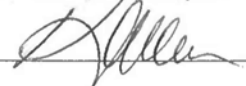
I, being duly sworn, say that I am a clerk for THE INDIANAPOLIS NEWSPAPERS a DAILY STAR newspaper of general circulation printed and published in the English language in the city of INDIANAPOLIS in state and county of Marion, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 1 times., the publications being in editions dated as follows:

Insertion being in edition(s) dated 02/22/2023

Newspaper has a website and this public notice was posted in the same day as it was published in the newspaper.


Pursuant to the provisions and penalties of Ch. 155, Acts 1953,

I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

\_\_\_\_\_ 

Date: 5/18, 2023 Title: Clerk

Subscribed and sworn to before me this 18 day of May, 2023

\_\_\_\_\_   
Notary Public

Notary Expires: 8-25-23

SHELLY HORA  
Notary Public  
State of Wisconsin



**Sign-in Sheets**  
**Mailing List/Project Stakeholders List**

Des. No. 1800035, 1800037, 1900340, 1900341, 2002284

March 8, 2023 Public Meeting



# Modern ROCKVILLE ROAD

March 8, 2023 | Wayne Township ESEC  
Sign-In Sheet

Name	Address	Telephone	Email	Would you like to speak?	
				Yes	No
JUDY THARP	6455 PEAK PL			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Keith Tharp	6455 Peak Pl.			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Greg Katter	8754 Trumpeter Dr			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Connie Hawkins	608. S. Eggen Rd			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Jared Evans				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Rosemary Stockwell				<input type="checkbox"/>	<input checked="" type="checkbox"/>
<del>Brenda Whittem</del>	201 N. Sissbee 46214 St			<input type="checkbox"/>	<input checked="" type="checkbox"/>
VICTOR BOND	7011 ROCKVILLE RD 214			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Karen Farmer	6520 Rockville Rd			<input checked="" type="checkbox"/>	<input type="checkbox"/>
Anne Plummer	241 N. Raceway Rd			<input type="checkbox"/>	<input checked="" type="checkbox"/>

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request.



March 8, 2023 | Wayne Township ESEC  
Sign-In Sheet

Name	Address	Telephone	Email	Would you like to speak?	
				Yes	No
Dianne Cole	6616 Rockville			<input checked="" type="checkbox"/>	<input type="checkbox"/>
Byron Jones	118 Pensony Ct			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Rose Searfoss	6309 W. Market St			<input type="checkbox"/>	<input type="checkbox"/>
KEVIN J. KELLY	55 NORTH STIGSBEE STREET			<input checked="" type="checkbox"/>	<input type="checkbox"/>
Phyllis Lewis	6380 W. Ohio St			<input type="checkbox"/> ?	<input type="checkbox"/>
Heuni Fort	8945 Rockville Rd			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Willie HORN	145 Lois MARIED			<input checked="" type="checkbox"/>	<input type="checkbox"/>
Patsy Morris	6410 Peck Place			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Dawn Thibo	90 Merrimac Pl			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Linda Turk	6911 Rockville Rd			<input type="checkbox"/> ?	<input type="checkbox"/>

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request.





March 8, 2023 | Wayne Township ESEC  
Sign-In Sheet

Name	Address	Telephone	Email	Would you like to speak?	
				Yes	No
Andrea Campesi	641 Summitcrest Dr.			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Phil Casady	_____			<input checked="" type="checkbox"/>	<input type="checkbox"/>
Allison Meacham	112 Merrimac Pl			<input type="checkbox"/>	<input checked="" type="checkbox"/>
JOHN OSBORNE	6602 ROCKVILLE			<input checked="" type="checkbox"/>	<input type="checkbox"/>
Ryan Heathwo	637 Mulford Ct			<input type="checkbox"/>	<input type="checkbox"/>
Bonna Kendall	6502 Rockville Rd			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Donna Falty	6458 Peak Lane			<input checked="" type="checkbox"/>	<input type="checkbox"/>
Bill Summers	7007 ROCKVILLE RD			<input type="checkbox"/>	<input type="checkbox"/>
Jackie Peppe	2191 Real Quiet			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Melissa Weddle	201 Sigsbee St. Apts. 46214			<input checked="" type="checkbox"/>	<input type="checkbox"/>

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request.





March 8, 2023 | Wayne Township ESEC  
Sign-In Sheet

Name	Address	Telephone	Email	Would you like to speak?	
				Yes	No
Nancy Tolson	210 Welcome Way Blvd <sup>2020</sup>			<input checked="" type="checkbox"/>	<input type="checkbox"/>
Bonnie Feluty	6437 Peak Pl.			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Nel Main	6440 Peak Ln			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Daniel Bunton	6477 Jackson St			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Francis Deas	96 Merrimac Pl.			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Anna + Dave Peay	6810 Jackson			<input checked="" type="checkbox"/>	<input type="checkbox"/>
Robert Pope	7663 Monterey Cir			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Councillor Jessica McCormick	City County Bl			<input checked="" type="checkbox"/>	<input type="checkbox"/>
Rep. Renee Beck	2246 Goldeneye Ct			<input checked="" type="checkbox"/>	<input type="checkbox"/>
Diane Myer	127 Lois W			<input type="checkbox"/>	<input checked="" type="checkbox"/>

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request.



March 8, 2023 | Wayne Township ESEC  
Sign-In Sheet

Name	Address	Telephone	Email	Would you like to speak?	
				Yes	No
Rache Hawkins	608 S. Edgemoor Rd.			<input checked="" type="checkbox"/>	<input type="checkbox"/>
PATTY VILLARS	6705 ROCKVILLE RD			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Valerie Curtman	6545 W. Ohio St			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Dennis Poteet	6346 W Ohio St			<input checked="" type="checkbox"/>	<input type="checkbox"/>
S. Evan Walters	6377 Rockville Rd			<input checked="" type="checkbox"/>	<input type="checkbox"/>
Ken Cummins	245 Spring Ct.			<input checked="" type="checkbox"/>	<input type="checkbox"/>
PATACK BUEYER	7009 ARCHWOOD			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Chad	7061 Rockville Rd			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Brenda Gray	47 Cedar Bluff Dr			<input type="checkbox"/>	<input checked="" type="checkbox"/>
TERRY ENGUS	205 N HIGH SCHOOL			<input type="checkbox"/>	<input checked="" type="checkbox"/>

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request.



March 8, 2023 | Wayne Township ESEC  
Sign-In Sheet

Name	Address	Telephone	Email	Would you like to speak?	
				Yes	No
Ron Greiner	8540 Brookhill Ct. Indy			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Ashwin Patel	7515 Rockville Rd			<input type="checkbox"/>	<input type="checkbox"/>
Charles Scott	98 N. Brandt St.			<input type="checkbox"/>	<input checked="" type="checkbox"/>
⊕ J.D. Ford	200 W. Wilkinson St.			<input checked="" type="checkbox"/>	<input type="checkbox"/>
Nancy Hamble	7019 Rockville Rd			<input type="checkbox"/>	<input type="checkbox"/>
Sheryl Schweitzer	6925 Archwood Dr.			<input checked="" type="checkbox"/>	<input type="checkbox"/>
William Anderson	40 N. S. Salsbee St.			<input checked="" type="checkbox"/>	<input type="checkbox"/>
Jeff Bruns	1220 S. High School Rd			<input type="checkbox"/>	<input checked="" type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request.





March 8, 2023 | Wayne Township ESEC  
Sign-In Sheet

Name	Address	Telephone	Email	Would you like to speak?	
				Yes	No
CAROL BARKER	6334 WALTON ST			<input checked="" type="checkbox"/>	<input type="checkbox"/>
DAN BARKER	11			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Teresa Maxson	151 S. Girls School Rd			<input type="checkbox"/>	<input checked="" type="checkbox"/>
BIL JACKSON	44 S ELEANOR ST			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Mary G. Zypert	8812 Deerwood Dr			<input checked="" type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request.



March 8, 2023 | Wayne Township ESEC  
Sign-In Sheet

Name	Address	Telephone	Email	Would you like to speak?	
				Yes	No
Henrietta Bishop	170N Signbee St			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Daniel Paul	5337 N. TELFORD. CT INDY			<input type="checkbox"/>	<input checked="" type="checkbox"/>
GARY BEX	218 KIRK DR E, INDY			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Fred Ohab	6675 Rockville			<input checked="" type="checkbox"/>	<input type="checkbox"/>
Megan Bailey	7201 W. Greenspring			<input type="checkbox"/>	<input type="checkbox"/>
Thomas Bailey	✓			<input type="checkbox"/>	<input type="checkbox"/>
Audrey W. Stecke	6501 Barua			<input type="checkbox"/>	<input checked="" type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>

San Patterson  
 San Patterson  
 Melinda Mullican - Wayne Library

request.

## Mailing List

Owner	Owner Address	Owner City	Owner State	Owner Zip
239 MARIN BLVD LLC	930 CHEROKEE LN	FRANKLIN LAKES	NJ	07417
239 MARIN BLVD LLC	55 S RACEWAY RD	INDIANAPOLIS	IN	46234
7455 ROCKLEIGH LLC	6933 BUCKRIDGE WEST DR	INDIANAPOLIS	IN	46227
ADR PROPERTY GROUP LLC	7351 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3069
AMERICAN FLETCHER NAT'L BANK & TRUST	PO BOX 1919	WICHITA FALLS	TX	76307-1919
AMERICAN FLETCHER NAT'L BANK & TRUST	7336 ROCKVILLE RD	INDIANAPOLIS	IN	46224
ANAGNOSTOU, JOHN D & NIKOLAOS D % O'REILLY AUTO PARTS	PO BOX 9167	SPRINGFIELD	MO	65801-9167
ANAGNOSTOU, JOHN D & NIKOLAOS D % O'REILLY AUTO PARTS	7190 ROCKVILLE RD	INDIANAPOLIS	IN	46214
ANCHOR-STANDARD SAV & LOAN ASSOC C/O THE HUNNINGTON NATL BANK CORP REAL ESTATE	PO BOX 182334	COLUMBUS	OH	43218-2334
ANCHOR-STANDARD SAV & LOAN ASSOC C/O THE HUNNINGTON NATL BANK CORP REAL ESTATE	6702 ROCKVILLE RD	INDIANAPOLIS	IN	46214
ANCHOR-STANDARD SAV & LOAN ASSOC C/O THE HUNNINGTON NATL BANK CORP REAL ESTATE	6714 ROCKVILLE RD	INDIANAPOLIS	IN	46214
ARBUCKLE, ANDREW L	4336 SEAGULL DR	NEW PORT RICHEY	FL	34652-2018
ARBUCKLE, ANDREW L	20 RICHIE AV	INDIANAPOLIS	IN	46234
ARKADIA LEASING AND MANAGEMENT LLC	PO BOX 734	PLAINFIELD	IN	46168-0734
ARKADIA LEASING AND MANAGEMENT LLC	120 S GIRLS SCHOOL RD	INDIANAPOLIS	IN	46231
ARMANDO	1223 SPRING MILL DR	AVON	IN	46123-8742
ARMANDO	203 S GIRLS SCHOOL RD	INDIANAPOLIS	IN	46231
ATBS PROPERTIES LLC % SPACE SOURCE INC ATTN DAN DYKGRAAF	240 E 8TH ST	HOLLAND	MI	49423
ATBS PROPERTIES LLC % SPACE SOURCE INC ATTN DAN DYKGRAAF	10 CORONADO RD	INDIANAPOLIS	IN	46234
AUTOZONE STORE #2627 AUTOZONE STORE INC	11000 RICHMOND AVE STE 350	HOUSTON	TX	77042
AUTOZONE STORE #2627 AUTOZONE STORE INC	8350 ROCKVILLE RD	INDIANAPOLIS	IN	46234
B G ROCKVILLE ROAD LLC	505 N WALNUT ST	BLOOMINGTON	IN	47404
B G ROCKVILLE ROAD LLC	8845 ROCKVILLE RD	INDIANAPOLIS	IN	46234
B G ROCKVILLE ROAD LLC	8835 ROCKVILLE RD	INDIANAPOLIS	IN	46234
BAKER, JACQUELINE	6535 ROCKVILLE RD	INDIANAPOLIS	IN	46214
BAKER, ROGER D	4 KIRK DR	INDIANAPOLIS	IN	46234-2713
BARNES DEVELOPMENT COMPANY LLC	1000 ENTERPRISE DR	ALLEN PARK	MI	48101
BARNES DEVELOPMENT COMPANY LLC	8212 COUNTRY VILLAGE DR	INDIANAPOLIS	IN	46214

BARRETT, HEATHER	7218 ROCKVILLE RD	INDIANAPOLIS	IN	46214
BATIC INVESTMENTS, LLC	7840 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3105
BAUMBERGER REALTY LLC	7801 HICKORY LN	LINCOLN	NE	68510-4234
BAUMBERGER REALTY LLC	6383 ROCKVILLE RD	INDIANAPOLIS	IN	46214
BAUMBERGER REALTY LLC	6379 ROCKVILLE RD	INDIANAPOLIS	IN	46214
BBT HOLDINGS 2 LLC ATTN:BRANDON SHAW	2015 S PENNSYLVANIA ST	INDIANAPOLIS	IN	46225
BBT HOLDINGS 2 LLC ATTN:BRANDON SHAW	7601 ROCKVILLE RD	INDIANAPOLIS	IN	46214
BEF REIT INC	3776 S HIGH ST	COLUMBUS	OH	43207-4012
BEF REIT INC	6245 ROCKVILLE RD	INDIANAPOLIS	IN	46214
BILLIARDS PLUS, LLC	6333 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3920
BILLIARDS PLUS, LLC	6319 ROCKVILLE RD	INDIANAPOLIS	IN	46214
BLACK, SARA & JAMES BLACK	8570 ROCKVILLE RD	INDIANAPOLIS	IN	46234
BOND, VICTOR F & KATHLEEN A	7011 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3935
BOWMAN, D MICHAEL	5146 CENTRAL AVE	INDIANAPOLIS	IN	46205-1060
BOWMAN, D MICHAEL	6357 ROCKVILLE RD	INDIANAPOLIS	IN	46214
BRIDGEPORT EAST LIMITED PARTNERSHIP	PO BOX 51978	INDIANAPOLIS	IN	46251-0978
BRIDGEPORT EAST LIMITED PARTNERSHIP	8751 ROCKVILLE RD	INDIANAPOLIS	IN	46234
BRIDGEPORT EAST LIMITED PARTNERSHIP	8735 ROCKVILLE RD	INDIANAPOLIS	IN	46234
BRIDGEPORT EAST LIMITED PARTNERSHIP	8705 ROCKVILLE RD	INDIANAPOLIS	IN	46234
BRIDGEPORT EAST LIMITED PARTNERSHIP	8663 ROCKVILLE RD	INDIANAPOLIS	IN	46234
BRIDGEPORT EAST LIMITED PARTNERSHIP	8659 ROCKVILLE RD	INDIANAPOLIS	IN	46234
BRIDGEPORT EAST LIMITED PARTNERSHIP	8651 ROCKVILLE RD	INDIANAPOLIS	IN	46234
BRIDGEPORT EAST LIMITED PARTNERSHIP	8635 ROCKVILLE RD	INDIANAPOLIS	IN	46234
BRIDGEPORT EAST LIMITED PARTNERSHIP	8603 ROCKVILLE RD	INDIANAPOLIS	IN	46234
BRIDGEPORT EAST LP	8531 ROCKVILLE RD	INDIANAPOLIS	IN	46234
BRIDGEPORT EAST LP	8739 ROCKVILLE RD	INDIANAPOLIS	IN	46234
BRIDGEPORT EAST, LP	8615 ROCKVILLE RD	INDIANAPOLIS	IN	46234
BRIDGEPORT EAST, LP	8715 ROCKVILLE RD	INDIANAPOLIS	IN	46234
BROOKS, MICHAEL D	7060 ROCKVILLE RD	INDIANAPOLIS	IN	46214
BRYANT, RONALD ALAN	7015 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3936
BUENDIA, ENRIQUE MAURICIO	2033 HARTFORD AVE	INDIANAPOLIS	IN	46231
BUENDIA, ENRIQUE MAURICIO	213 S GIRLS SCHOOL RD	INDIANAPOLIS	IN	46231
BUENDIA, ENRIQUE MAURICIO	211 S GIRLS SCHOOL RD	INDIANAPOLIS	IN	46241
BUTTER BEAN LLC	10654 E US HIGHWAY 36	AVON	IN	46123
BUTTER BEAN LLC	6309 ROCKVILLE RD	INDIANAPOLIS	IN	46214
BUTTER BEAN LLC	6301 ROCKVILLE RD	INDIANAPOLIS	IN	46214
CARSON, CHRISTOPHER L	6416 ROCKVILLE RD	INDIANAPOLIS	IN	46214



CHANG, CHIENKUO FRED & LILING CHANG, CO-TRTS FOR 1996 FRED CHANG AND LILING CHANG FAMILY TR	3355 N HIGH SCHOOL RD	INDIANAPOLIS	IN	46224-2005
CHANG, CHIENKUO FRED & LILING CHANG, CO-TRTS FOR 1996 FRED CHANG AND LILING CHANG FAMILY TR % LIQUORS UNLIMITED 1 INC	7302 ROCKVILLE RD	INDIANAPOLIS	IN	46214
CHURCH, CHAPELWOOD BAPTIST CHURCH OF INDIANAPOLIS INC	201 N GIRLS SCHOOL RD	INDIANAPOLIS	IN	46214
CHURCH, CHAPELWOOD BAPTIST CHURCH OF INDIANAPOLIS INC	7102 ROCKVILLE RD	INDIANAPOLIS	IN	46214
CHURCH, EAGLEDALE BAPTIST INC	220 COUNTRY CLUB RD	INDIANAPOLIS	IN	46234-2709
CHURCH, ELIZABETH A	7061 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3936
CHURCH, ROCKVILLE ROAD CHURCH OF CHRIST C/O MARC DARDEEN	508 APPLE WAY DR	DANVILLE	IN	46122-1056
CHURCH, ROCKVILLE ROAD CHURCH OF CHRIST C/O MARC DARDEEN	7045 ROCKVILLE RD	INDIANAPOLIS	IN	46214
CHURCH, WESTLAKE COMMUN. CHURCH OF GOD, INC	6696 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3925
CHURCH, WESTLAKE COMMUNITY CHURCH OF GOD, INC	6648 ROCKVILLE RD	INDIANAPOLIS	IN	46214
CIGS II-7 LLC %WALGREEN CO	PO BOX 1159	DEERFIELD	IL	60015-6002
CIGS II-7 LLC %WALGREEN CO	9240 ROCKVILLE RD	INDIANAPOLIS	IN	46234
CLOVERLEAF BUSINESS PARK OWNERS ASSOCIATION INC	8355 ROCKVILLE RD STE 210	INDIANAPOLIS	IN	46234
CLOVERLEAF BUSINESS PARK OWNERS ASSOCIATION INC	8301 ROCKVILLE RD	INDIANAPOLIS	IN	46234
CLOVERLEAF PROPERTY GROUP LLC	PO BOX 900	PLAINFIELD	IN	46168-0900
COLE, PHILLIP W & DIANNE E	6616 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3925
COMBS, DAVID W	5 KIRK DR W	INDIANAPOLIS	IN	46234
COPASETIC CONSTRUCTION LLC %PMI MIDWEST	7275 N SHADELAND AVE STE 2	INDIANAPOLIS	IN	46250-2888
COPASETIC CONSTRUCTION LLC %PMI MIDWEST	77 S GIRLS SCHOOL RD	INDIANAPOLIS	IN	46231
CORNETT, SCOTT & SONDR A M STEIN	7258 DALEGARD ST	INDIANAPOLIS	IN	46241-1407
CORNETT, SCOTT & SONDR A M STEIN	165 S GIRLS SCHOOL RD	INDIANAPOLIS	IN	46231
DIAZ, MARGARITA	6429 ROCKVILLE RD	INDIANAPOLIS	IN	46214
DICKINSON, WANDA K	7047 HINER LN	INDIANAPOLIS	IN	46219
DICKINSON, WANDA K	6601 ROCKVILLE RD	INDIANAPOLIS	IN	46214
EIP ROCKVILLE LLC	145 ROSEMARY ST STE E	NEEDHAM	MA	02492-3238

EIP ROCKVILLE LLC	7900 ROCKVILLE RD	INDIANAPOLIS	IN	46214
ELLIOTT, KAREN L	6720 CARIBE LN APT 5	INDIANAPOLIS	IN	46227
ELLIOTT, KAREN L	7000 ROCKVILLE RD	INDIANAPOLIS	IN	46214
EXETER 7600 ROCKVILLE LLC %EXETER PROPERTY GROUP	101 W ELM ST STE 600	CONSHOHOCKEN	PA	19428-2075
EXETER 7600 ROCKVILLE LLC %EXETER PROPERTY GROUP	7600 ROCKVILLE RD	INDIANAPOLIS	IN	46214
FAMILY VIDEO MOVIE CLUB INC	1022 E ADAMS ST	SPRINGFIELD	IL	62703-1028
FAMILY VIDEO MOVIE CLUB INC	7301 ROCKVILLE RD	INDIANAPOLIS	IN	46214
FARMER, CHARLES D & KAREN S	6520 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3923
FAUST, JOHN W, JOHN R MASSEY & JOHN W LANNAN	54 S GIRLS SCHOOL RD	INDIANAPOLIS	IN	46231-1118
FAUST, JOHN W, JOHN R MASSEY & JOHN W LANNAN	7445 ROCKVILLE RD	INDIANAPOLIS	IN	46241
FAUST, JOHN W, JOHN R MASSEY & JOHN W LANNAN	7441 ROCKVILLE RD	INDIANAPOLIS	IN	46241
FISH, REED	4211 ROCKVILLE RD	INDIANAPOLIS	IN	46222-3949
FISH, REED	6603 ROCKVILLE RD	INDIANAPOLIS	IN	46214
FORD, GENEVIEVE C	8945 ROCKVILLE RD	INDIANAPOLIS	IN	46234-2733
FORD, GENEVIEVE C	8915 ROCKVILLE RD	INDIANAPOLIS	IN	46234
FORD, STEVEN L	9201 ROCKVILLE RD	INDIANAPOLIS	IN	46234
FORD, STEVEN L	207 S GIRLS SCHOOL RD	INDIANAPOLIS	IN	46231
FOSTER FAMILY LLC	11590 DITCH RD	CARMEL	IN	46032
FOSTER FAMILY LLC	9110 ROCKVILLE RD	INDIANAPOLIS	IN	46234
FOUNDATION FOR AFFORDABLE RENTAL HOUSING INC	3120 NOBSCOT DR	INDIANAPOLIS	IN	46222-1710
FOUNDATION FOR AFFORDABLE RENTAL HOUSING INC	115 S HIGH SCHOOL RD	INDIANAPOLIS	IN	46241
FRANK, LAWRENCE A & TERESA L H/W	8650 ROCKVILLE RD	INDIANAPOLIS	IN	46234-2726
FRINK, DAVID A & PATRICIA A	8530 ROCKVILLE RD	INDIANAPOLIS	IN	46234
FRYMAN, PAMELA J & LAVERNE M DUNCAN	8955 ROCKVILLE RD	INDIANAPOLIS	IN	46234
GALINDO, MARGARITO MENDOZA 50% & CARLOS MENDOZA CONCHA 25% & GALINDO BROTHERS LLC 25%	6501 ROCKVILLE RD	INDIANAPOLIS	IN	46214
GENERAL CABLE INDUSTRIES INC ATTN: MR CHUCK PETERS	4 TESSENEER DR	HIGHLAND HEIGHTS	KY	41076-9167
GENERAL CABLE INDUSTRIES INC ATTN: MR CHUCK PETERS	7960 ROCKVILLE RD	INDIANAPOLIS	IN	46214
GETGO PORTFOLIO II LP %GIANT EAGLE	101 KAPPA DR	PITTSBURGH	PA	15238-2833
GETGO PORTFOLIO II LP %GIANT EAGLE	8249 ROCKVILLE RD	INDIANAPOLIS	IN	46234
HACKMAN, ADAM C	8636 ROCKVILLE RD	INDIANAPOLIS	IN	46234
HAMBLE, BILL H & NANCY E H/W	7019 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3936
HANSON, ASHLI	7001 ROCKVILLE RD	INDIANAPOLIS	IN	46214
HKZ PROPERTIES LLC	13358 W COUNTY ROAD 400 N	QUINCY	IN	47456
HKZ PROPERTIES LLC	8830 ROCKVILLE RD	INDIANAPOLIS	IN	46234

HKZ PROPERTIES LLC %GREG THOMAS & STEVE WADDELL	8850 ROCKVILLE RD	INDIANAPOLIS	IN	46234
HOOSIER INVESTMENTS LLC	7440 ROCKVILLE RD	INDIANAPOLIS	IN	46214
HOOSIER QUE LLC	6175 EMERALD PKWY	DUBLIN	OH	43016-3248
HOOSIER QUE LLC	9110 ROCKVILLE RD	INDIANAPOLIS	IN	46234
HOUSTON, BRADLEY S & JILL M	8853 ROCKVILLE RD	INDIANAPOLIS	IN	46234-2731
HOUSTON, BRADLEY S & JILL M	8865 ROCKVILLE RD	INDIANAPOLIS	IN	46234
HOUSTON, BRADLEY S & JILL M	8863 ROCKVILLE RD	INDIANAPOLIS	IN	46234
HUBNER, CHRISTOPHER, M & ANGELA D	2289 W COUNTY ROAD 350 S	DANVILLE	IN	46122-8145
HUBNER, CHRISTOPHER, M & ANGELA D	8820 ROCKVILLE RD	INDIANAPOLIS	IN	46234
HUSTON-LYNN ENTERPRISES INC	6685 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3926
IDC REALTY LLC	10601 MISSION RD STE 350	LEAWOOD	KS	66206
IDC REALTY LLC	8906 ROCKVILLE RD	INDIANAPOLIS	IN	46234
INDIANA RETAIL STORES LLC	P O BOX 2992	GRAND RAPIDS	MI	49501
INDIANA RETAIL STORES LLC	8805 ROCKVILLE RD	INDIANAPOLIS	IN	46234
INDPLS & FRANKFORT RR CO	400 COUNTRY CLUB RD	INDIANAPOLIS	IN	46234
INDPLS., CONS. CITY OF DEPT OF PARKS & RECREATION	200 E WASHINGTON ST STE 23	INDIANAPOLIS	IN	46204-3387
INDPLS-MARION CO PUBLIC LIBRARY	40 E SAINT CLAIR ST	INDIANAPOLIS	IN	46204-1131
INDPLS-MARION CO PUBLIC LIBRARY	198 S GIRLS SCHOOL RD	INDIANAPOLIS	IN	46231
J & L ENTERPRISES, LLC	6333 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3920
J & L ENTERPRISES, LLC	6331 ROCKVILLE RD	INDIANAPOLIS	IN	46214
JABBARI, EBRAHIM G & SHAMSI PEJOOHESHI	2111 WOODCREEK CROSSING	AVON	IN	46123
JABBARI, EBRAHIM G & SHAMSI PEJOOHESHI	8660 ROCKVILLE RD	INDIANAPOLIS	IN	46224
JOHNSON, GARY W	335 NOTTINGHILL CT	INDIANAPOLIS	IN	46234-2667
JOHNSON, GARY W	8590 ROCKVILLE RD	INDIANAPOLIS	IN	46234
JOHNSON, GARY W & BEVERLY J	6 BURKE AV	INDIANAPOLIS	IN	46234
JUDD INVESTMENTS LLC	4825 W 79TH ST	INDIANAPOLIS	IN	46268-1664
JUDD INVESTMENTS LLC	9149 ROCKVILLE RD	INDIANAPOLIS	IN	46234
JUDD, CHARLES K & BETTIANN M	6532 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3923
KELLEY, RICHARD G JR	6926 ROCKVILLE RD	INDIANAPOLIS	IN	46214
KENDALL, RONALD MARVEN & BONNA J KENDALL	6502 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3923
KIM, HYE & LYDIA K LAWRENCE	8746 ROCKVILLE RD	INDIANAPOLIS	IN	46234
KOZMOU LLC	8232 COUNTRY VILLAGE DR	INDIANAPOLIS	IN	46214-3106
KRAUS, JASON J & JAMES D KRAUS J/T/W/R/S	PO BOX 24231	INDIANAPOLIS	IN	46224-0231
KRAUS, JASON J & JAMES D KRAUS J/T/W/R/S	6733 ROCKVILLE RD	INDIANAPOLIS	IN	46214
KROGER LIMITED PARTNERSHIP I	1014 VINE ST PROPERTY TAX 7TH FLOOR	CINCINNATI	OH	45202-1119
KROGER LIMITED PARTNERSHIP I	8000 ROCKVILLE RD	INDIANAPOLIS	IN	46224
LUKE LAND LLC	3952 N HOBART RD	HOBART	IN	46342
LUKE LAND LLC	8103 ROCKVILLE RD	INDIANAPOLIS	IN	46234

MAHRDT FAMILY PROPERTIES II INC	600 KENTUCKY AVE	INDIANAPOLIS	IN	46225
MAHRDT FAMILY PROPERTIES II INC	7331 ROCKVILLE RD	INDIANAPOLIS	IN	46224
MAHRDT FAMILY PROPERTIES II INC	7329 ROCKVILLE RD	INDIANAPOLIS	IN	46224
MAIN, NELLIE S TRUSTEE OF THE NELLIE S MAIN REVOCABLE TRUST DATED 7/28/2017	6902 ROCKVILLE RD	INDIANAPOLIS	IN	46214
MALETO, MICHAEL J II	6405 ROCKVILLE RD	INDIANAPOLIS	IN	46214
MALETO, MICHAEL J II	6407 ROCKVILLE RD	INDIANAPOLIS	NI	46214
MANGAS, S C & JANET L HOMMEL	6699 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3926
MANNING, RONDA L & GEORGE L MCCOY & JOANN MCCOY LIFE ESTATE	6424 ROCKVILLE RD	INDIANAPOLIS	IN	46214
MAXSON, BILLIE E & TERESA J TRUSTEE'S OF BILLIE E & TERESA J MAXSON FAMILY TRUST	151 S GIRLS SCHOOL RD	INDIANAPOLIS	IN	46231-1119
MC KENNEY, GILBERT P & BEVERLY A	6715 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3928
MC LOCHLIN ENTERPRISES INC	295 E LINCOLN RD	KOKOMO	IN	46902
MC LOCHLIN ENTERPRISES INC	7430 ROCKVILLE RD	INDIANAPOLIS	IN	46224
MEIJER STORES LIMITED PARTNERSHIP C/O Property Tax Manager	2929 Walker Avenue NW	GRAND RAPIDS	MI	49544
MEIJER STORES LIMITED PARTNERSHIP C/O Property Tax Manager	10841 E Us Highway 36	AVON	IN	46123
MENAAL HOLDINGS LLC	8310 ROCKVILLE RD	INDIANAPOLIS	IN	46234
MINGUS, ROBERT E & TOMMY J	5 N HIGH SCHOOL RD	INDIANAPOLIS	IN	46214
MOENCH, DONALD E & LINDA D TRUSTEES DON & LINDA MOENCH FAMILY TRUST 2/13/2012	2483 N BOWLING GREEN POLA	POLAND	IN	47868-8212
MOENCH, DONALD E & LINDA D TRUSTEES DON & LINDA MOENCH FAMILY TRUST 2/13/2012	6805 ROCKVILLE RD	INDIANAPOLIS	IN	46214
NATIONAL REAL ESTATE INVESTORS L	19908 TROTTER LN	YORBA LINDA	CA	92886
NETVEST/INDIANAPOLIS LLC ATTENTION: TAX DEPARTMENT	PO BOX 6760	PORTLAND	OR	97228-6760
NETVEST/INDIANAPOLIS LLC ATTENTION: TAX DEPARTMENT	29 CORONADO RD	INDIANAPOLIS	IN	46234
NNN INDIANAPOLIS IN I OWNER LP %JENETTE O'BRIEN	5973 AVENIDA ENCINAS STE 30	CARLSBAD	CA	92008-4479
NNN INDIANAPOLIS IN I OWNER LP %JENETTE O'BRIEN	8150 ROCKVILLE RD	INDIANAPOLIS	IN	46214
NSA PROPERTY HOLDINGS LLC % SECURCARE STORAGE CENTERS	9226 TEDDY LN STE 100	LONE TREE	CO	80124-6726
NSA PROPERTY HOLDINGS LLC % SECURCARE STORAGE CENTERS	8501 ROCKVILLE RD	INDIANAPOLIS	IN	46234

NUZ INVESTMENTS II LLC	440 MONTICELLO AVE STE 170	NORFOLK	VA	23510-2670
NUZ INVESTMENTS II LLC	9140 ROCKVILLE RD	INDIANAPOLIS	IN	46234
NUZ INVESTMENTS II LLC	9210 ROCKVILLE RD	INDIANAPOLIS	IN	46234
OH, MICHAEL (SUNG JOE) & KWANG SEUK OH & SOON HEE OH T/C	6400 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3921
OHAB, A FOUAD	1820 PINE MEADOW DR	INDIANAPOLIS	IN	46234
OHAB, A FOUAD	6675 ROCKVILLE RD	INDIANAPOLIS	IN	46214
OSBORNE, JOHN R	6602 ROCKVILLE RD	INDIANAPOLIS	IN	46214
OSORIO, JORGE A	6665 ROCKVILLE RD	INDIANAPOLIS	IN	46214
PALACIO, HUBER D	816 HAYMOUNT DR	INDIANAPOLIS	IN	46241-1706
PALACIO, HUBER D	7022 ROCKVILLE RD	INDIANAPOLIS	IN	46234
PARROTT, RAYMOND A	6721 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3928
PARTIN, BOBBY L & TANYA L	6435 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3922
PATEL, SWEETY	7050 ROCKVILLE RD	INDIANAPOLIS	IN	46214
PAVON, LUIS A ANDRADE	6727 ROCKVILLE RD	INDIANAPOLIS	IN	46214
PAYTON, JESSE	6614 ROCKVILLE RD	INDIANAPOLIS	IN	46214
PENN CENTRAL CORP., THE % CT CORPORATION SYSTEM	123 S BROAD ST	PHILADELPHIA	PA	19109
PEPPEL, JUSTIN & NEAL VO	6409 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3922
PEREZ, FLAVIO	7505 ROCKVILLE RD	INDIANAPOLIS	IN	46214
PETTIGREW, JOYCE M	8550 ROCKVILLE RD	INDIANAPOLIS	IN	46234-2724
PIERCE, RUTH D	7010 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3933
PORTER, DAWN & CHARLES	7101 ROCKVILLE RD	INDIANAPOLIS	IN	46214
PORTER, DAWN & CHARLES	7103 ROCKVILLE RD	INDIANAPOLIS	IN	46214
PSAF DEVELOPMENT PARTNERS L.P. DEPT-PT-IN-07041	PO BOX 25025	GLENDALE	CA	91221-5025
PSAF DEVELOPMENT PARTNERS L.P. DEPT-PT-IN-07041	7435 ROCKVILLE RD	INDIANAPOLIS	IN	46214
QUASS, DONALD P	7040 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3933
QUASS, DONALD P	7038 ROCKVILLE RD	INDIANAPOLIS	IN	46214
R O L S LLC	11715 FOX RD STE 400-132	INDIANAPOLIS	IN	46236
R O L S LLC	17 BURKE AV	INDIANAPOLIS	IN	46234
RACEWAY CROSSING LP C/O National Tax Search LLC	130 S Jefferson St Ste 300	CHICAGO	IL	60661
RACEWAY CROSSING LP C/O National Tax Search LLC	10966 E Us Highway 36	AVON	IN	46123
RADEZ, NANCY C & BERNARD L RADEZ	7025 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3936
RAHVY R MURRAY INSURANCE AGENCY INC	7818 CHEVAL RUE CT	ZIONSVILLE	IN	46077
RAHVY R MURRAY INSURANCE AGENCY INC	7503 ROCKVILLE RD	INDIANAPOLIS	IN	46214
RAHVY R MURRAY INSURANCE AGENCY INC	7501 ROCKVILLE RD	INDIANAPOLIS	IN	46214
REED FISH INSURANCE AGENCY LLC	7402 ROCKVILLE RD	INDIANAPOLIS	IN	46214
RESIDUE LLC	8100 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3111

REYNOLDS, RONALD GENE & DONALD W REYNOLDS	6451 ROCKVILLE RD	INDIANAPOLIS	IN	46214
ROCKVILLE MARKETPLACE LLC	586 S STATE ROAD 135 STE G	GREENWOOD	IN	46142
ROCKVILLE MARKETPLACE LLC	9055 ROCKVILLE RD	INDIANAPOLIS	IN	46234
ROCKVILLE SHOPPING CENTER LLC	4900 EMCO DR STE A	INDIANAPOLIS	IN	46220-4833
ROCKVILLE SHOPPING CENTER LLC	7222 ROCKVILLE RD	INDIANAPOLIS	IN	46214
RUDEN HOLDINGS LLC	7904 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3107
SANDLIAN, COLBY B & GENEVIEVE B SANDLIAN REVOCABLE TRUST COLBY B SANDLIAN & GENEVIEVE B SANDLIAN TRUSTEES 2/3 INT & SANDLIAN ENTERPRISES LLC 1/3 INT	10913 E 126TH ST	FISHERS	IN	46038
SANDLIAN, COLBY B & GENEVIEVE B SANDLIAN REVOCABLE TRUST COLBY B SANDLIAN & GENEVIEVE B SANDLIAN TRUSTEES 2/3 INT & SANDLIAN ENTERPRISES LLC 1/3 INT	7507 ROCKVILLE RD	INDIANAPOLIS	IN	46214
SCHEIBELHUT, AARON J	7255 DALEGARD ST	INDIANAPOLIS	IN	46241-1417
SCHROEDER, JOSEPH L	6915 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3932
SEARS, RONALD E & BERNICE	7034 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3933
SERIO, DENNIS	6423 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3922
SHILOH HOLDINGS	10654 E US HIGHWAY 36	AVON	IN	46123-7900
SHILOH HOLDINGS	6350 ROCKVILLE RD	INDIANAPOLIS	IN	46214
SHILOH HOLDINGS LLC	6380 ROCKVILLE RD	INDIANAPOLIS	IN	46214
SHILOH HOLDINGS LLC	6314 ROCKVILLE RD	INDIANAPOLIS	IN	46214
SHILOH HOLDINGS LLC	6338 ROCKVILLE RD	INDIANAPOLIS	IN	46214
SHILOH HOLDINGS LLC	6344 ROCKVILLE RD	INDIANAPOLIS	IN	46214
SHILOH HOLDINGS LLC	6340 ROCKVILLE RD	INDIANAPOLIS	IN	46214
SHILOH HOLDINGS LLC	6352 ROCKVILLE RD	INDIANAPOLIS	IN	46214
SHIREY, JAMES M	25 S GIRLS SCHOOL RD	INDIANAPOLIS	IN	46231-1117
SHOPPES AT RACEWAY LLC (THE)	PO Box 29319	INDIANAPOLIS	IN	46229
SHOPPES AT RACEWAY LLC (THE)	10959 E Us Highway 36	AVON	IN	46123
SINGH, MALKIAT	1213 AMERICAN AVE	PLAINFIELD	IN	46168
SINGH, MALKIAT	7545 ROCKVILLE RD	INDIANAPOLIS	IN	46214
SKINNER, RODGER D & CAROLINE AS TRTS OF RD SKINNER & C SKINNER REV LIV TR DTD 9/1/05	1703 DEMAREE RD	GREENWOOD	IN	46143-8673
SKINNER, RODGER D & CAROLINE AS TRTS OF RD SKINNER & C SKINNER REV LIV TR DTD 9/1/05	7402 ROCKVILLE RD	INDIANAPOLIS	IN	46224
SLF LLC	9201 ROCKVILLE RD	INDIANAPOLIS	IN	46234-2559

SMITH, DAVID A & MARILYN S SMITH TRUSTEES OF THE REVOCABLE TRUST AGREEMENT OF DAVID A SMITH & MARILYN S SMITH 7/25/19	9557 WINDMILL DR	PITTSBORO	IN	46167
SMITH, DAVID A & MARILYN S SMITH TRUSTEES OF THE REVOCABLE TRUST AGREEMENT OF DAVID A SMITH & MARILYN S SMITH 7/25/19	6521 ROCKVILLE RD	INDIANAPOLIS	IN	46214
SPEEDWAY LLC	7141 ROCKVILLE RD	INDIANAPOLIS	IN	46214
SPEEDWAY LLC	6302 ROCKVILLE RD	INDIANAPOLIS	IN	46214
SPEEDWAY SUPERAMERICA LLC ATTN: PROPERTY TAX DEPT	539 S MAIN ST	FINDLAY	OH	45840-3229
SPEEDWAY SUPERAMERICA LLC ATTN: PROPERTY TAX DEPT	7119 ROCKVILLE RD	INDIANAPOLIS	IN	46214
SPEEDWAY SUPERAMERICA LLC ATTN: PROPERTY TAX DEPT	7105 ROCKVILLE RD	INDIANAPOLIS	IN	46214
STEELE, ZELMA	2947 N COUNTY ROAD 50 E	GREENCASTLE	IN	46135
STEELE, ZELMA	6422 ROCKVILLE RD	INDIANAPOLIS	IN	46214
SUMMERS, BILL K	7007 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3935
SUMMIT WEST REALTY LLC % MAGNOLIA HEALTH SYSTEMS V INC	9480 PRIORITY WAY WEST DR	INDIANAPOLIS	IN	46240
SUMMIT WEST REALTY LLC % MAGNOLIA HEALTH SYSTEMS V INC	55 N MISSION DR	INDIANAPOLIS	IN	46214
TACO BELL OF AMERICA INC %TBC #26761	PO BOX 35370	LOUISVILLE	KY	40232-5370
TACO BELL OF AMERICA INC %TBC #26761	9120 ROCKVILLE RD	INDIANAPOLIS	IN	46234
TD MANAGEMENT LTD	1 E 4TH ST FL 4	CINCINNATI	OH	45202
TD MANAGEMENT LTD	9129 ROCKVILLE RD	INDIANAPOLIS	IN	46234
TD MANAGEMENT LTD	9101 ROCKVILLE RD	INDIANAPOLIS	IN	46234
TD MANAGEMENT LTD	9073 ROCKVILLE RD	INDIANAPOLIS	IN	46234
TERRE OPPORTUNITY FUND I LLC %THOMAS ENGLISH	725 E 65TH ST STE 300	INDIANAPOLIS	IN	46220-189
TERRE OPPORTUNITY FUND I LLC %THOMAS ENGLISH	9040 ROCKVILLE RD	INDIANAPOLIS	IN	46234
THORNTON, JOHNNY W JR	6420 ROCKVILLE RD	INDIANAPOLIS	IN	46214
TORRES, APRIL	6441 ROCKVILLE RD	INDIANAPOLIS	IN	46214
TURK, RONALD H & LINDA KAY	6911 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3932
TURK, RONALD H & LINDA KAY	6909 ROCKVILLE RD	INDIANAPOLIS	IN	46214
VALUE PLACE INDIANAPOLIS IN WEST LLC % ANDREW REITZ	1997 ANNAPOLIS EXCHANGE P	ANNAPOLIS	MD	21401-3294
VALUE PLACE INDIANAPOLIS IN WEST LLC % ANDREW REITZ	8045 ROCKVILLE RD	INDIANAPOLIS	IN	46234



VAN MIEGHEM GROUP, INC	7515 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3073
VANBIBBER, WILLIAM	6426 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3921
VENTURE INVESTMENTS LLC	437 FIREFLY DR	TRAIL CREEK	IN	46360
VENTURE INVESTMENTS LLC	6345 ROCKVILLE RD	INDIANAPOLIS	IN	46241
VERNON, EDWARD L & AMY L	6936 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3931
VILLA, ANTONIO M	8616 ROCKVILLE RD	INDIANAPOLIS	IN	46234-2726
VILLARS, PATRICIA R TRUSTEE OF REVOCABLE TRUST OF PATRICIA R VILLARS WITH LIFE ESTATE	6705 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3928
WALTERS, GEORGE D & SHANNON R	189 N US HIGHWAY 31	WHITELAND	IN	46184
WALTERS, GEORGE D & SHANNON R	9057 ROCKVILLE RD	INDIANAPOLIS	IN	46234
WALTERS, S EVAN & BARBARA A	1622 ASHLEY DR	LEBANON	IN	46052
WALTERS, SPENCER EVAN	6377 ROCKVILLE RD	INDIANAPOLIS	IN	46214
WALTERS, SPENCER EVAN	6375 ROCKVILLE RD	INDIANAPOLIS	IN	46214
WARNER, JOE E & BARBARA L H/W	6921 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3932
WATSON, STEPHEN LEE & DEBRA ANN WATSON	3703 MANSFIELD DR	BROWNSBURG	IN	46112-9113
WATSON, STEPHEN LEE & DEBRA ANN WATSON	6406 ROCKVILLE RD	INDIANAPOLIS	IN	46214
WC3 BP ASSOCIATES LLC % BIANCO PROPERTIES	PO BOX 411273	SAINT LOUIS	MO	63141
WC3 BP ASSOCIATES LLC % BIANCO PROPERTIES	8248 ROCKVILLE RD	INDIANAPOLIS	IN	46214
WESTPOINTE LLC % MARTI ROGERS BUSINESS MANAGER	7830 ROCKVILLE RD	INDIANAPOLIS	IN	46214
WIGAND, DOUGLAS W & BROOKE A	6353 BLACKSTONE DR	ZIONSVILLE	IN	46077-7610
WIGAND, DOUGLAS W & BROOKE A	9003 ROCKVILLE RD	INDIANAPOLIS	IN	46234
WITCHER, THOMAS W	8965 ROCKVILLE RD	INDIANAPOLIS	IN	46234-2733

<b>Name</b>	<b>Title/Organization</b>
State Sen. Mike Young via Charlie Tinkle, media relations	State Senator - District 35
State Sen. J.D. Ford	State Senator - District 29
State Rep. Renee Pack	State Representative - District 92
State Rep. Greg Steuerwald	State Representative - District 40
Imani Keith, media relations	Indianapolis Department of Public Works
Rosemary Stockdale	Mayor's Neighborhood Advocate - Area 4
Jeannine Templeman, chief communications officer	Metro School District of Wayne Twp
Jessica McCormick	City-Council District 15
Jared Evans	City-Council District 22 (Just south)
Bryan Chatfield, chair	Wayne Township Trustee
Eric Banister, public information officer	Wayne Township Fire Department
Carrie Cline Black, public information	IndyGo
Joanne Hamilton	Marion County Alliance of Neighborhood Assoc. - Wayne Twp.
Julie Marvel	Chapel Hill Village Association
Ryan Heathco	Ben Davis Village Alliance
Karen Farmer	Rockville, High School, Girls School Neighborhood Assoc. (RHGNA)
Carol Barker	Rockville, High School, Girls School Neighborhood Assoc. (RHGNA)
Jackie Deppe	40 West Business Association



## PowerPoint Presentation

Des. No. 1800035, 1800037, 1900340, 1900341, 2002284

March 8, 2023 Public Meeting



**Public Hearing**  
**Wednesday, March 8, 2023**  
**The presentation will start at 6 p.m.**  
 Please silence electronic devices.

1

**Agenda**

- **Open house with the project team**
- Welcome & Introductions
- **Formal Public Hearing**
  - Presentations
  - Public statements for the record
  - Comments limited to 3 minutes
  - Project team will issue responses to all comments in the final environmental document
  - Adjourn formal hearing
- Project Team is available after presentation

2

**Project Location**



US 36 (Rockville Road) from Raceway Road to the southbound ramp of I-465

3

**Project Timeline**

**Public Involvement to Date**

- **2019:** Project Launched
- **2020:** Stakeholder Outreach
  - Initial Issues & Solutions Questionnaire
  - Project website and social media
- **2021:** Design Options Comment Form
- **2021 and 2022:** Stakeholder Meetings
- **2022:** Public Involvement Meeting
- **Now:** Environmental Study, Preferred Design Option and Public Hearing



4

**Compliance with National Environmental Policy Act (NEPA)**

- Conducted as a requirement of the National Environment Protection Act (NEPA)
- Federal funding
  - NEPA Categorical Exclusion (CE)
  - Balance project impacts with purpose and need
    - Public Involvement
    - Wetlands and streams
    - Threatened and endangered species
    - Section 106 historic properties
    - Right-of-way
    - Noise
    - Hazardous materials




**Modern ROCKVILLE ROAD**

5

**Purpose and Need**

The **PURPOSE** of the project is to:

- Increase safety and improve traffic operations throughout the U.S. 36/Rockville Road project corridor
- Modernize deteriorated infrastructure
- Provide Americans with Disabilities Act (ADA) standards



6

**Purpose and Need**

The **NEED** for this project is based on the following elements:

- High crash history
- Forecasted congestion and delay
- Deteriorating condition of the Shiloh Creek culvert
- Lack of complete and ADA compliant pedestrian or bicycle facilities



7

**Congestion and Delays That Will Only Get Worse**

- Levels of Service forecasted for 2025 a.m. to 2045 a.m. peak hours

U.S. 36 Intersection with	2025 A.M.	2045 A.M.
	LOS	LOS
Bridgeport Road	C	D
Country Club Road	B	B
Transfer Drive	A	A
Girls School Road	D	E
High School Road	C	D

8

**Congestion and Delays That Will Only Get Worse**

- Levels of Service forecasted for 2025 p.m. to 2045 p.m. peak hours

U.S. 36 Intersection with	2025 P.M.	2045 P.M.
	LOS	LOS
Bridgeport Road	C	C
Country Club Road	D	D
Transfer Drive	A	A
Girls School Road	D	E
High School Road	E	E

9

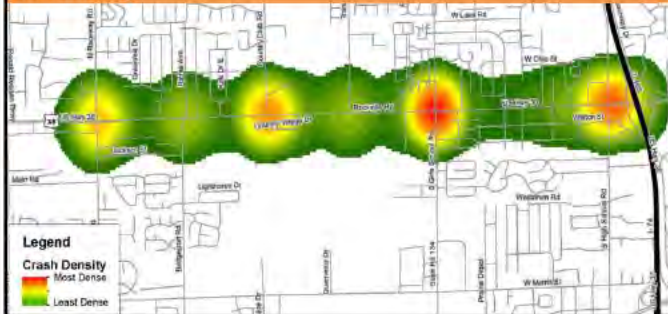
**Congestion and Delays That Will Only Get Worse**

- Index of Crash Frequency (Icf)
- Index of Crash Cost (Icc)

Location Along US 36	Type	Icf	Icc
Bridgeport Road	Intersection	0,47	1,07
Bridgeport Road to Country Club Road	Segment	0,34	-0,11
Country Club Road	Intersection	2,78	2,39
Country Club Road to Transfer Drive	Segment	1,36	1,18
Transfer Drive	Intersection	1,38	1,42
Transfer Drive to Girls School Road	Segment	0,52	0,92
Girls School Road	Intersection	4,06	3,60
Girls School Road to High School Road	Segment	0,74	0,54
High School Road	Intersection	2,75	2,71

10

**Crash History**

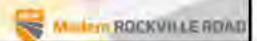


11

**Drainage concerns**



Rating at Shiloh Creek Culvert = 4 (Poor) on a scale from 9 (Excellent) to 0 (Failed)



12



### Survey Insights

- INDOT received 1,900+ customer survey responses

Strong interest in increased capacity vs. do nothing

Strong interest in pedestrian facilities being added

Strong interest in pavement maintenance, street lighting and other safety solutions



13







# ALTERNATIVES




14

### Feedback Received

**WHAT WE HEARD** Here's a sample of other issues identified by several respondents:


-  Improve signal timing and cross-traffic sensors
-  Build roundabout interchanges, such as US 51 or Keystone Pkwy. to Carmel
-  Improve parallel city streets, such as 20th Street and Morris Street
-  Limit the number of places to turn into traffic
-  Plan for the proposed IndyGo Blue Line



15

### Design Options


- Do Nothing Alternative
- Displaced Left Turns
- Added Travel Lanes (preferred)



16

### Alternative 1: Do Nothing


- INDOT would maintain existing pavement and bridges
- Traffic modeling shows congestion would get worse
- Crash rates would increase as congestion increases
- No drainage improvements for properties along corridor
- No sidewalks or pathways considered



17

### Alternative 2: Displaced Left Turns

- Focused on intersection improvements
- Reduces crashes by 24%
- Keeps Rockville Road two lanes in each direction



18

### Alternative 3: Added Travel Lanes

**EXISTING**      **ADDED LANES**

84'      85'

- Meets purpose and need
  - Performs the best for improving safety
  - Performs the best for reducing congestion
  - Improves drainage structures
  - ADA standard sidewalk maintained or upgraded throughout the project
- Reduced impact to right-of-way

19

### Alternative 3: Added Travel Lanes – Crash Reduction and Congestion Relief

- Added Travel Lanes expected to reduce crashes by 38.1%
- Forecasted Congestion
  - Levels of service forecasted for **2045 a.m.** and 2045 p.m. peak hours

U.S. 36 Intersection with	2045 A.M.	2045 P.M.
	NO CHANGE	WITH ADDED LANE
Bridgeport Road	D	C
Country Club Road	B	B
Transfer Drive	A	A
Girls School Road	E	C
High School Road	D	C

Modern ROCKVILLE ROAD

20

### Alternative 3: Added Travel Lanes – Crash Reduction and Congestion Relief

- Forecasted Congestion
  - Levels of service forecasted for 2045 a.m. and **2045 p.m.** peak hours

U.S. 36 Intersection with	2045 P.M.	2045 P.M.
	NO CHANGE	WITH ADDED LANE
Bridgeport Road	C	B
Country Club Road	D	B
Transfer Drive	A	A
Girls School Road	E	C
High School Road	E	C

Modern ROCKVILLE ROAD

21

### Alternative 3: Added Travel Lanes – Modernizing Infrastructure

**Infrastructure Improvements Include:**

- Updating traffic signals and introducing cross-walks
- Bridge improvements
- Culvert replacement at Shiloh Creek

22

### Alternative 3: Added Travel Lanes – Modernizing Infrastructure

**Infrastructure Improvements Include:**

- Drainage improvements in coordination with local projects
- Drainage – curb and gutter section vs open ditch

**EXISTING:**  
Shoulder with Open Ditch

**PROPOSED:**  
Curb and Gutter Section

Modern ROCKVILLE ROAD

23

### Typical Sections

Modern ROCKVILLE ROAD

24





25



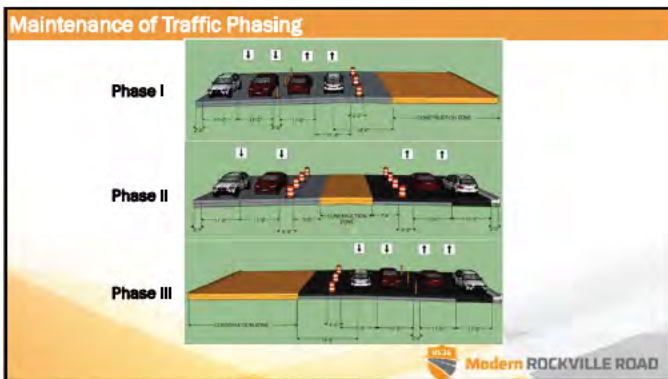
26



27



28



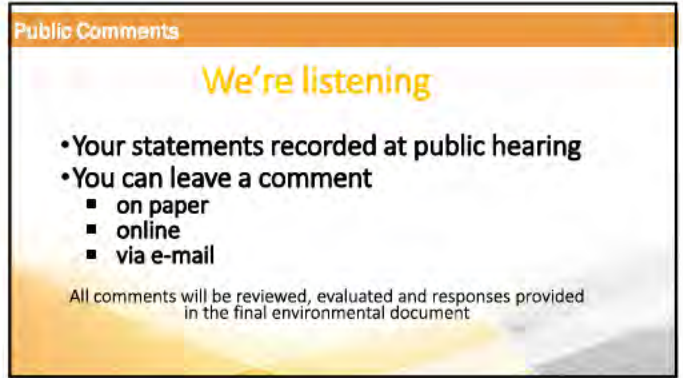
29



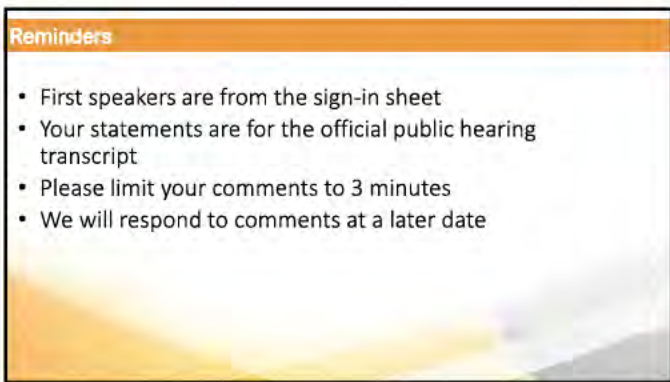
30



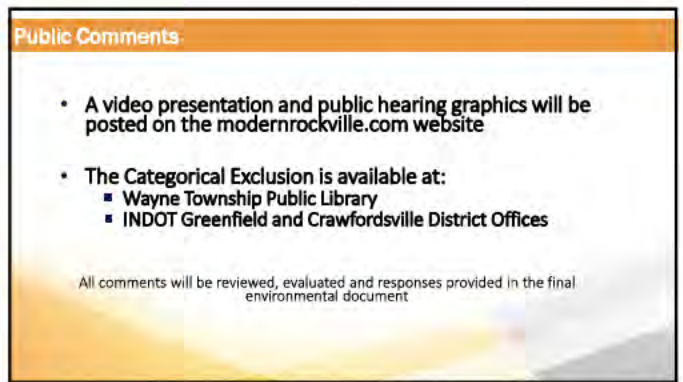
31



32



33



34



35



36



## Information Packet

Des. No. 1800035, 1800037, 1900340, 1900341, 2002284

March 8, 2023 Public Meeting





# PROJECT Overview

Modern Rockville, which adds capacity to roads, bridges and storm drains along nearly three miles of U.S. 36 between I-465 and Raceway Road in Marion County, enters its next phase on the path to improvement.



In this project area Modern Rockville will tackle: traffic congestion due to only four current travel lanes; crash conflict points with left-turning vehicles; poor drainage in shoulders; and lack of sidewalks for pedestrians.

## PROPOSED SOLUTIONS

- Adds extra lanes
- Repairs outdated drainage
- Modifies medians
- Improves bridges
- Syncs signals
- Pathways for pedestrians

## GET INVOLVED

**UNDERSTAND** – View project documents at the Wayne branch of the Indianapolis Public Library or INDOT district offices at your leisure through March 22.

**EXPLORE** – For in-depth overview of the project, frequently asked questions and project key points visit [modernrockville.com](http://modernrockville.com).



**RESPOND** – A 14-day comment period will be available immediately following the Public Hearing.

## STAY IN TOUCH

- 855-INDOT4U (855-463-6848)
- Text INDOT Rockville to 468311
- [ModernRockville.com](http://ModernRockville.com)
- @ModernRockville
- @ModernRockville

# PROJECT Overview

## WHAT'S NEXT

- ▶ Project documents will be available at the Wayne branch of the Indianapolis Public Library and INDOT district offices through March 22.
- ▶ The 14-day public comment period runs through March 22.



## TIMELINE



## STAY IN TOUCH



855-INDOT4U (855-463-6848)



Text INDOT Rockville to 468311



ModernRockville.com



@ModernRockville



@ModernRockville



## Transcription of Verbal Comments

Des. No. 1800035, 1800037, 1900340, 1900341, 2002284

March 8, 2023 Public Meeting





**KENTUCKIANA**  
— COURT REPORTERS —

**IN RE: ROAD WIDENING PROJECT ON US 36 IN  
WESTERN MARION COUNTY, INDIANA PUBLIC COMMENT SESSION**

**DATE:**

**March 08, 2023**



✉ [schedule@kentuckianareporters.com](mailto:schedule@kentuckianareporters.com)

☎ 877.808.5856 | 502.589.2273

[www.kentuckianareporters.com](http://www.kentuckianareporters.com)

1  
2  
3  
4  
5 IN RE: ROAD WIDENING PROJECT ON US 36 IN  
6 WESTERN MARION COUNTY, INDIANA PUBLIC COMMENT SESSION  
7  
8  
9

10  
11 SPEAKERS: Jared Evans  
12 Karen Farmer  
13 Dianne Cole  
14 Kevin Kelly  
15 Willie Hohn  
16 Rep. Renee Pack  
17 Counselor Jessica McCormick  
18 Senator J.D. Ford  
19 Donna Fultz  
20 Melissa Weddle  
21 Nancy Tolson  
22 Anna Peay  
23 Rachel Hawkins  
24 Troy Wymer  
25 Dennis Poteet  
Evan Walters  
Ken Cummins  
Brenda Gray  
William Anderson  
Carol Barker  
Fred Ohan  
Bil Jackson  
Charles Scott  
Carol Runez  
Virgil Tharp  
DATE: MARCH 8, 2023  
REPORTER: MAGGIE PATTERSON



INDEX

PROCEEDINGS

Page

4

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14
- 15
- 16
- 17
- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25

STIPULATION

The US 36 Public Comment Session took place at WAYNE  
TOWNSHIP EMERGENCY SERVICES EDUCATION CENTER, 700 NORTH  
HIGH SCHOOL ROAD, INDIANAPOLIS, INDIANA 46214 on  
WEDNESDAY, the 8th day of MARCH 2023 at 6:03 p.m. (ET).

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

## 1 PROCEEDINGS

2  
3 MR. PLUCKBAUM: Dave Pluckbaum. I'm part of  
4 the project team, and Julie Thurman will be helping  
5 me on the presentation tonight. This is the Modern  
6 Rockville Road US 36 presentation. It's officially  
7 a public hearing, and the presentation --

8 UNIDENTIFIED FEMALE SPEAKER: Excuse me.  
9 Can you get the -- we can't hear you.

10 MR. PLUCKBAUM: Oh, okay.

11 MS. THURMAN: Sorry. On it.

12 MR. PLUCKBAUM: It's not as loud as it used to  
13 be.

14 MR. PLUCKBAUM: All right. Is that better?

15 AUDIENCE: Yes.

16 MR. PLUCKBAUM: Sorry, there's a little bit of  
17 a hum. Okay. Tonight, we have an open house, which  
18 a lot of you were able to go next door and see the  
19 drawings that we had and the boards that were up and  
20 the folks that are in there. And we're going to  
21 have some people in there throughout the evening, so  
22 if, at some point in time, you do want to get up,  
23 you've had enough of this, you're welcome to go in  
24 there, and they'll answer your questions. And then  
25 they will be available also after the presentation

1 and comments are finished. So we do want to welcome  
2 you, and it is a formal public hearing, so we do  
3 have a presentation that goes with it. And then at  
4 the end of the presentation, you folks will have an  
5 opportunity to make statements that'll go on the  
6 public record. It'll become part of the  
7 environmental document. Because of the number of  
8 people, we do want to limit the comments to three  
9 minutes. Now, at the same time, there are other  
10 ways that you can comment aside from just coming up  
11 to the mic tonight. And then, all the comments will  
12 be listed and responded to in the environmental  
13 document, so we won't be responding to the comments  
14 tonight. And then as I said, the project team will  
15 be available after the presentation. So tonight  
16 we've got a project, US 36 Modern Rockville Road  
17 that goes from Raceway Road to the west, almost to  
18 465 on the east. There's been a lot of public  
19 involvement involved in the project. Obviously, the  
20 project went through the COVID period, so there were  
21 a lot of challenges, but there was stakeholder  
22 outreach, there were online questionnaires, project  
23 website took input, there were comment forms in  
24 2021, there were stakeholder meetings in 2021 as  
25 well as '22, and then obviously, we've got the

1 public hearing tonight, and that's part of the  
2 environmental study. I mentioned the environmental  
3 study. In INDOT projects, an environmental study is  
4 prepared for each project. And in this case, it's a  
5 categorial -- categorial exclusion, and it's in  
6 compliance with the National Environmental Policy  
7 Act. That's a federal legislation that was enacted,  
8 I think, in 1969, that established the protocol,  
9 methods, and process of performing environmentals.  
10 There is federal funding on the project, but even if  
11 there wasn't federal funding, INDOT would've done  
12 the environmental document. And in the  
13 environmental document, it shows how we make the  
14 decisions that are presented tonight, and it  
15 considers the public input, so the human  
16 environment, as well as the natural environment.  
17 And the natural environment's typically wetland  
18 streams, historic properties, and such. A big part  
19 of the environmental document's what they call  
20 purpose and need, so it's what -- the purpose of the  
21 project. And for this project, the purpose is to  
22 increase safety and improve the traffic operation  
23 along Rockville Road. It's to modernize deteriorated  
24 infrastructure, so areas that have gotten older that  
25 need to be upgraded. And it's also to provide

1 accommodations for pedestrians that meet ADA,  
2 Americans With Disability, standards. And then the  
3 need for the project is what -- what's going on out  
4 there that causes INDOT to want to do this project?  
5 There's a high crash history along the corridor. As  
6 you know, there's congestion currently, and it's  
7 forecasted in the future that it's going to  
8 continue. There's also deteriorating conditions of  
9 the roadway. An example of that is Shiloh Creek,  
10 the culvert. It's not going to fall down, but while  
11 the project's being completed, the culvert's going  
12 to be replaced. And then also, there's a lack of  
13 ADA- compliant pedestrian and bicycle facilities out  
14 there along the roadway. When we talk about  
15 congestions and delay, what we use is what's called  
16 a level of service as a measure of how well traffic  
17 moves through a corridor. It's the grading system,  
18 A being the best, and a D, C, or an F being the  
19 worst. And you can see, in 2025, which is the  
20 design year for this project because that's when  
21 they expect to have construction start, you've got a  
22 good level of service at Transfer Drive, but you got  
23 D at Girls School Road currently. But when you look  
24 out 20 years in the future -- because INDOT, when  
25 they design a project, they design it to accommodate



1 the traffic that's expected at that point in  
2 time -- you can see it gets a lot worse in the  
3 morning. D at Bridgeport, E at Girls School, D at  
4 High School Road. The situation's worse in the  
5 afternoon, the p.m. peak, the evening drive back  
6 where you've got level of service D at Girls School  
7 and Country Club Road, and E currently, in essence,  
8 2025, at High School Road, and things get worse 20  
9 years out. We look at crash frequency also being an  
10 important factor. Now, these numbers, they're  
11 important to the engineers, but the thing to look at  
12 is its indexes for crash frequency -- I don't know  
13 if this is going to show up much -- and also, crash  
14 cost. So with the frequency being this column, the  
15 cost being the rightmost column, and its baseline  
16 statistical history of crashes in Indiana. And a 0  
17 would be an intersection that we believe is  
18 functioning well. Anything higher than that means  
19 there's concern. In particular, when you get  
20 numbers that are 1 or higher, those are basically  
21 segments of roadway, or intersections, that really  
22 need some attention, some looking at. And when you  
23 look particularly at Girls School Road being a 4,  
24 that tells you, within this quarter, this -- that  
25 intersection's a lot worse than the others. And

1 then we have a graph here -- or a slide that,  
2 color-wise -- basically, the redder area are those  
3 intersections that had the higher numbers. So this  
4 is just a visual of that previous graph, and all  
5 those -- all the statistical information is  
6 contained in the environmental document. We had a  
7 customer survey sometime back, and INDOT received  
8 over 1,900 responses, which is good. And obviously,  
9 the responses were across the board, but overall,  
10 there was a strong interest in increasing the  
11 capacity out there versus doing nothing. There was  
12 a strong interest in improving the pedestrian  
13 facilities, and then there was also a lot of  
14 interest in maintaining what you have. You know,  
15 keep the pavement good. If there's a culvert that  
16 needs to be replaced, replace it. Add street  
17 lighting and other safe -- safety amenities, if you  
18 can.

19 UNIDENTIFIED MALE SPEAKER: You skipped a  
20 slide.

21 MR. PLUCKBAUM: Oh. Sorry. Thank you. We're  
22 running a dual slideshow here. This is just a photo  
23 that shows that Shiloh Creek culvert, and the  
24 interior of it's got a lot of rust. And basically,  
25 INDOT has a rating that goes from 0 to 9, and it's a

1 4. So it's in poor condition. It's not a safety  
2 problem, it's not going to collapse, but as part of  
3 the project, we will improve it by replacing it.  
4 Thank you, David. So we have alternatives. Three  
5 alternatives have been developed and are  
6 particularly documented in the environmental  
7 document. What we heard -- and this isn't the limit  
8 of what we heard, obviously. But what we heard was  
9 improve the traffic signals, and allowing more  
10 traffic to flow freely, and also make the  
11 intersections pedestrian-friendly. Some people  
12 thought building roundabouts, interchanges similar  
13 to what was old US State Road 431, but it's Keystone  
14 Avenue from 465 North through Carmel. Some folks  
15 suggested improving city streets north and south of  
16 here, parallel streets, that would alleviate traffic  
17 to those quarters, hopefully, and take it off this  
18 one. There was concern about a limited number of  
19 places to turn into traffic, and there were also  
20 people that wanted to make sure that the project  
21 would accommodate any future IndyGo plans, including  
22 the Blue Line. We've got three alternatives. And  
23 we always have a do-nothing alternative, which means  
24 just leave the road alone, don't do anything. And  
25 then the second alternative is an alternative that

1 really focuses on the intersections, and the -- we  
2 looked at what's called a displaced left. It's a  
3 different kind of an intersection that allows more  
4 traffic, especially left- turning traffic, to move  
5 through the intersection, and then the added-  
6 traveling option, which is the preferred option  
7 that's outlined in the environmental document. The  
8 do-nothing alternative, obviously INDOT would still  
9 maintain the road, patch potholes, plow snow, and  
10 those kind of things, but the traffic modeling shows  
11 that congestion's only going to get worse as time  
12 moves on if you don't do anything out there. And as  
13 the congestion gets worse, the crash rates would  
14 increase, there would be more crashes down the road.  
15 There wouldn't be any drainage improvements other  
16 than how the road in the -- in the shoulder areas  
17 drain currently, and there wouldn't be the addition  
18 of sidewalks or paths. I mentioned the displaced  
19 left option, and it -- it's a new style of  
20 intersection, and if you really want to see one, on  
21 US 31 south side of town at 465 Thompson Road,  
22 that's the first road south, INDOT just built one of  
23 these last year. And it seems kind of awkward, but  
24 there is signage, it functions well, it does move  
25 more traffic through the intersections. So it would



1 do a good job of improving traffic at the  
2 intersections itself, but it doesn't do much for  
3 anything in between. In this option, again, using  
4 the state model that I mentioned earlier about  
5 crashes, we would anticipate a decrease of 24  
6 percent of crashes by going with this option. And  
7 with this option, we kept Rockville Road as two  
8 lanes in each direction. The preferred alternative  
9 is the added travel lane option. On the left, we  
10 show the existing roadway, which is two lanes in  
11 each direction, the 16-foot -- the 16-foot  
12 reversible lane, and then the shoulder on the  
13 outsides. The preferred alternative, which is added  
14 lanes, so three lanes in each direction, and  
15 enclosed median, no shoulder, but it'd be a  
16 curb-and-gutter section. And so the added lane  
17 option ends up being one foot wider than the  
18 existing pavement footprint that's out there today.  
19 And this option was selected because we felt like it  
20 best met the purpose and the need, which I mentioned  
21 early in the discussion, that it improved safety the  
22 best. It also reduced congestion the best, gave us  
23 the opportunity to improve the drainage, because  
24 with curb-and-gutter, the drainage would be kept and  
25 collected with a storm sewer running it out instead

1 of the ditches that are out there now. And it --  
2 it's not shown on here, but it also gives the state  
3 the ability to add pedestrian sidewalk and such on  
4 the outsides, and provide ADA ramps and such at the  
5 intersections. As far as crash reduction, I  
6 mentioned earlier that the intersection option  
7 reduced crashes by 24 percent. We expect the added  
8 travel lane to reduce crashes by 38 percent, and  
9 that's substantial. As far as forecasted  
10 congestion -- and I'm not going to talk about  
11 current, but out -- 20 years out in the future, on  
12 the left here, I'm showing the same level of  
13 service. Again, being -- Ds and Es are bad, As, Bs,  
14 are good, Cs, (sound effect). And so with no  
15 change, it's shown on the left, and with the added  
16 travel lane, it shows that we get an acceptable  
17 level of C or higher at each one of the  
18 intersections, including the three that aren't  
19 projected to function well in the future. That's in  
20 the morning. The same discussion for the afternoon,  
21 which -- the afternoon traffic's worse in the future  
22 if we don't do anything, but we're getting a C and  
23 higher at all the intersections with the  
24 alternative. So now, I'm going to turn it over to  
25 Julie.



1 MS. THURMAN: Thank you, Dave. I'm Julie  
2 Thurman with Michael Baker. I'm the project manager  
3 for the project. Talked about modernizing  
4 infrastructure on the project. What we're doing  
5 with that on several of these things, we're updating  
6 the traffic signals at all of the signalized  
7 intersections. We'll also be introducing crosswalks  
8 as we're adding pedestrian facilities there, so  
9 we'll have a multi-use path on one side and a  
10 sidewalk on the other, so we will have crosswalks at  
11 all signalized intersections. We will be having some  
12 bridge improvements at that bridge over -- I can't  
13 remember what it is. White Lake Creek? We'll be  
14 widening that structure and doing an overlay to the  
15 bridge. And then culvert -- Dave mentioned the  
16 culvert replacement at Shiloh Creek, which is  
17 deteriorating, so we're working to improve that  
18 as well. In addition to that, drainage  
19 improvements -- other drainage improvements we're  
20 doing, we're -- we've coordinated a lot with the  
21 local projects. DP -- DPW has had some projects.  
22 They've got a project, Kirk to Burke (phonetic),  
23 that they're doing drainage improvements. We've  
24 been coordinating with the INDOT projects, the added  
25 travel lane at High School Road, and then the

1 project to the west. And so we're tying in with all  
2 of those projects with drainage, and proper drainage  
3 sizes of pipes to accommodate the drainage from  
4 those projects as well. We've also heard your  
5 drainage concerns, and one of the big things we're  
6 doing to improve that is adding a curb-and-gutter  
7 section. So on the top section here, you can see  
8 our existing situation out there. We have --  
9 basically, you're looking at center line of road,  
10 over. So you've got 42 feet that -- of pavement  
11 that drain over to your open ditches that are out  
12 there now. In the proposed situation, we'll be  
13 adding this curb and gutter, and with that, all of  
14 the drainage from the pavement, from that center  
15 line of roadway out to that curb and gutter, is  
16 going to that curb and gutter, will be collected in  
17 an enclosed drainage system, and then taken to a  
18 proper outlet. So the only thing flowing offside or  
19 to those ditches, then, is that back slope of the  
20 sidewalk or the multi-use path. So drainage  
21 improvements will be considerable with this project.  
22 The typical section that we're proposing through the  
23 project is the third lane in each direction. So the  
24 top section shows the three lanes in each direction  
25 where, basically, that outside third lane is

1 basically converting that existing shoulder and  
2 making that into a travel lane. So again, what Dave  
3 showed before is existing pavement widths are  
4 84-foot, and what we're proposing as far as pavement  
5 widths are 85 feet. So we're not really increasing  
6 that footprint of paved -- pavement, I guess, out  
7 there much, other than what it is now, but we will  
8 be, then, adding the sidewalks and the multi-use  
9 path. In addition to this, when we do add turn  
10 lanes, that center median will be utilized for that  
11 left turn lane, so you, again, aren't pushing the  
12 footprint of the project out. For the right turn  
13 lanes, we do have a little bit of right-of-way  
14 that's being required in some locations, but again,  
15 minimizing that footprint as best we can. So with  
16 the closed median area, again, that area may be  
17 wider as shown up top, or it can be a very narrow  
18 median just providing separation when we have that  
19 left turn lane. But that will, then, limit the  
20 conflict points, again, as far as people turning  
21 left from side streets. The curb-and- gutter  
22 section, as we mentioned, is improving drainage to  
23 the project. We're adding the multi-use path and  
24 the sidewalk for ADA compliance. And then, again,  
25 safety -- another safety measure is the right turn

1 only out of unsignalized intersections. So while  
2 some of that may mean you're traveling a little  
3 further to get to where you need to go, typically,  
4 you would then be - - when you introduce that third  
5 lane of traffic, when you're trying to make a left  
6 turn out three lanes of traffic -- of opposing  
7 traffic, and then potentially at least one or two  
8 lanes of oncoming traffic, there's a lot of conflict  
9 points there and potential for accidents. So,  
10 again, you -- you're going to have to travel a  
11 little further to get to where you need to go, but  
12 in a safer manner. The -- as -- we've talked about  
13 minimizing the footprint of the project and  
14 right-of-way requirements for the project. Most of  
15 you guys have been over and looked at the displays,  
16 and these are just some snippets of those displays.  
17 So the red line is what is existing right-of-way.  
18 The orange line here is permanent -- or, I'm sorry,  
19 temporary right-of- way. So we have -- for the  
20 whole project, we're taking 0.366 acres out over  
21 three miles of temporary right-of- way at 32  
22 different locations. And most of those situations  
23 are similar situations to what I have shown on the  
24 screen where it's a temporary right-of-way for  
25 construction of the drive. So we have certain



1 criteria of that slope of the drive so that you can  
2 enter and exit that safely in winter conditions, and  
3 don't slide down. So those maximum grades of those  
4 drives are what's necessitating that extra  
5 right-of-way for us to construct that at an  
6 acceptable grade. So that's where you'll see most  
7 of the temporary right-of-way. On the permanent  
8 right-of-way, that's the next slide, similarly,  
9 we're, again, minimizing with only 0.207 acres of  
10 permanent right-of-way throughout the project, and  
11 only five locations and seven parcels. So I've put  
12 some snippets of each of those locations of where  
13 permanent right-of-way is being proposed as part of  
14 the project, and most of those situations are where  
15 we're adding this right turn lane. So in addition  
16 to the right turn lane, and the multi-use path,  
17 we're having to add a little bit of right-of-way  
18 there to construct that and get that in. So again,  
19 there's five locations. Here's two of them. Both  
20 of those are the addition of a right turn lane. The  
21 next one is at Merrimack. And again, that is --  
22 this is getting down towards High School Road. So  
23 there's the commercial properties down there, and  
24 where they just did the right turn lane for High  
25 School Road, there's a little bit of right-of-way

1 there that wasn't accounted for in order to get the  
2 sidewalk in on that side. And then here at High  
3 School Road, this is mainly for drainage  
4 improvements on the north side of High School, and  
5 then the last location is on the south side of high  
6 school, where we're adding a turn lane there -- a  
7 right turn lane at High School. And so, that's the  
8 Bob Evans and the property -- the commercial  
9 property just adjacent to that. The next slide's  
10 showing us what we're doing as far as maintaining  
11 traffic throughout construction. So construction  
12 will be phased in a manner such that there will be  
13 two lanes of traffic maintained at all times during  
14 construction, which is similar to the existing  
15 situation of what you have now. So we will be,  
16 first off, pushing everything to one side of the  
17 road, which is the north side of the road, and  
18 constructing on the south side. Then we'll be  
19 working in the median, and then shifting things over  
20 to the south side of the road. So all during  
21 construction, and throughout the project life, mail  
22 access, trash access, all of your typical amenities  
23 will continue as they do currently. As far as  
24 timeline of the project, we're right here in the  
25 middle now with the design and public outreach,



1 which is where we're at. And that -- this is,  
2 again, as Dave mentioned, part of our process for  
3 the environmental document. As we process through  
4 that, we'll be finalizing the environmental document  
5 and then moving into construction and right-of-way  
6 acquisition -- moving into right-of-way acquisition  
7 and -- utility relocation is probably what you'll  
8 see first. And then construction of this project,  
9 with -- as far as INDOT doing construction, is not  
10 scheduled to start until late -- potentially late  
11 2024 to early 2025. And then we're looking at two  
12 years of construction, so it'll go through 2027 for  
13 the project to be complete. So I'm going to pass it  
14 back over to Dave.

15 MR. PLUCKBAUM: Okay. Now, we're going to go  
16 ahead and start the public comment period, and we're  
17 going to move the mic. Thank you, ma'am.

18 UNIDENTIFIED FEMALE SPEAKER: No problem.

19 MR. PLUCKBAUM: Get my glasses. So a number of  
20 you have signed up --

21 UNIDENTIFIED FEMALE SPEAKER: Sorry.

22 MR. PLUCKBAUM: -- to make public comment, and  
23 that's what we've got the speaker for here. We do  
24 ask that you keep your comments to three minutes or  
25 less, and we do have someone that's going to be

1 checking because we want to give everybody an  
2 opportunity to speak tonight. And if you don't want  
3 to get up and speak, that's fine. You know, you  
4 have -- there's a number of opportunities for you to  
5 provide your public comments on the website, we've  
6 got handwritten sheets that you can fill out, and  
7 I'm probably missing something, but the guys at the  
8 sign up table out back, if you don't want to make a  
9 public comment tonight, they can help you make  
10 comments in other ways. So I'm going to work off of  
11 the sign-in sheets for the folks that asked to make  
12 comments. And I'm not sure who signed up first, but  
13 I'm going to start on this sheet, and there's a  
14 Jared Evans.

15 MR. EVANS: Hey.

16 MR. PLUCKBAUM: If you don't mind, go ahead and  
17 repeat your name in the microphone --

18 MR. EVANS: Okay.

19 MR. PLUCKBAUM: -- so that the Clerk can hear  
20 it. And go ahead and start.

21 MR. EVANS: Indianapolis City County Councilor  
22 Jared Evans, representing District 22. Don't be shy  
23 to speak, folks. We're here to voice it. Here's  
24 the bottom line with me on this. Specifically for  
25 those folks whose homes are off of this project, a

**PC-1**

1 lot of them are between High School Road and Girls  
2 School Road, a few are closer to Bridgeport. The  
3 issue is this, this project is going to have a  
4 negative impact on their home values. Nobody wants  
5 to move into a home with a freeway out front. And  
6 so the issue here for me is that we're doing this to  
7 these folks so that individuals from Avon and  
8 Hendricks County can fly by and get to work downtown  
9 or get back home at their cost.

10 UNIDENTIFIED FEMALE SPEAKER: Amen.

11 MR. EVANS: That's the issue that I have for  
12 the residents. So I'm asking you-all to take that  
13 into consideration as you're finalizing design in  
14 what you're wanting to do. We're not here -- I'm  
15 certainly not here to say no to the sidewalks, the  
16 connectivity, the drainage improvements. I guess I  
17 would question from a -- INDOT has lots of money  
18 from the State of Indiana. They have lots of  
19 surpluses and got over \$3 billion from the federal  
20 government. Why can't you do those things without  
21 having to do this lane expansion? Just do it as a  
22 part of a modern Rockville Road project. So I'll  
23 end my comments on that and let some of these folks  
24 come up and say their piece. Thank you.

25 MR. PLUCKBAUM: Thank you. Next up, I have

1 Karen Farmer. Is Karen here?

2 MS. FARMER: Before I begin, I just want to  
3 one -- say one thing. I heard that there are  
4 ditches out there now. We have no open ditches  
5 whatsoever on either side of Rockville Road from  
6 High School to Raceway, so that -- somebody didn't  
7 go out and take a look at the property. The  
8 comments that I want to make are in reflection to  
9 the stated purpose of the project, which is to  
10 relieve congestion and stop the rear-end collisions  
11 and the traffic delays and increasing the safety.  
12 Rockville Road must remain four lanes. INDOT has  
13 forgotten that Rockville Road goes through a  
14 residential neighborhood from High School Road to  
15 Girls School Road. Our area is all homes, two  
16 churches, and a bank. It's not a commercial section  
17 like you see on US 36 and Avon. Our businesses are  
18 at the stoplights. Also, the homes between Country  
19 Club Road and Bridgeport Road are all residential as  
20 well. No family should be subjected to living next  
21 to a six lane highway. It will be like living  
22 beside I-465. The cars already exceed the speed  
23 limit, going 55 and 65 miles-an-hour, flying from  
24 one stoplight to the next. INDOT ignores the fact  
25 that this is a residential neighborhood. It's a

PC-2



1 stable neighborhood and not in transition.  
2 My comment for INDOT is to keep Rockville Road four  
3 lanes. A six-lane highway destroys the residential  
4 character of our neighborhood and it severely  
5 separates our neighborhood. This is not a  
6 congestion problem that needs to be solved here.  
7 There are not rear-end crashes between High School  
8 Road and Girls School Road. INDOT materials have  
9 shown that between the stoplight very few accidents  
10 occur, some of the very lowest numbers. As you  
11 showed on the screen there, it's dark green  
12 actually, meaning very, very, very low between stop  
13 lights. If safety is a concern like INDOT claims in  
14 their project materials, then safety should be their  
15 concern for the residents living and entering --  
16 leaving and entering their driveways and side  
17 streets. And that brings me to my second comment.  
18 We must have the curb lane. Changing a curb lane to  
19 a travel lane will be a disaster for anyone wanting  
20 to turn into their driveway -- a right turn lane  
21 into the driveway. There will be right -- rear- end  
22 crashes then. The curb lane is used by postal  
23 delivery, trash pickup, U -- UPS, FedEx, Amazon  
24 Prime, and those deliveries are only increasing more  
25 as time goes by. They all use the curb lane now for



1 those frequent stops. Also, if a car has a flat  
2 tire, breaks down, the curb lane is there for safety  
3 until the tow truck arrives. Some residents must  
4 back out of their driveway onto the road, and they  
5 use the curb lane to do it safely. It is not a  
6 violation to back out on the road. The curb lane  
7 should not be used for through traffic. If the curb  
8 lane is to be repurposed, then it should be a right  
9 turn only lane. The third comment is the proposed  
10 concrete median down the middle, restricting the  
11 left turns into driveways and left turns out of your  
12 driveway.

13 MR. PLUCKBAUM: Ms. Farmer, I'm sorry, you're  
14 at three minutes and 30 seconds.

15 UNIDENTIFIED MALE SPEAKER: I'll yield my three  
16 minutes. Go ahead, Karen.

17 KAREN FARMER: I get -- I get your three  
18 minutes?

19 UNIDENTIFIED MALE SPEAKER: Yes, ma'am.

20 KAREN FARMER: All right. Thank you.

21 MR. PLUCKBAUM: Okay. The gentleman from --

22 KAREN FARMER: People must leave their homes  
23 many times a day going to work and returning, taking  
24 kids to school, going shopping, going for groceries,  
25 going to dinner, going to sporting events. How

1 would you like it if every time you pulled out of  
2 your driveway, you could only go right, even though  
3 you needed to go left? Think about that the next  
4 time you leave your home. Think about that the next  
5 time you leave your home. You must go to the  
6 nearest side street, turn right, drive through the  
7 neighborhood street until you could get to either  
8 High School Road or Girls School Road, go down to  
9 the light, and then go the direction that you need  
10 to go. Can you imagine every day, every time you  
11 leave your house, how frustrating that is? Some  
12 people will avoid that and go to the light and make  
13 a U-turn, and then the accident count really will go  
14 up for those intersections. By the way, you can get  
15 a ticket for making a U-turn. You must not have a  
16 concrete raised median down the middle of the  
17 highway. There are other ways to solve the problem  
18 to allow for left turns. In the center lane, paint  
19 the pavement with bright yellow strips showing  
20 drivers where to divert into the center lane to make  
21 their left turn lane onto the side street. For  
22 drivers coming out onto Rockville Road from the side  
23 street or from a driveway and going left, the center  
24 lane has always been a place to accelerate and merge  
25 gently into the travel lane. Turning left from five

1 streets of driveways has not caused accidents. There  
2 must not be a concrete median. It will cause  
3 accidents. We are a neighborhood without street  
4 life, and a raised median will cause accidents.  
5 Medians are very hard to see in the dark until you  
6 are right upon them, hit the edge of the median in  
7 the dark, or swerve at the last minute to avoid  
8 hitting a median, and that's an accident waiting to  
9 happen. These are my three comments. Keep  
10 Rockville Road four lanes. Second, keep the curb  
11 lane as it is or use it as a right turn only. And  
12 third, do not put a median in the middle.

13 MR. PLUCKBAUM: Dianne Cole? Dianne Cole?

14 MS. COLE: Yes. Karen said most of what I was  
15 going to say, but I'll just give a little more.  
16 I moved to 6616 Rockville in 1971, 52 years ago.  
17 We moved from Michigan, and we had no idea that the  
18 two-lane highway was going to go -- be expanded at  
19 all. They took 91 feet of my front yard, and the  
20 dollars all had to be paid by the Barrett law to our  
21 mortgage. Drainage was added later. Our drainage is  
22 fine. It works wonderful. They don't need to do  
23 anything with it. The median is a problem. I can't  
24 get in my driveway without crossing traffic. I've  
25 got to go to the median, and then I can cross

**PC-3**

1 traffic. It is -- cars are speeding all the time.  
2 It -- originally, many years ago, I helped get the  
3 speed limit changed to 45. No one goes 45 except me.  
4 Sometimes I do just for fun. But the median is used  
5 to get in. They put those high curbs on Sigsbee.  
6 They had to take them out. They were too high.  
7 They tell me they're only going to put six-inch  
8 curbs now. Why in the world are they putting any  
9 curbs? Why are they putting trees? Why can't we  
10 have a median where we can safely get into our  
11 driveway? I got a letter yesterday from a realtor  
12 who said she had read it on Twitter and offered to  
13 buy my house. I just told you I lived there 52  
14 years. I don't want to sell my house. I want to  
15 stay there as long as I can. But I can't do it with  
16 six travel lanes and a median with trees and curbs.  
17 It's impossible. That's all.

18 MR. PLUCKBAUM: Kevin Kelly?

19 MR. KELLY: Good afternoon, good evening. My  
20 name's Kevin Kelly. I'm the Wayne Township  
21 constable. I am not here as the Wayne Township  
22 constable. I'm here as a homeowner, a property  
23 owner, and a taxpayer. 55 North Sigsbee between  
24 Rockville and Westlake Grade School. Number one,  
25 I'm absolutely opposed to this project. Number two,

**PC-4**



1 I'm not opposed to progress. I am opposed to having  
2 a six-lane highway in the middle of a residential  
3 neighborhood. I went on the sheriff's department in  
4 1979, IPD, et cetera. I'm still the constable, so  
5 I've been doing law enforcement for over 30 years.  
6 When I hear from INDOT that these -- going from six  
7 -- four lanes to six lanes is going to lower  
8 accidents and safety and so forth by 40 percent, I  
9 don't believe that for one minute. When you go from  
10 four lanes to six lanes and increase the number of  
11 vehicles using those lanes -- travel lanes, they're  
12 going to speed, there's going to be distractions,  
13 there's going to be more accidents. If you don't  
14 believe that, go out Rockville Road to Raceway Road  
15 to Dan Jones Road, 267. There's an accident every  
16 day or every week, et cetera. As far as he -- and  
17 I -- let me say this. As far as pedestrians and  
18 bicycles, I'm all in favor of that, exercising, et  
19 cetera. But pedestrians and bicycles don't mix with  
20 cars. If that's such a priority, let's let them  
21 ride their bicycles and walk on 465 if this is such  
22 a good idea. Let's -- you know, let's keep this a  
23 residential neighborhood. Again, the homeowners,  
24 the property owners, I'm one of those people like  
25 Ms. Cole who've lived there on and off since 1959



1 when Rockville Road was a two-lane highway,  
2 tree-lined all the way out into Hendricks County and  
3 beyond. We've been through this before.

4 The four-lane and the median, we -- we're used to it  
5 now, we can tolerate it, we can live with it. But  
6 this six-lane project, it's just -- in my opinion,  
7 it's bad, it's negative. I don't see any pluses.  
8 I don't see anything gained other than, like you  
9 said, people that live in Hendricks County, Avon  
10 getting a jump from Rockville Road to the railroad  
11 overpass. That's the only thing that can be gained  
12 by this. It's of no benefit to us, the people that  
13 live in that neighborhood, homeowners, property  
14 owners, and again, I might add, taxpayers. I'd had  
15 one other point I wanted to make about that.

16 I should have taken notes like Karen Farmer told me.  
17 I forget my final point. It was the property  
18 owners, the safety. And I guess that's about it.  
19 Thank you. I'll come back. Thank you.

20 MR. PLUCKBAUM: And if you do think that  
21 something later, you're welcome to add it. You  
22 know, the forms and online and such also. Willie  
23 Hohn; is that right? H-O-H-N? Sorry.

24 MS. HOHN: That's correct. Hi, everybody. Most  
25 of you know me from having worked at the Wayne

**PC-5**

1 Public Library for 30 years. Having worked there,  
2 I saw a lot of things happen. One of the worst  
3 intersections in our area is Girls School Road. But  
4 making a six-lane highway -- taking the four lanes,  
5 adding to them, is going to make that intersection  
6 much worse because here's the problem. It's not  
7 just Rockville Road, it is also Girls School Road.  
8 Having worked there all those years, I saw this  
9 every day. When you go across the railroad tracks  
10 and go south, there's Target, Amazon, I don't know  
11 how many of those places, plus Carrier Corporation  
12 and the fire department. And when those trains back  
13 up on CSS, who will not deal with you in any way,  
14 but when they get on there -- and I used to think  
15 they did it deliberately early in the morning when  
16 people are trying to get to their work, and late in  
17 the afternoon when they're trying to leave work, the  
18 traffic backs up four ways. It's through the  
19 intersection all the way to Tenth -- nearly to Tenth  
20 Street. It's backed up south to the -- to the  
21 railroad tracks, okay? But it's backed up on --  
22 east on Rockville Road and west on Rockville Road,  
23 because nobody can turn left or right because that  
24 whole intersection is blocked by all those cars.  
25 I've seen it again and again, and I can't tell you

1 how many rear-end accidents I have seen happen  
2 there. Now, one more thing. I used to work for  
3 Max, and I left Max's office one day and went down  
4 High School Road and down one of those side streets  
5 to get to Girls School Road because I didn't want to  
6 try to cross Rockville Road. I got out on Girls  
7 School Road and got rear-ended. Okay. So that's  
8 what I wanted to say about that. And then I wanted  
9 to -- I'm saying that why cannot INDOT and the City  
10 of Indianapolis go together and fix that  
11 intersection? Okay. One more thing.

12 UNIDENTIFIED MALE SPEAKER: Very bad  
13 intersection.

14 MS. HOHN: It really is.

15 UNIDENTIFIED MALE SPEAKER: Yeah.

16 MS. HOHN: And every -- all of these trees,  
17 they're going to be affected in our neighborhoods  
18 because people are going to use them trying to get  
19 left or right into their properties. They're  
20 narrow, rutted streets, and within our  
21 neighborhoods, there's a ditch on either side of  
22 them, usually filled with trash. At least Rockville  
23 -- or Girls School Road is. It's horrible. And  
24 there's no snow removal on any of those streets.  
25 There's no snow removal on Girls School Road, and

1 there's not in all of our neighborhoods. Can you  
2 imagine what that's going to be like this winter if  
3 people come through our streets? In my case, it  
4 would be Ohio Street. We already have people  
5 speeding from High School Road down Ohio Street to  
6 get into Chapel Hill and all of that. Can you  
7 imagine what that's going to be like? Now I want to  
8 say one more thing. Do all of you -- do any of you  
9 remember when the area around Fountain Square was  
10 cut out of the city by I-70? This was back in the  
11 early to mid-1973, '76. Okay. They protested, they  
12 couldn't get anything done. Their neighborhood went  
13 -- all the businesses, they lost their businesses,  
14 all the properties lost value, and if you go over  
15 now -- over there now, you see a neighborhood that  
16 is -- it -- it's terrible. I don't want that to  
17 happen to us. Again, this is a residential  
18 neighborhood. If you go east of Lynhurst Drive,  
19 there's some homes down in there that have been  
20 there for 200 years. That was back when Rockville  
21 Road was a two-lane highway with beautiful trees  
22 over it. And that all -- that all went away when we  
23 went to four lanes. But we are still a residential  
24 area, and we want to keep it that way. And I don't  
25 think, along with everybody else that's spoken, that

1 two more lanes or six lanes, as fast as they're  
2 going -- we have 45 miles-an-hour posted on  
3 Rockville Road. Nobody drives that. Everybody but  
4 me and that other person who spoke. And it's not  
5 just because we're old people. We're trying to do  
6 the right thing, and that's what you -- we want you  
7 to do for us. We are a residential neighborhood,  
8 not an interstate highway. We don't want this. We  
9 don't want this. And I have one more thing to ask.  
10 If you don't -- if you keep the existing four lane  
11 highway, will you go ahead and do the sewers and all  
12 that -- all that good stuff?

13 MR. PLUCKBAUM: No.

14 MS. HOHN: No? Right. It's only going to be  
15 done -- all those other good things are going to be  
16 done only if you change the highway, correct,  
17 correct? See, that's not right.

18 UNIDENTIFIED MALE SPEAKER: That's not right.

19 MS. HOHN: That's not right. Okay. Now, is  
20 that all I wanted --

21 UNIDENTIFIED MALE SPEAKER: You're a good  
22 librarian.

23 MS. HOHN: What?

24 UNIDENTIFIED MALE SPEAKER: You're a good  
25 librarian.



1 MS. HOHN: Who said that? Thank you.

2 UNIDENTIFIED MALE SPEAKER: A lot of us.

3 MS. HOHN: Thank you.

4 UNIDENTIFIED MALE SPEAKER: Thank you.

5 MR. PLUCKBAUM: Kevin's got one more quick  
6 comment.

7 MR. KELLY: I did remember what I was going to  
8 say last, and these fine -- these fine gentlemen did  
9 give me permission to speak. Thank you very much.  
10 The last thing I wanted to say is, every day I  
11 travel across High School Road to Washington Street,  
12 turn left, go east to Lynhurst, to the Wayne  
13 Township Small Claims Court. There's a bicycle lane  
14 there. You know how many times I've ever seen a  
15 bicycle? Zero. None. No pedestrians, no bicycles  
16 on Washington from High School Road to Lynhurst.  
17 So why does it -- we don't need this priority,  
18 this -- I'm all in -- again, I'm all in favor of  
19 exercise. Go to the YMCA or whatever. Do not take  
20 the risk. I mean I -- even I'm not stupid enough to  
21 get out there on a bike. You're going to get run  
22 over by a car, you're going to run over a blown out  
23 tire, chuck -- you're going to have a traumatic  
24 brain injury. Cars and pedestrians and bicycles do  
25 not mix well. There's a time and a place for it.

**PC-6**

1 This is not it right next to a six-lane highway.

2 Thank you very much.

3 MR. PLUCKBAUM: Hey, I made a mistake at the  
4 beginning. I was supposed to have public officials  
5 come up and speak first. So we had one. Are there  
6 any other public officials? Here's one. J.D. Ford.  
7 And if you don't mind -- oh, Renee Pack. I'm sorry.

8 MS. PACK: Good evening, everybody. I'm Renee  
9 Pack. I'm the State Representative, and I represent  
10 each of these fine people in this room. And my -- I  
11 have listened over the past few years to their  
12 concerns about this project, and I stand with you.  
13 They are valid. These folks have put their life,  
14 their work, everything into these homes and these  
15 properties along this corridor, and they deserve to  
16 have a voice. They deserve to be heard. And they  
17 deserve to be considered when it comes to a project  
18 like this that will practically destroy their home  
19 value. That is not right and that is not fair.  
20 I have been working with them and talking with them,  
21 and I think if you had heard some of the stories,  
22 you'd say leave it. Except for the -- some of the  
23 things that you want to do on the side, go ahead.  
24 But don't take away what they've worked for their  
25 whole lives, where they've raised their children,

**PC-7**

1 where they visit with their grandchildren and  
2 great-grandchildren. It's not a whole lot we're  
3 asking for. We just want our lives and our  
4 livelihoods preserved. Thank you.

5 MS. MCCORMICK: Hi, Counselor Jessica  
6 McCormick. Rockville Road is my district. I'm here  
7 today -- and what Representative Pack said is pretty  
8 much what I have to say as well. We are listening,  
9 but I don't know if everybody is. You've heard from  
10 residents tonight, and you have been for  
11 years -- heard from our residents who live there  
12 who'll be directly impacted on what their issues,  
13 their concerns are. There's truth to their concerns  
14 and they have value, but I don't know if they're  
15 being listened to and taken into consideration.  
16 Because how much feedback have you had?  
17 How many -- how much input from our community have  
18 you actually implemented and changed in your  
19 drawing? What have you done to ease their concerns  
20 about their safety, their health, right? Our  
21 babies. The new proposal has, all the way from Girls  
22 School to High School, not a single crosswalk. We  
23 have a school there, we have people who need to walk  
24 to work, to the bank, to their church, to the gas  
25 station for dinner, and they have to walk how far

**PC-8**

1 across the street? That is unacceptable in a  
2 residential area. So we need to listen to them.  
3 That's what I have been doing, and that's what I  
4 want you to do. I do not have the answers and I do  
5 not have all the problems. They do, and you do,  
6 and we have to come together and compromise on some  
7 things. We're not all going -- I can't stop this  
8 project, Representative Pack, none of us can stop  
9 this project, but we can make it better and make it  
10 work for INDOT, for our Hendricks County residents,  
11 and for the people who live there who have a  
12 driveway that says Rockville Road on their address,  
13 okay? That's what we need to do, and I just want to  
14 emphasize that as much as I can.

15 MR. PLUCKBAUM: Thank you.

16 MR. FORD: Good evening, I'm State Senator J.D.  
17 Ford. I represent District 29. Thank you very  
18 much. The southern boundary is District 29's  
19 boundary, so it covers everything from Raceway Road  
20 to 465.

21 MS. COLE: Thank you for sending out the  
22 information on the meeting tonight.

23 MR. FORD: You're welcome, absolutely.

24 MS. COLE: On Sunday.

25 MR. FORD: So I was able -- yes, I was out

**PC-9**



1 knocking doors on Sunday to make sure that, whether  
2 you were for the project or opposed, that you had  
3 your voice. So thank you for recognizing that. I'm  
4 here to stay with my neighbors tonight. And I want  
5 to -- for the record, raise your hand if you are for  
6 the project. Raise your hand if you are opposed for  
7 the project. And please let the record reflect that  
8 that's pretty much the entire room. So I wanted to  
9 just make sure that we had a visual. I wanted to  
10 read a letter that Representative Pack and I issued  
11 to INDOT all the way back in May 31, 2022 after we  
12 met with the RHGNA, Rockville High School Girls  
13 School Neighborhood Association. And I'll do it  
14 quickly so I can get my three minutes in. "I, along  
15 with Representative Renee Pack, write to you today  
16 to relay community opposition to the Modern  
17 Rockville Road Project. On May 24th, Representative  
18 Pack and I met with RHGNA to hear their concerns  
19 regarding the aforementioned project. Their  
20 concerns are as follows: a lack of communication  
21 with and consideration for neighborhood associations  
22 and input that they have provided." You had put up  
23 your slide that there was 1,900 responses, but how  
24 many of those responses were people along Rockville  
25 Road, or were there Hendricks County folks that were



1 included in those responses? And those should have  
2 been weighted for the people in Marion County who  
3 are affected by this project. Decreased property  
4 values for those along Rockville Road, added  
5 traffic, loss of land. By the way, how many -- how  
6 much money are these neighbors going to be  
7 compensated for the taking of their land, right?  
8 Increased use for the roads and vehicles. Safety.  
9 We've heard some about the safety issues. Speeding.  
10 I was out there on Sunday and people were just  
11 whizzing by. "So in light of these concerns, we ask  
12 that INDOT maintain the existing layout as it  
13 currently is. We believe that it's our duty to  
14 elevate and advocate for these concerns of residents  
15 in our district, and to ensure that all input is  
16 duly considered with the weight it deserves.  
17 My office would be happy to assist in coordinating  
18 meetings." So you know, the other thing I'm a  
19 little peeved about is that, when I asked for  
20 project plans, I was directed to the Wayne Township  
21 Library, or I could drive out to the Greenfield  
22 District Office. I ask you folks that are here  
23 today, what if this was your house? What if this  
24 was your neighborhood? How would you feel about  
25 that? I also wanted to just mention that

1 Representative Pack and I have already reached out  
2 to the governor's office to try and get a meeting  
3 with him to try and kind of level with him to let  
4 him know your concerns as we hear them tonight. But  
5 I hope that -- oh, by the way, who got your  
6 postcards from INDOT? Those were supposed to go  
7 out, right?

8 UNIDENTIFIED FEMALE SPEAKER: They came on  
9 Monday.

10 MR. FORD: Okay, good.

11 UNIDENTIFIED MALE SPEAKER: I got mine today.

12 MR. FORD: Okay. And I think -- I think that's  
13 the other issue that I had as the elected official,  
14 is that I was told Wednesday, 5:30, be there or you  
15 lose your opportunity to come and speak. What kind  
16 of partnership is that?

17 UNIDENTIFIED MALE SPEAKER: It's not.

18 MR. FORD: It's not. And I think that's the  
19 point that I'm just really frustrated about is that,  
20 you know, you had to have secured this facility, and  
21 why didn't a save the date go out when this facility  
22 was secured? You know, I'm not trying to say, you  
23 know, that I'm busier than you-all, but, you know,  
24 we're right in the middle of the legislative  
25 session, and I had things planned tonight, but I had

1 to rearrange those things to be here with all of you  
2 to make sure that your voices were heard and that  
3 I'm standing with my neighbors. So my last and  
4 final comment, in addition to property values, in  
5 addition to safety, I just hope that you take away  
6 from this meeting tonight this should be a  
7 collaboration. This should be a partnership.  
8 And I hope that we can continue that. Thank you.

9 UNIDENTIFIED FEMALE SPEAKER: Thank you.

10 MR. PLUCKBAUM: Any other public officials?

11 Phil Casey? Okay, Phil's here. Okay. John Osborn.

12 UNIDENTIFIED FEMALE SPEAKER: He yielded.

13 MR. PLUCKBAUM: Oh, did he? John Osborn?

14 UNIDENTIFIED FEMALE SPEAKER: What was the  
15 name? John Osborn?

16 MR. PLUCKBAUM: John Osborne? I'm not going to  
17 say people are next. Okay. Donna Fulvy -- Fultz?

18 MS. FULTZ: Yes.

19 MR. PLUCKBAUM: And then Melissa Weddle will be  
20 next. So Melissa, if you want to come up?

21 MS. FULTZ: Hi, my name is Donna Fultz. I live  
22 on the north side of Rockville Road in Summit Place  
23 West. Summit Place West is a smaller, 55-or-older  
24 community. It consists of 25 residential homes, the  
25 Summit Place West Assisted Living Facility with an

**PC-10**

1 occupancy of 60, and five small single-bedroom homes  
2 across from the assisted living facility. Just  
3 north of Ohio Street, Wayne Township Fire  
4 Headquarters houses their maintenance facility,  
5 where all of their emergency vehicles stream in and  
6 out daily for fuel and any maintenance that they  
7 might need. In the residential area of Summit Place  
8 West, there are 16 of the 25 homes where the streets  
9 measure 16 feet wide. That's 16 feet wide and  
10 without any sidewalks or curbs. So all walking is  
11 done in the streets, even with canes, walkers, and  
12 wheelchairs. We do restrict our car parking to our  
13 driveways, as an average-width car is around 5.8  
14 feet, and that leaves little space between two cars  
15 passing in opposite directions. More importantly,  
16 in case of an emergency, if any vehicle is parked in  
17 the street, an emergency vehicle is too wide and  
18 cannot drive through. Sadly, though, this community  
19 has already experienced losing a resident to a heart  
20 attack because a car was parked on the street when  
21 9-1-1 was called, and the emergency vehicle could  
22 not get to them in time. This is even more  
23 concerning for the people that are housed at the  
24 assisted living facility. Time is of the essence  
25 for their wellbeing and survival. Two to three



1 times a week, you can see emergency vehicles at the  
2 facility. Those who can, enjoy getting out in the  
3 fresh air and sunshine using the walkers and  
4 wheelchairs. They need immediate access to outside  
5 medical help and physical freedom from having to  
6 deal with distractions like traffic when they are  
7 outside. High School Road to Girls School Road is a  
8 residential area and has been so for more than 50  
9 years. If this modernized Rockville Road project is  
10 completed as proposed, Racetrack Rockville will  
11 cause our residential streets to become overloaded  
12 with cars constantly searching for routes in and out  
13 of the neighborhood, to and from their homes, and in  
14 a hurry because it's going to take longer to get  
15 where they're going. The neighborhood people  
16 walking for exercise, pushing their babies in  
17 strollers, plus the children who ride their bikes  
18 and roller skate, their safety will be vulnerable  
19 every time they leave their house. You know, where  
20 we have chosen to live is home, the place where we  
21 keep our families, where we are away from everyday  
22 stressors, and where we should feel safe and have  
23 freedom of movement. But all this will be  
24 jeopardized to loss and danger, not improved.

25 MR. PLUCKBAUM: Melissa? And Nancy Tolson is



1 up on deck.

2 MS. WEDDLE: Okay. I just recently moved to my  
3 aunt's home, who -- she -- she's lived there 20  
4 years now or plus, off of Sigsbee and Ohio, which is  
5 just between High School and Girls School Road. I  
6 know that's a residential area because I walk my dog  
7 there every day. And not only do I live there with  
8 her, I also work down Rockville Road, just headed  
9 west to Ronald Reagan. So I'm numerously -- driving  
10 on that stretch all the time, either buying my  
11 groceries, walking my dog in the neighborhood. But  
12 like everyone has said, the -- if the pedestrian  
13 walkway or bicycle lane is going to be added in  
14 their proposal, I'm not going to walk my dog in that  
15 area. There -- I mean, people drive too fast  
16 through Rockville Road as it is. I mean, we only  
17 have sidewalks, as it is, on one side of our road,  
18 and our -- I mean, people that -- there's not -- I'm  
19 not the only one that walks my dogs through that  
20 neighborhood. Many people do. And I don't see  
21 anyone walking their dogs down the middle of  
22 Rockville Road with everyone driving as fast as they  
23 do. Like most people in this room, maybe 90 percent  
24 or more, most likely, live from this area between  
25 High School Road and Girls School Road off of, you

PC-11

1 know, that stretch. And just west of that area,  
2 Girls -- from that point, I mean, it's mainly filled  
3 with businesses. I mean, anything west of Girls  
4 School Road is mainly filled with businesses.  
5 So I can understand maybe the modernizing a stretch  
6 west of that area of Girls School. But anything  
7 from, you know, 465 all the way to Girls School,  
8 that's a residential area, which I'm sure most of  
9 you guys live in, which is where we live at, too.  
10 If medians are put in between this area, that will  
11 affect everyone living within this area. I mean,  
12 residents will not have a choice whether they can  
13 turn east or, you know, west of -- when they leave  
14 their actual driveway. They'll be forced to just  
15 only turn the direction in which INDOT allows them  
16 to drive. I don't see how this will help any  
17 resident in times of an emergency or -- I mean,  
18 I just don't understand. If anything was to be  
19 presented to them, I don't see how not having a  
20 choice would, you know, help them out. But like most  
21 people have already said today, I wanted to say the  
22 same thing.

23 MR. PLUCKBAUM: And it's Anna -- I think it's  
24 Anna and Dave --

25 MR. PEAY: Peay.

1 MR. PLUCKBAUM: Peay?

2 MS. PEAY: Yes. Peay.

3 MR. PLUCKBAUM: Peay. Will be up after.

4 MS. PEAY: Okay. Thank you.

5 MS. TOLSON: Good evening. My father built a  
6 home at Mission and Jackson Street in 1947,  
7 so -- and, of course, I don't still live there now,  
8 but I've spent most of my life in this neighborhood.  
9 I'm now living at the Senior Care Apartments that  
10 used to be Crestwood Village. And so, I have  
11 one -- first of all, I have one rhetorical question.  
12 If I leave the apartments at senior care and I want  
13 to go to the Huntington Bank, which is the middle of  
14 this Girls School to High School Road, how am I  
15 going to get there? I suppose I could go north to  
16 Girls -- to Tenth Street and then kind of swing  
17 around. That's going to put quite a few more miles  
18 on the car. And we're talking about environmental  
19 issues. That's more gas. Most of you are  
20 indicating you'll be spending more time and more gas  
21 money and putting more, unfortunately, bad things  
22 into our environment. It -- I keep hearing "the  
23 future," and I have a suggestion. Really plan for  
24 the future by having plans to put in a limited  
25 access road from downtown out to the further western

**PC-12**

1 counties so that in -- not in ten years, when this  
2 is all backed up again, or 20 years when it's  
3 horrible, you'll already have some plans to cover  
4 the situation that develops in the next 25 to 50  
5 years. Finally, I would like to say that, if  
6 there's any money to be spent, I think it should be  
7 spent on improving Rockville Road from the Y at  
8 Rockville and Washington Street out to Lynhurst  
9 because I come through the city and come west quite  
10 a bit, and that's a terrible road. And it's  
11 a -- it's really an embarrassment to people coming  
12 and going to our city of Indianapolis. And if  
13 Rockville Road is a state road, then fix it up, too.  
14 Unintended consequences. That's one of the phrases  
15 I like to leave with people. Unintended  
16 consequences. When you are looking at -- are you  
17 looking at a money situation, or are you looking at  
18 a human situation? Thank you.

19 MR. PLUCKBAUM: Anna? And I've got Rachel  
20 Hawkins on deck.

21 MS. PEAY: Thank you. Hi, I'm Anna Peay.  
22 I know a lot of you people. You may know me.  
23 Anyhow, I could not resist talking about this page  
24 29 in your big book of facts at the library. And  
25 it's saying in here that this project will not

**PC-13**

1 impact property values. And you say, no, no it  
2 won't. And then down here, it says it has "no  
3 substantial impacts on property values." Now, who  
4 believes that? Show of hands? No. Okay.

5 So just from a perspective, since I do live in the  
6 neighborhood and I am a senior citizen and there are  
7 a lot of senior citizens in the neighborhood,  
8 one of the things we like to do is, when we need to  
9 go -- it's time for us to go to the assisted living,  
10 we sell our homes and we use that equity in our  
11 homes to pay for that. I mean, I think that's  
12 pretty common. So what we are hearing -- you may be  
13 hearing -- I don't know where you're getting this  
14 data, number one. I don't know if you did any  
15 studies or you -- I don't know how you could come up  
16 with this. But what we're getting scuttlebutt that  
17 this is probably at least a 30 percent drop in  
18 property values. So I look at this project as  
19 actually stealing my retirement. That's all I have  
20 to say. Thank you.

21 MR. PLUCKBAUM: And Dennis Poteet is on deck.

22 MS. HAWKINS: Hi, my name's Rachel Hawkins. I  
23 live in Wayne Township, I own a business in Wayne  
24 Township, and my heart goes out to everybody in this  
25 room that's trying to get this project changed. I

**PC-14**



1 worked to try to keep Washington Street four lanes,  
2 worked on it for four years. I can tell you that it  
3 helps to fight, and I applaud you-all for being here  
4 fighting. I hear a lot of the same concerns that we  
5 had on that project. And actually, I would like to  
6 turn my time over to Troy Wymer and ask you if you  
7 could kind of explain to the crowd the problems that  
8 this is going to have with the accessibility of the  
9 Wayne Township Fire Department.

10 MR. WYMER: Thank you. Again, my name is -- my  
11 name is Troy Wymer, battalion chief for the Wayne  
12 Township Fire Department. I'm in charge of our  
13 emergency management office. And so, we're very in  
14 tune with projects and how they affect time and so  
15 forth. We are -- we don't support or, you know, not  
16 support projects necessarily as a government  
17 organization. I can tell you statistically that, in  
18 calendar year 2022, we responded to 595 incidents on  
19 Rockville Road. How many of those were motor  
20 vehicle accidents? I -- we -- I don't know. And  
21 that represents about 2.8 percent of our overall  
22 response numbers. So our concerns would be -- is  
23 all about access and our ability to get to a certain  
24 location at a certain time. And so, left turns are  
25 a concern there. But, you know, we've dealt with

**PC-15**

1 that on Tenth Street for decades, not -- only being  
2 able to turn left at certain portions to get to  
3 certain homes as well. We would -- we're committed  
4 to, if the project moves forward in whatever state  
5 it moves forward in, to working with INDOT to ensure  
6 that it's as safe as possible and that we have  
7 input. So we do appreciate what INDOT does -- we do  
8 work -- we do work well with them from an emergency  
9 management level. But our concern would -- is  
10 always about access, how quick can we get to  
11 someplace in some period of time. So that would be  
12 the -- from our perspective as an emergency services  
13 agency, that would be it. So thank you.

14 MR. PLUCKBAUM: Dennis? Dennis Poteet; is that  
15 correct? And Evan Walters after.

16 MR. POTEET: Thank you. We do appreciate this  
17 opportunity to give input. But a couple things I do  
18 want to say. I do not feel like INDOT has been very  
19 neighborhood-friendly. When -- has anyone seen this  
20 document over here? It's 800 or 900 pages,  
21 double-sided. When I -- I'm vice president of our  
22 neighborhood association. When I requested a copy  
23 of that for the neighborhood association, I was  
24 basically told to go to hell. And I don't know why  
25 I expected a copy of it if a state senator can't

**PC-16**

1 even get a copy of it. I don't know why. But what  
2 I wanted to actually talk about was safety. We -- I  
3 did spend some time at the library with a friend of  
4 mine looking at -- and one of the things I did have  
5 a chance to notice is it talked about the lanes are  
6 going to be restricted from 11-foot -- 11 feet to  
7 ten feet to accommodate for the three lanes. Well,  
8 that's in your -- that's in your book. If I had  
9 three or four hours, I could probably find it.

10 UNIDENTIFIED FEMALE SPEAKER: Thank you.

11 MR. POTEET: We have a lot of commercial  
12 traffic on Rockville Road, coming off of 465 going  
13 west, coming off Ronald Reagan, and even Hendricks  
14 County coming back east. These -- a ten-foot lane  
15 with a modern tractor trailer, which is 102 inches  
16 wide, that's going to leave about six inches on each  
17 side. And you think, well, that might be enough.  
18 Well, if you've been in the transportation business  
19 very long, you know what's happened over the years  
20 is three things. Companies want to be able to haul  
21 more weight, they want to get longer, and they want  
22 to get wider. And I was on the Motor -- Federal  
23 Motor Carrier Safety Administration's website today.  
24 And in the last 12 years, every year, there's been  
25 an application to use - - to get wider trucks. So

1 what I'm concerned about, with all this tax money,  
2 there's a possibility you put these three lanes here  
3 and spend all this money. It could be obsolete for  
4 commercial motor vehicles when it's finished. And  
5 people could say, oh, well maybe we can divert that,  
6 you know, or restrict that. US highways and  
7 interstates? You know, you cannot restrict  
8 interstate commerce. Thank you.

9 UNIDENTIFIED FEMALE SPEAKER: Thank you.

10 MR. PLUCKBAUM: And Ken Cummins is on deck.

11 MR. WALTERS: I think visually, so I brought  
12 some visual aids. I own a print shop right here,  
13 Minuteman Press, okay?

14 UNIDENTIFIED FEMALE SPEAKER: Hold it up a  
15 little.

16 MR. WALTERS: Maybe somebody could help me hold  
17 it. Okay. So the problem for me is, where are  
18 people going to make their U-turns? Okay. I have  
19 approximately 30 cars coming to my business every  
20 day. That means 30 cars. Now, the way they -- if  
21 they come in from the west, they come into my  
22 parking lot, and they leave to the west. If they  
23 come from the east, they come into my parking lot,  
24 and they leave to the east. That's the way it is  
25 currently. My question is, are you doubling the

**PC-17**

See Pages  
113-116 for  
visual aids.



1 local traffic? Because now, with the barrier in  
2 here, somebody who comes from the west has to leave  
3 to the east, make a U-turn somewhere --

4 UNIDENTIFIED MALE SPEAKER: That's illegal.

5 MR. WALTERS: -- to go back the other  
6 direction.

7 UNIDENTIFIED MALE SPEAKER: U-turns are  
8 illegal. They could go through the neighborhood.

9 MR. WALTERS: I understand what you're saying.  
10 The problem is they are going to make a U-turn  
11 somewhere.

12 UNIDENTIFIED FEMALE SPEAKER: Yeah. They are.  
13 They are.

14 MR. WALTERS: They're either going to turn into  
15 somebody -- some other business' parking lot --

16 UNIDENTIFIED FEMALE SPEAKER: Exactly.

17 MR. WALTERS: -- and turn around, or they're  
18 going to do it illegally, or they're going to turn  
19 into a side street and then turn in -- around in  
20 somebody's driveway. So you know, 30 round trips a  
21 day? That -- that's adding local traffic in that  
22 area where you're supposedly trying to reduce  
23 traffic. Then, are we putting increased pressure on  
24 dangerous intersections?

25 UNIDENTIFIED FEMALE SPEAKER: Yeah. We are.



1 MR. WALTERS: That -- that's where the U-turns  
2 are going to be made, at the intersections. So you  
3 know -- and where the accidents are right now is at  
4 the intersections, not in the left turn lane. And I  
5 honestly don't care if it's four lanes or six lanes,  
6 but I do care if there's a median in there because  
7 that median causes people to have to drive extra.  
8 It causes more U-turns. I'm just one business, and  
9 I can already see that there's going to be 30  
10 U-turns a day because of my business. There's -- I  
11 own the building at 6375 Rockville Road. I have  
12 renters in there. They have people, 30 or more cars  
13 a day. The dentist's office has 30 or more cars a  
14 day. I mean, that's a lot of extra traffic and a  
15 lot of extra U-turns. And then another question I  
16 have for you -- I mean, you haven't really given the  
17 most recent changes time to work. So I think you  
18 need to give a little more time for the recent  
19 changes to work. And if you really want to do  
20 something to help alleviate traffic, a lot of  
21 traffic rushes the light at High School, goes  
22 through that light, and then tries to get in a lane  
23 to turn onto the -- to the expressway. And I see it  
24 every day. I see dozens of cars, every day,  
25 jockeying for position. If you put some Jersey

1 barriers in past High School Road all the way to the  
2 northbound turn lane, it's going to force people to  
3 get into that lane first, which clears the through  
4 lanes. And then it avoids the delays that happen  
5 when people are trying to merge late to get onto the  
6 interstate. So --

7 UNIDENTIFIED FEMALE SPEAKER: What is a Jersey  
8 barrier?

9 MR. WALTERS: I'm sorry?

10 UNIDENTIFIED FEMALE SPEAKER: What is a Jersey  
11 barrier?

12 MR. WALTERS: It's just a concrete barrier that  
13 doesn't allow people to change lanes. So you know,  
14 my biggest question is where will we make the  
15 U-turns? And how many additional U-turns are you  
16 adding just because you're blocking with a -- with a  
17 center median? And then finally, give the current  
18 changes a chance to work, you know? Study it for a  
19 little longer.

20 MR. CUMMINS: I'm Ken Cummins. I moved to this  
21 neighborhood in 1971. Rockville Road was a  
22 two-lane road then. In the late '70s, it was  
23 widened to four lanes with a multipurpose -- a wide  
24 multipurpose lane in the middle. One of the  
25 pictures that you showed earlier showed a bunch of

**PC-18**

1 red and green and yellow and a lot of red at the  
2 intersections, but it looks real green in the area  
3 that we're talking about. The whole space of  
4 Rockville Road between High School and Girls School  
5 is as green as can be. I learned a long time ago,  
6 if it ain't broke, don't fix it. The numbers that  
7 you showed on the chart about where accidents happen  
8 and the problems with the accidents -- in all of  
9 those numbers of accident seriousness and frequency,  
10 there was only one item in the whole list lower than  
11 the straight-through one-mile stretch between High  
12 School and Rockville. There are a lot of problems  
13 with what you've proposed. You've heard a lot of  
14 the problems. You need to hear them again because  
15 you didn't hear them at two other meetings that I  
16 was at. And you come back with the same thing we  
17 heard a year ago and two years ago. So you need to  
18 hear it again. I'm going to narrow down my comments  
19 to this nice, wide, multipurpose lane down the  
20 middle of Rockville Road. The folks who did the  
21 design and construction back about 40-some years ago  
22 did some good design work there. Their design on  
23 the drainage was terrible. Took 40 years to get  
24 that fixed. If you put together this mess that you  
25 described tonight, I don't know if it'll ever get

1 fixed. Let's just imagine we're talking about this  
2 one-mile stretch. The multipurpose lane in the  
3 middle of the road has four main purposes. When  
4 we're driving on Rockville Road, either way, it  
5 allow -- allows us a safe place to get out of the  
6 traffic, slow down, and wait for an opening in  
7 oncoming traffic. Then we can turn left into any of  
8 the 12 side streets, 40 homes, or 14 businesses and  
9 churches in that one-mile strip. When pulling out  
10 of -- number two, when pulling out of a driveway or  
11 a side street, all 54 of them, to make a left turn,  
12 we wait for an opening in traffic coming from our  
13 left. We pull into the wide, center, multipurpose  
14 lane, facing the direction we want to go, and wait  
15 for an opening in the lane to our right. And then  
16 we accelerate to safely blend in with traffic.

17 Number three, when traffic is heavy,  
18 firetrucks -- please comment. Firetrucks,  
19 ambulances, and police cars often use that  
20 wide-open, multipurpose lane to get past stopped  
21 traffic and arrive sooner to the location where  
22 their services are needed.

23 UNIDENTIFIED MALE SPEAKER: Good point.

24 MR. CUMMINS: I have seen this -- I've seen  
25 this personally many times, but I don't live right



1 on Rockville Road. You can probably ask Karen and  
2 others about this. I've seen it personally many  
3 times, and I've been glad that these public servants  
4 had an almost always unobstructed path to travel the  
5 one-mile distance between High School Road and Girls  
6 School. Many more times, when I've been out in my  
7 yard, which is about two blocks north of Rockville  
8 Road, I hear sirens moving eastbound or westbound at  
9 a high speed. I'm sure they're going someplace that  
10 they need to be, and I'm also sure they're not  
11 driving on Walton or Jackson at that speed. The  
12 wide, multipurpose lane provides a quick -- the  
13 fourth item. The wide, multipurpose lane provides a  
14 quick escape route if a driver in the left lane of  
15 Rockville sees cars crashing or stopping in the  
16 lanes ahead. The existing shoulder lane provides an  
17 escape route for a driver in the right lane. The  
18 proposed changes eliminate both of these escape  
19 routes. I had a personal experience as a college  
20 student when I was driving on a four-lane divided  
21 highway up in Michigan with two friends in the car  
22 with me. I came over the top of a hill, and both  
23 lanes were blocked by stopped cars. I made a quick  
24 decision to turn left into the grass divider -- the  
25 divider strip, drive past the stopped cars, and



1 slowly turned back onto the road. It wasn't a  
2 pretty move, but we're -- we were not involved in  
3 what would've been a bad wreck. That was about 55  
4 years ago, and I still look for potential emergency  
5 escape routes. This is important. This wide,  
6 multi-use center lane was an excellent design  
7 feature 40-some years ago. It has served us very  
8 well for those 40 years. Please don't mess it up.

9 MR. PLUCKBAUM: Sheryl? Sheryl Schweizer?  
10 6925 Archwood?

11 MS. GRAY: I'm going to speak -- I'm going to  
12 speak for her instead; is that okay?

13 MR. PLUCKBAUM: Yep. I've got William Anderson  
14 on deck. If you would, go ahead and say your name  
15 for the reporter at the end.

16 MS. GRAY: Hi, my name's Brenda Gray. I have a  
17 couple things I want to say. What I don't  
18 understand is -- and I've worked logistics for a  
19 long time, so -- in warehousing. But it's still  
20 kind of the same thing. You have to channel things  
21 through certain places and stuff like that.

22 I don't I don't understand why INDOT and the state  
23 can't -- or city can't get together because our side  
24 roads will be taking the brunt of all the traffic.  
25 (coughs) Excuse me. And as somebody else said,

**PC-19**

1 these are our neighborhoods. This is where my  
2 grandchildren have learned to ride their bicycles.  
3 It's where people walk their dogs. And some of us,  
4 we don't have sidewalks, so we use our roads to do  
5 that in. And people do a lot of walking there,  
6 people do training for running there, all kinds of  
7 things. Just children playing. And you know,  
8 I also have concerns about the property value.  
9 You know, I agreed to increase my taxes for our  
10 school system, but you know, I'm not -- I don't want  
11 to have the value of my property go down because of  
12 this highway situation going on. It is a  
13 residential neighborhood and that is so important.  
14 And that if you were to go ahead with this plan,  
15 there has to be -- the infrastructure of our  
16 neighborhood roads needs improvement because right  
17 now it's crumbling. It's crumbling really, really  
18 bad, and nothing's being done about that. And I'll  
19 take that up at the mayor's office or whatever.  
20 The other thing I have to say is INDOT, that's the  
21 Indiana --

22 MR. PLUCKBAUM: Department of Transportation.

23 MS. GRAY: Okay. So I like the point that he  
24 said about the trucks getting wider. You know,  
25 anytime you make a plan, you should have a

1 short-term goal, long-term goal, and a longer-term  
2 goal. So you know, there's a lot of trucks that  
3 come back and forth down this road going to Avon to  
4 take stuff to the dump or the -- you know, the  
5 beautiful mountain of refuse that we have out there.  
6 So that's an important thing to take into  
7 consideration. But is INDOT funded by our taxpayers  
8 dollars?

9 UNIDENTIFIED MALE SPEAKER: Yes.

10 MS. GRAY: So basically then INDOT works for  
11 us, the people; is that correct?

12 UNIDENTIFIED MALE SPEAKER: Yes.

13 MS. GRAY: Is that what I'm thinking is  
14 correct? So then I think that it's important  
15 because this is only the second time I've been to  
16 one of these meetings, but I just heard the same  
17 thing from you-all the last time I was here. So you  
18 guys haven't listened to anything we've said. And  
19 this is our property. This is where we live, and we  
20 want something to be done. We want you to hear what  
21 we have to say. Stop wasting money on proposing  
22 plans that we are not going to agree with. We will  
23 fight.

24 MR. ANDERSON: All right. My name is Liam  
25 Anderson. I live at 40 North Sigsbee. These

**PC-20**

1 changes is going to cause a lot more traffic down my  
2 street, which -- I already get people turning around  
3 in my driveway now. That's going to cause a lot  
4 more traffic coming down my street. We have one  
5 sidewalk. We have kids in the neighborhood that's  
6 gotten -- that's not going to be safe for them.  
7 Not a little bit. And another thing is -- I'd like  
8 to touch on is I was on the volunteer fire  
9 department here at Wayne Township for quite a long  
10 time. Fire hydrants. They got to lay the fire  
11 hydrants -- you got fire hydrants on the south side  
12 of Rockville Road. There is none on the north side.  
13 So how is that going to affect our fire department  
14 if we get a fire? Are they going to be able to lay  
15 the hose across there? They're going to have to  
16 hand drag it. That takes time. Response time to  
17 the assisted living because there's not a cut  
18 through there. That's not in your plan. So that's  
19 some of my concerns is the safety of the residents  
20 that live in this area. The fire department, these  
21 guys, they risk their lives every day and they're  
22 very busy. So we're going to have ambulances coming  
23 from different locations to that assisted living.  
24 How are they going to access it? So that's my  
25 concerns is with the fire department, the safety of

1 my home, the safety of everybody else's home, and  
2 then the access for them guys to be able to do their  
3 job. Because time is of the essence. Time is the  
4 most important thing in an emergency situation.  
5 So and you know the people that live on Sigsbee,  
6 we get quite a bit of traffic with the schools and  
7 all these people turning around in our driveways.  
8 Are you going to be responsible to repair my  
9 driveway when my driveway fails because all these  
10 people turning around? That's questions that I  
11 have. For anybody who lives on Sigsbee or these  
12 other streets, it's going to increase our traffic a  
13 lot. So, I mean, that's what I have to say.  
14 Thank you for your time.

15 MR. PLUCKBAUM: Thank you. Carol Barker.  
16 And Meg Gilyeat is on deck.

17 MS. BARKER: My name's Carol Barker and I live  
18 in the neighborhood. You've heard many reasons why  
19 this project should not move forward as planned.  
20 I will not go over them again. Instead, I would  
21 like to introduce an alternative or solution,  
22 if I may. The section of Rockville Road we are  
23 discussing tonight is landlocked. The homes and  
24 businesses along this stretch have been here for  
25 decades. There is no land available for development

**PC-21**



1 and no new or additional traffic is going to be  
2 generated in this section. Instead, Rockville Road  
3 west of Raceway has been growing by leaps and bounds  
4 and it is continuing to grow. Since I have lived  
5 here for 35 years, there has not been any change to  
6 the makeup of Rockville Road between 465 and Raceway  
7 Road. However, west of Raceway, Meijer, the Target  
8 shopping area, Best Buy shopping area, Walmart  
9 Superstore, Costco, multiple car dealers and many,  
10 many other shopping areas, as well as countless  
11 restaurants, have been added. I believe anyone with  
12 common sense can see additional lanes should be  
13 added to a roadway where additional traffic is  
14 growing, not where traffic is stable. INDOT keeps  
15 referring to the anticipated growth in crashes and  
16 the anticipated growth in traffic along this  
17 corridor. However, the numbers they're using are  
18 coming from studies done between 2016 and 2018.  
19 Now, a project person told me that there was a new  
20 federal study in 2000 -- this year that has not been  
21 published and I am 100 percent positive it was not  
22 taken into consideration in this plan because it  
23 could not have been if the numbers were just done  
24 this year. Between 2002 -- 2016 and '18 was  
25 pre-pandemic. These numbers are not relevant.

1 They are obsolete. We all know the world has  
2 changed dramatically. There are office buildings  
3 with 60 to 70 percent higher vacancy rates, empty  
4 parking lots. A major addition to the west side  
5 emphasis is not moving forward and that brand new  
6 building is nearly empty. Commuters that used to  
7 use the Rockville Road corridor are now working from  
8 home, not driving downtown or to the office parks  
9 along 465. I am proposing INDOT postpone the current  
10 modern Rockville project and instead move forward  
11 immediately with continuing to add additional lanes  
12 from Shiloh or Target to Avon Avenue/267. That  
13 stretch of road to the west is where the traffic is  
14 going to grow, not to the east. Once the additional  
15 lanes have been added all the way to 267, a new  
16 study should be done to reevaluate the traffic  
17 volumes and the crash data. As Evan said, let it  
18 work. See what the current things have done.  
19 After that study is complete, then work with the  
20 neighborhood to find out what is actually needed.  
21 What are the issues that people living there and the  
22 businesses have? Then develop a plan that helps all  
23 parties. Don't spend money to fix a problem that  
24 doesn't exist. Don't waste our tax dollars on this  
25 project. Instead, use these dollars to complete the

1 additional lanes all the way to Avon Avenue/267.

2 I am pleading that INDOT use common sense, and I am  
3 pleading that INDOT listen to the taxpayers.

4 MR. PLUCKBAUM: Meg Gilyeat.

5 UNIDENTIFIED FEMALE SPEAKER: Who did you say?

6 MR. PLUCKBAUM: Meg Gilyeat. No? How about  
7 Fred Ohan? I'm sorry for pronunciation.

8 MR. OHAN: That's all right, you did fine.

9 I'm on the -- Rockville Road itself. I just want to  
10 really address the real issues. The map itself that  
11 they -- that you have, the intersections are the  
12 issue. At any given time, I could pull out of my  
13 driveway, I could be at Race -- Raceway and  
14 Rockville Road in less than five minutes in rush  
15 hour traffic. There is not an issue going down  
16 Rockville Road. There never has been. Now, it's a  
17 different story on Girl School, High School, Country  
18 Club. Those things really need the work. That's  
19 where the work needs to be. I've only -- in the  
20 five years -- I sit in my little office right there  
21 and look out the window all day. I've -- five years  
22 I've been there, I've only seen one accident and  
23 that was some kids horsing around on that stretch.  
24 It's going to affect all the houses on the south  
25 side. Backing out of your -- the pulling out of your

**PC-22**

1 driveway, you've also got the issue of trash  
2 collection. You're turning a six -- four-lane road  
3 into a six-lane. Now, has anyone been out on US 31  
4 going to Greenwood Park Mall? It's a drag strip.  
5 And --

6 UNIDENTIFIED MALE SPEAKER: Beautiful.

7 MR. OHAN: And I even drive fast on that road  
8 because it's six lanes. You just get it. Okay.  
9 Four lanes, I tend to control my speed, you know.  
10 And with trash collection, it's just a good example.  
11 Just go down, compare the flow of traffic on US 31.  
12 And that's what we're going to be dealing with on  
13 Rockville Road. The biggest issue I have is  
14 traffic's going to be diverted onto the back roads.  
15 Now, I don't know if you guys have actually driven  
16 the back roads in these neighborhoods. Jackson and  
17 Walton are extremely narrow roads. Two pickup  
18 trucks have trouble passing, okay? These are not  
19 roads that can accommodate the extra traffic that  
20 this is going to push. Now, if you remember about  
21 eight years ago, Walton was deteriorated so bad that  
22 the road was pumped up. A lot of cars bottomed out.  
23 I don't know if you guys remember this. A lot of  
24 cars would bottom out just going out down the road.  
25 That's how bad it was. Now, they just repaved over



1 it and it's good now, but how long is it going to  
2 last once you start adding all this extra traffic of  
3 Amazon, UPS, FedEx, all the -- all the people  
4 cutting through to get to where they're going.  
5 Let's see. And also the maintenance of the median.  
6 I mean, we're going to put -- now we're putting  
7 grass down the middle of the median. Once again,  
8 more tax dollars. We're affecting the property  
9 value of the houses. I know it will affect the  
10 property value of the houses. I'm in real estate.  
11 But we -- but we're not going to lower our property  
12 taxes. I guarantee you those aren't going to go  
13 down. In fact, they're probably going to go the  
14 other way. So just want you guys to keep that all  
15 in mind.

16 MR. PLUCKBAUM: Thank You. I don't have  
17 anybody else that is signed up, and I do want to  
18 remind you that there are other means of making  
19 comments if you choose to after tonight. But I will  
20 offer if anybody else wants to come up that hasn't  
21 come up yet. Yes, sir.

22 MR. JACKSON: I sat here and change my mind.  
23 That's why. Because I don't like the public  
24 speaking, but I am impacted. And something you said  
25 about the utilities being moved at some point.

**PC-23**



1 Some utilities have already been moved and I've been  
2 quite impacted with the drainage after we spent all  
3 this money with improving -- sorry, I'm Bil Jackson.

4 MR. PLUCKBAUM: There you go.

5 MR. JACKSON: And I live on Eleanor, not right  
6 on Rockville Road. I showed up tonight and I tried  
7 to have an open mind. I tried to be like, give it a  
8 chance. And I've sat here and I've been to a few  
9 meetings and, you know, Carol's come over. Jessica  
10 McCormick's been over to check out back when I had  
11 sewage coming up from when they moved this fiber  
12 optic. I had sewage coming up through my yard.  
13 I think we've gone through a few contractors.  
14 I called, had another person come out. I've got  
15 four access panels for this fiber optic cable that  
16 I'm waiting for them to move. I deal with it.  
17 I cut around it. I make it look as pretty as I can.  
18 I have this small house. I'm humble, you know,  
19 it's nothing special, but I try and make it look  
20 nice. I bought my house about five years ago. Grew  
21 up on the west side. I grew up on Rockville, on the  
22 other side of Howe between -- on Gasoline Alley and  
23 Howe. That's where I grew up since I was 4 years  
24 old. I'm a west-sider and west-siders take pride in  
25 that. You know, can't stand the east side. If

1 you're an east-sider, sorry to offend, but that's  
2 just my home. This is my home. And, you know,  
3 I listened and I see the statistics and, like I  
4 said, I flipped, you know, because I have common  
5 sense. But there's so many arguments. The U-turns  
6 that are going to increase the traffic, the  
7 accidents that are happening at the intersections.  
8 Girl School Road, that's the problem. Fix the  
9 intersections. Who designed Tenth Street and Girl  
10 School with that mess where it's like, okay, no more  
11 two lanes. Let's create this big old spot  
12 on -- going north on Girl School. Let's create this  
13 barren. And I get -- I grew up on the west side and  
14 know how to drive. And I'm like, where do I go?  
15 And then I'm like, oh, all of a sudden I got -- I  
16 mean, that's the - - that's the problem. So I did  
17 want to put on the record for those that, you know,  
18 I talked to Anna before and I'm like, I'm open-  
19 minded. I can't buy it. I can't drink the Kool-Aid,  
20 you know? There comes a point where you're like --  
21 don't take the median away. You know, the -- and  
22 it's already been said so many times tonight about  
23 the roundabouts, the dangerous intersections, and  
24 the fact that we cannot have Amazon trucks parked in  
25 the middle of Rockville Road, a three- lane highway

1 to deliver packages. And I'll say this and I'll  
2 shut up because I don't want somebody to tell me to  
3 shut up when my three minutes is up. But I did  
4 COVID pandemic, I used to travel to Carmel every  
5 single day and I have for years. And my office was  
6 up there in the 465. And I -- I'm so proud of all  
7 the roundabouts Carmel has. It's amazing. Gosh.  
8 Had my first accident after all the construction was  
9 done. I mean, and it was just not my fault. But  
10 anyway, I work from home. You know, there's less  
11 and less traffic on the roads after pandemic. I  
12 work in the office -- I did two times this week.  
13 But I'm not one of those people that are sitting,  
14 waiting at Bob Evans to hop on 465 North anymore.  
15 But they did a great job with that extra lane  
16 dedicated to the north. I'm not a fan of the Jersey  
17 barrier job because I'm one of those people that'll  
18 cut you off. Thanks for my time. Appreciate it.

19 MR. SCOTT: Dave, my name's Charles Scott.  
20 Thank you for the opportunity to speak. I didn't  
21 check the box to speak.

22 MR. PLUCKBAUM: You're fine.

23 MR. SCOTT: But what I want to do is I want to  
24 talk about something that involved Rockville Road,  
25 but it's a little bit different. I think we need to

**PC-24**

1 look at other possibilities. I think we need to  
2 look at diversionary routes. And recently in 2022,  
3 I submitted an idea of diversionary routes. One  
4 diversionary route to the north and one to the  
5 south. Because if we look at the scope of what's  
6 going on, the whole problem is people getting to and  
7 from Hendricks County. And it encroaches our  
8 residential neighborhood. We all know that. So if  
9 we could look at -- explore that option to make two  
10 diversionary routes, possibly like direct routes  
11 from Ronald Reagan to 465, I think that would  
12 alleviate a lot of mess and a lot of expense. And  
13 another beautiful thing is the diversionary route on  
14 the south would hopefully concur with the I-69  
15 project, what's going on down that -- Kentucky  
16 Avenue, that area with the widening of the  
17 interstate. Great idea. And it was -- it would  
18 totally alleviate our problem. Thank you very much.

19 MR. PLUCKBAUM: Thank you. Is there anybody  
20 else? Okay, you'll be up after.

21 MS. RUNEZ: I just had an idea while we're here  
22 tonight when she mentioned about --

23 MR. PLUCKBAUM: Can you give your name?

24 MS. RUNEZ: My name's Carol Runez. I live on  
25 High School Road and Ohio. And when she talked

**PC-25**



1 about the railroad tracks at Girls School and that  
2 problem there, then also I remember going to work on  
3 Tenth Street where the railroad track -- you can  
4 only go one lane. So everybody going down Tenth is  
5 happy until you get to that crazy railroad, that  
6 curved, ugly railroad, you know? And now that the  
7 railroad is getting a lot of persecution, it'd be a  
8 good time maybe to con -- work with them to widen  
9 that railroad tunnel thing and make it two lanes  
10 instead of one lane. And that would help a whole  
11 bunch for traffic going that way. And I think  
12 Tenth, I think it stays -- well it just stays two  
13 lanes until Country Club, I think it is. And after  
14 that it goes back to one lane. But anyway, that was  
15 just a suggestion.

16 MR. PLUCKBAUM: Thank you. Yes, sir?

17 MR. THARP: I'm Virgil Tharp. I live at the  
18 Summit Place West. I am a lifelong resident of the  
19 west side. As a professional architect, when I'm  
20 working on projects with clients, it always sounds  
21 easy to get the beginning to the end, but it's a  
22 process that you got to go through that we need to  
23 have absolute good thoughts. The illustration shown  
24 to us was talking about diverting the existing four  
25 lanes, first to one side of Rockville Road, then to

**PC-26**



1 the other side of Rockville Road. And when you  
2 start to divert four lanes, that means people on  
3 their driveways have no chance. That traffic flow  
4 is going to be very dangerous now that we have no  
5 way to decelerate and accelerate into the flow of  
6 traffic. That thought worries me so much. And  
7 that's not just for the residents, but it's for the  
8 people who transverse through the area, and they all  
9 drive way too fast. And I see an extreme, long  
10 duration on this construction project. What we have  
11 seen in the past with the improvement made from  
12 Raceway to Shiloh and the Target area, that has  
13 taken a painfully long time. And we have watched  
14 the traffic get diverted and the work never gets  
15 completely finished in one area before they have to  
16 divert the traffic in another area. As a design  
17 professional, I am challenged many times to come up  
18 with a realistic solution and a process to get to  
19 that solution. And tonight, I have not seen a  
20 realistic process and I'm very, very concerned about  
21 the duration because, when you do a project that is  
22 weather-dependent, things do happen. And we know  
23 living in Indiana, you cannot predict the weather.

24 MR. PLUCKBAUM: Thank you. Anybody else? Okay.  
25 I want to remind you that there are -- again, if you

1 have additional comments for the next two weeks,  
2 we'll be accepting them. On the website, there's a  
3 video presentation that if someone that couldn't  
4 attend tonight wants to see something very similar  
5 to what we presented, it'll be on the -- Facebook or  
6 on the Internet, the website. And then the category  
7 -- Categorical Exclusion Environmental document,  
8 700-some pages, it is available at Wayne Township  
9 Public Library right over here. I know it's there.  
10 I dropped it off. And it is also available in  
11 Greenfield and Crawford County districts. We do  
12 have the paper comment form that many of you  
13 received. If you wanted to drop them off at the  
14 end, you're welcome to do that or you can mail them.  
15 There's social media that you can touch base with  
16 things. And I do want to give a special thanks to  
17 Wayne Township Fire Department for letting us be  
18 here tonight. It's very gracious. Anyway, thank  
19 you for coming tonight. Drive home safely. We will  
20 be next door for a short while to answer additional  
21 questions.

22 (HEARING CONCLUDED AT 7:52 P.M. (ET))  
23  
24  
25

CERTIFICATE OF REPORTER

STATE OF INDIANA

I do hereby certify that the public comment session in the foregoing transcript was taken on the date, and at the time and place set out on the Title page hereof, by me and that the said matter was recorded digitally by me and then reduced to type written form under my direction, and constitutes a true record of the transcript as taken, all to the best of my skill and ability. I certify that I am not a relative or employee of either counsel, and that I am in no way interested financially, directly or indirectly, in this action.

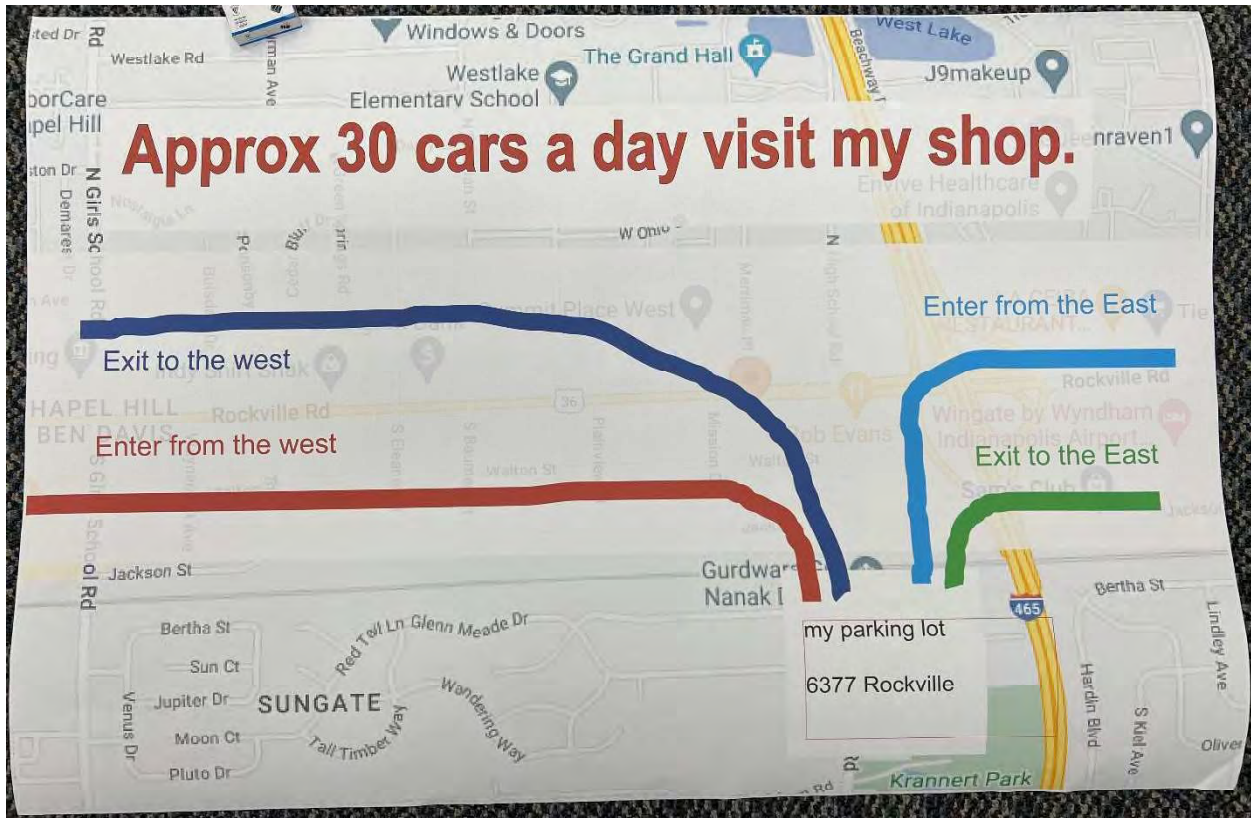
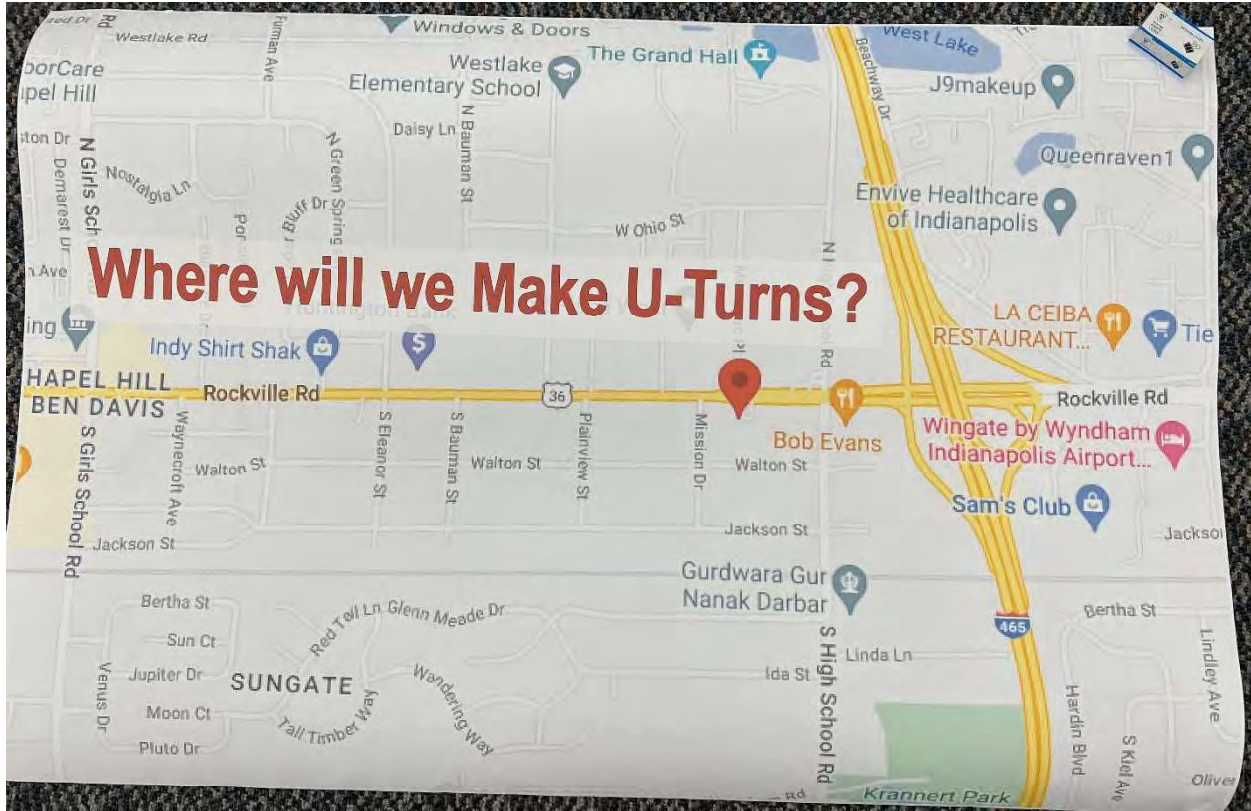


MAGGIE PATTERSON,  
 COURT REPORTER/NOTARY PUBLIC  
 COMMISSION EXPIRES ON: 11/04/2029  
 SUBMITTED ON: 03/17/2023

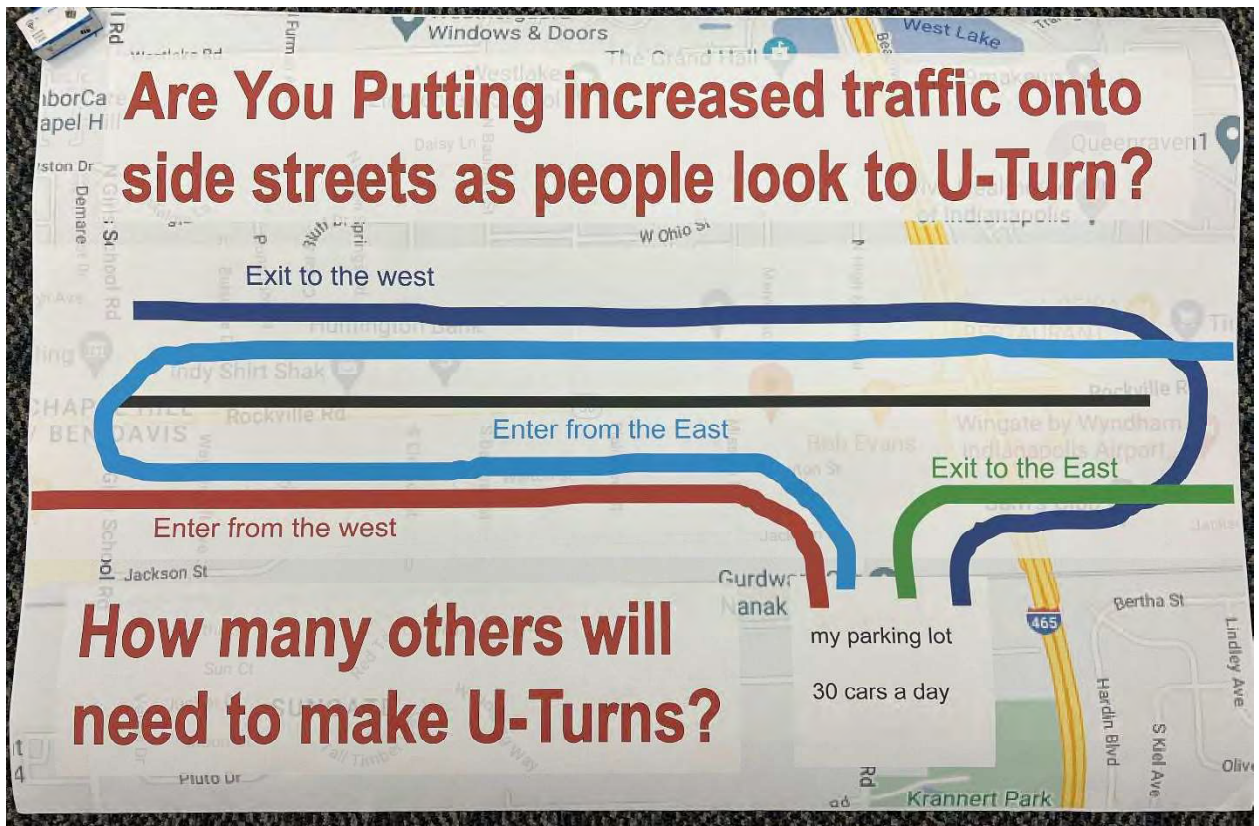
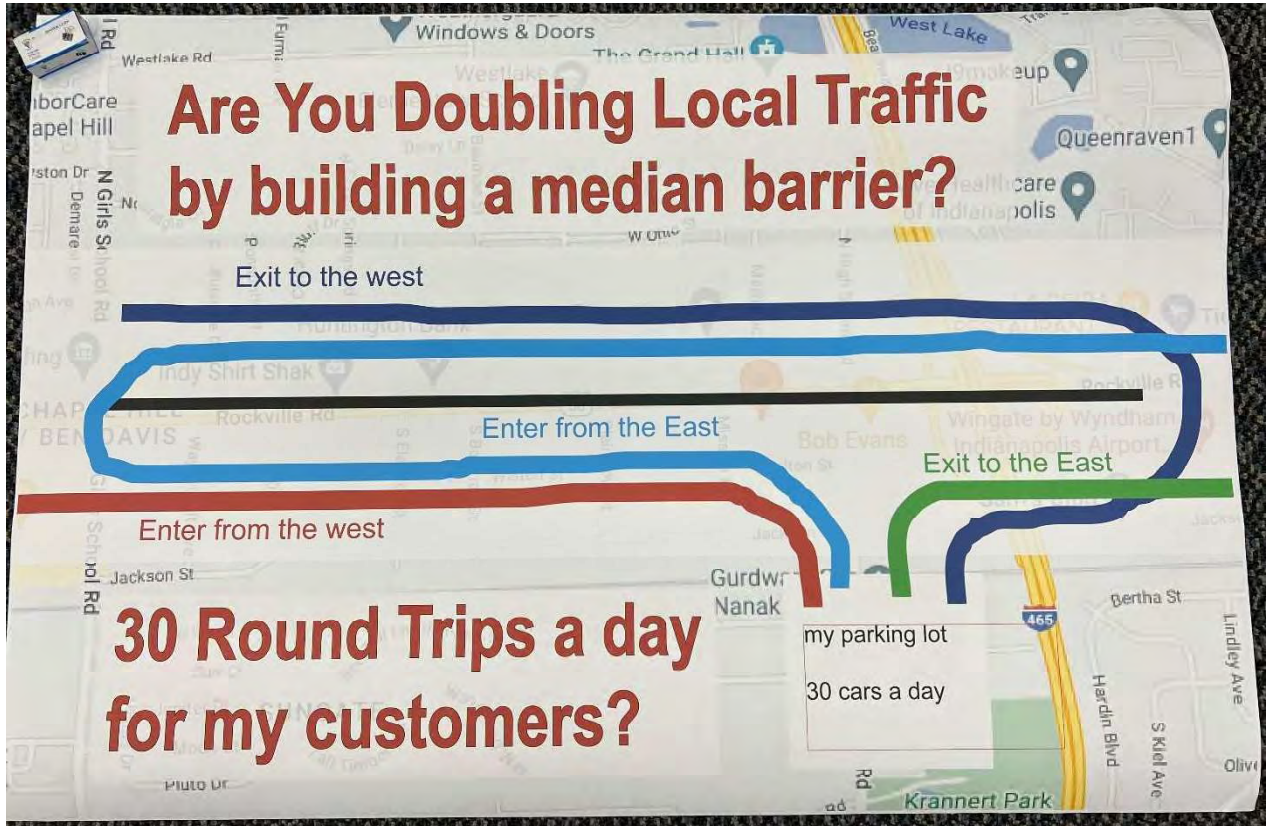
<b>\$</b>	<b>200</b> 33:20	<b>40-some</b> 57:21 60:7	<b>84-foot</b> 16:4	19:1
<b>\$3</b> 22:19	<b>2000</b> 65:20	<b>42</b> 15:10	<b>85</b> 16:5	<b>acquisition</b> 20:6
<b>-</b>	<b>2002</b> 65:24	<b>431</b> 10:13	<b>9</b>	<b>acres</b> 17:20 18:9
<b>-DPW</b> 14:21	<b>2016</b> 65:18,24	<b>45</b> 28:3 34:2	<b>9</b> 9:25	<b>Act</b> 6:7
<b>0</b>	<b>2018</b> 65:18	<b>465</b> 5:18 10:14 11:21 29:21 38:20 46:7 52:12 65:6 66:9 72:6,14 73:11	<b>9-1-1</b> 43:21	<b>actual</b> 46:14
<b>0</b> 8:16 9:25	<b>2021</b> 5:24	<b>5</b>	<b>90</b> 45:23	<b>ADA</b> 7:1 13:4 16:24
<b>0,207</b> 18:9	<b>2022</b> 39:11 50:18 73:2	<b>5.8</b> 43:13	<b>900</b> 51:20	<b>ADA-</b> 7:13
<b>0,366</b> 17:20	<b>2024</b> 20:11	<b>50</b> 44:8 48:4	<b>91</b> 27:19	<b>add</b> 9:16 13:3 16:9 18:17 30:14,21 66:11
<b>1</b>	<b>2025</b> 7:19 8:8 20:11	<b>50</b> 27:16 28:13	<b>A</b>	<b>added</b> 12:9,13, 16 13:7,15 14:24 27:21 40:4 45:13 65:11,13 66:15
<b>1</b> 8:20	<b>2027</b> 20:12	<b>54</b> 58:11	<b>ability</b> 13:3 50:23	<b>added-</b> 11:5
<b>1,900</b> 9:8 39:23	<b>22</b> 5:25 21:22	<b>55</b> 23:23 28:23 60:3	<b>absolute</b> 74:23	<b>adding</b> 14:8 15:6,13 16:8,23 18:15 19:6 31:5 54:21 56:16 69:2
<b>100</b> 65:21	<b>24</b> 12:5 13:7	<b>55-or-older</b> 42:23	<b>absolutely</b> 28:25 38:23	<b>addition</b> 11:17 14:18 16:9 18:15,20 42:4,5 66:4
<b>102</b> 52:15	<b>24th</b> 39:17	<b>595</b> 50:18	<b>accelerate</b> 26:24 58:16 75:5	<b>additional</b> 56:15 65:1,12, 13 66:11,14 67:1 76:1,20
<b>11</b> 52:6	<b>25</b> 42:24 43:8 48:4	<b>5:30</b> 41:14	<b>acceptable</b> 13:16 18:6	<b>address</b> 38:12 67:10
<b>11-foot</b> 52:6	<b>267</b> 29:15 66:15	<b>6</b>	<b>accepting</b> 76:2	<b>adjacent</b> 19:9
<b>12</b> 52:24 58:8	<b>29</b> 38:17 48:24	<b>60</b> 43:1 66:3	<b>access</b> 19:22 44:4 47:25 50:23 51:10 63:24 64:2 70:15	<b>Administratio n's</b> 52:23
<b>14</b> 58:8	<b>29's</b> 38:18	<b>6375</b> 55:11	<b>accessibility</b> 50:8	<b>advocate</b> 40:14
<b>16</b> 43:8,9	<b>3</b>	<b>65</b> 23:23	<b>accident</b> 26:13 27:8 29:15 57:9 67:22 72:8	<b>affect</b> 46:11 50:14 63:13 67:24 69:9
<b>16-</b> 12:11	<b>30</b> 25:14 29:5 31:1 49:17 53:19,20 54:20 55:9,12,13	<b>6616</b> 27:16	<b>accidents</b> 17:9 24:9 27:1,3,4 29:8,13 32:1 50:20 55:3 57:7,8 71:7	<b>affected</b> 32:17 40:3
<b>16-foot</b> 12:11	<b>31</b> 11:21 39:11 68:3,11	<b>6925</b> 60:10	<b>accommodate</b> 7:25 10:21 15:3 52:7 68:19	<b>affecting</b> 69:8
<b>18</b> 65:24	<b>32</b> 17:21	<b>7</b>	<b>accommodati ons</b> 7:1	
<b>1947</b> 47:6	<b>35</b> 65:5	<b>70</b> 66:3	<b>accounted</b>	
<b>1959</b> 29:25	<b>36</b> 4:6 5:16 23:17	<b>700-some</b> 76:8		
<b>1969</b> 6:8	<b>38</b> 13:8	<b>70s</b> 56:22		
<b>1971</b> 27:16 56:21	<b>4</b>	<b>76</b> 33:11		
<b>1979</b> 29:4	<b>4</b> 8:23 10:1 70:23	<b>7:52</b> 76:22		
<b>2</b>	<b>40</b> 29:8 57:23 58:8 60:8 62:25	<b>8</b>		
<b>2.8</b> 50:21		<b>800</b> 51:20		
<b>20</b> 7:24 8:8 13:11 45:3 48:2				



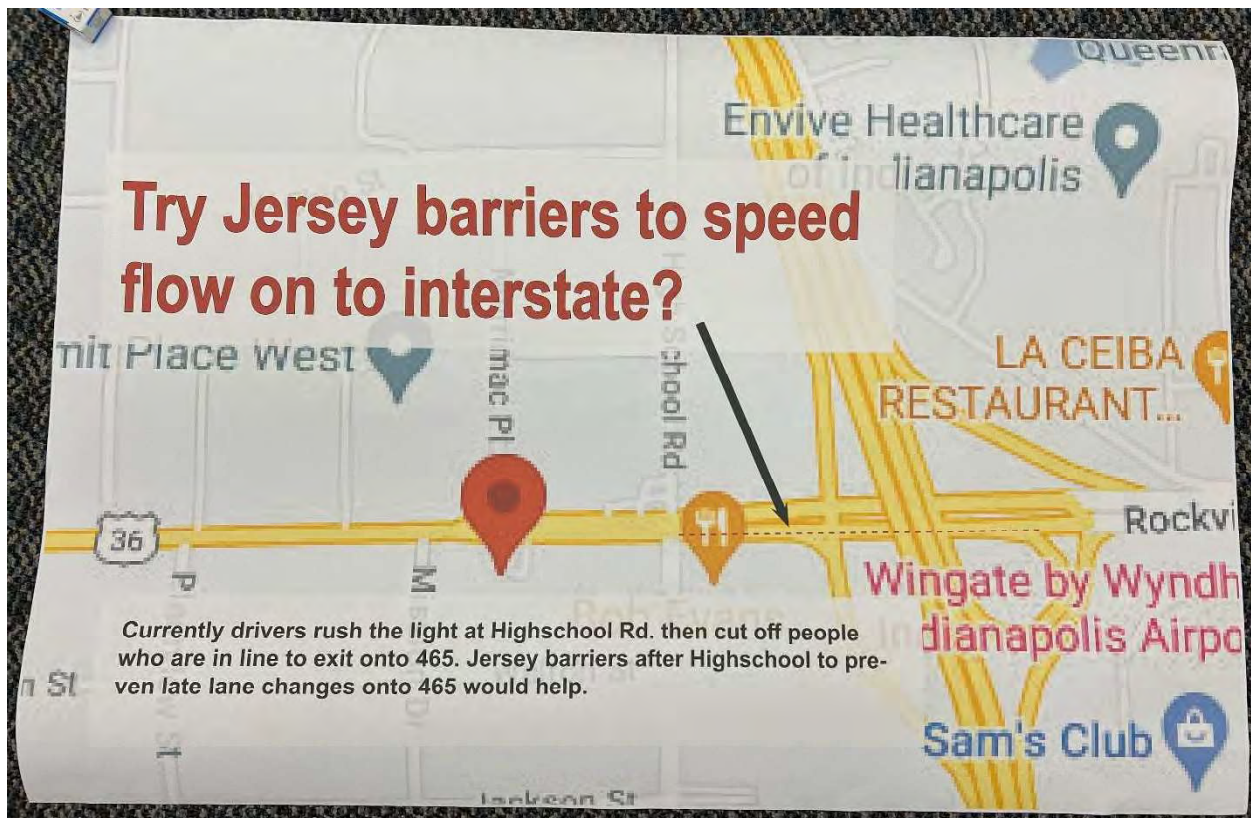
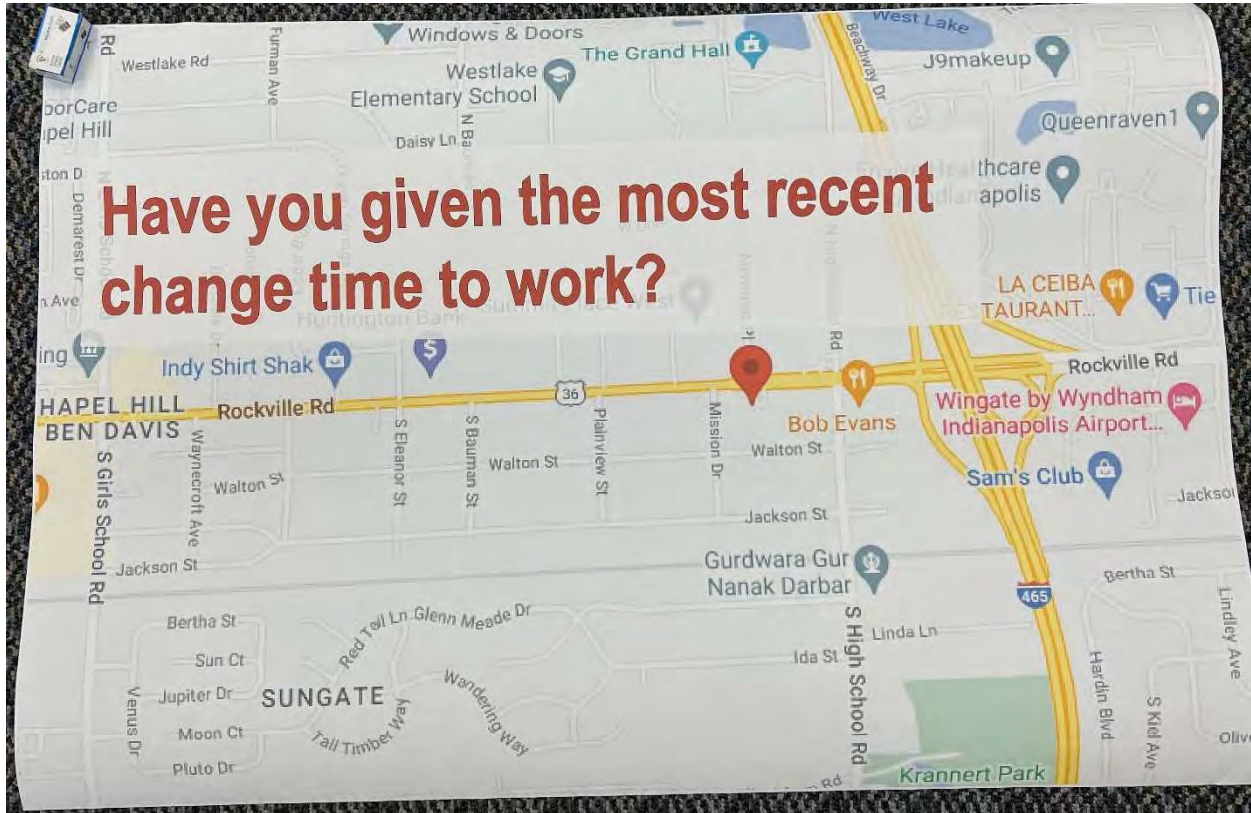
See Page 87 for public comment.















## Public Comments

Des. No. 1800035, 1800037, 1900340, 1900341, 2002284

March 8, 2023 Public Meeting





# INDOT PUBLIC Comment Form

Name: Henrietta Bishop

Email: [REDACTED]

Address: 170 N Sigsbee St

Phone: [REDACTED]

## PLEASE CHECK ALL THAT APPLY

- I work along Rockville Road/U.S. 36
- I live along Rockville Road/U.S. 36
- I don't live or work along Rockville Road/U.S. 36, but I am interested in the project
- I own a business along Rockville Road/U.S. 36
- I travel along Rockville Road/U.S. 36 frequently

### How often do you typically travel along Rockville Road/U.S. 36?

- Several times a day
- 3-5 times per month
- Daily
- Monthly
- 3-5 times per week
- A few times a year

## INDOT PUBLIC COMMENT

Do you feel informed about the Modern Rockville project? Circle your answer.

YES

NO

Have you previously submitted comments on the Modern Rockville plans?

YES

NO

Circle your answer.

### Comments for public record

I feel that Rockville Rd should not be enlarged to 6 lanes etc because a large amount of traffic would be diverted down Sigsbee Street. It is already heavily congested by morning and afternoon traffic going to & from Sheslake Elementary school. I live on Sigsbee Street on the first block of Sigsbee. Also I do not feel that traffic would move slower on Rockville if it is enlarged to 6 lanes.



Written comments may be submitted in person or by mail within the comment period to David Pluckebaum of Corradino LLC, 200 S. Meridian St., Suite 330, Indianapolis, IN 46225. Comments can also be emailed to [dpluckebaum@corradino.com](mailto:dpluckebaum@corradino.com).





# INDOT PUBLIC Comment Form

Name: Dianne Cole

Email: [Redacted]

Address: 6616 Rockville

Phone: [Redacted]

### PLEASE CHECK ALL THAT APPLY

- I work along Rockville Road/U.S. 36
- I live along Rockville Road/U.S. 36
- I don't live or work along Rockville Road/U.S. 36, but I am interested in the project
- I own a business along Rockville Road/U.S. 36
- I travel along Rockville Road/U.S. 36 frequently

### How often do you typically travel along Rockville Road/U.S. 36?

- Several times a day
- 3-5 times per month
- Daily
- Monthly
- 3-5 times per week
- A few times a year

### INDOT PUBLIC COMMENT

Do you feel informed about the Modern Rockville project? Circle your answer. YES  NO

Have you previously submitted comments on the Modern Rockville plans? Circle your answer. YES  NO

### Comments for public record

Just want to get in drive-way,  
worry about busses/mail/delivery  
speed to high  
curbs?



Written comments may be submitted in person or by mail within the comment period to David Pluckebaum of Corradino LLC, 200 S. Meridian St., Suite 330, Indianapolis, IN 46225. Comments can also be emailed to [dpluckebaum@corradino.com](mailto:dpluckebaum@corradino.com).



# INDOT PUBLIC Comment Form

Name: Ken Cummins

Email: [Redacted]

Address: 245 Spring Ct.  
Indianapolis, IN 46214

Phone: [Redacted]

### PLEASE CHECK ALL THAT APPLY

- I work along Rockville Road/U.S. 36
- I live along Rockville Road/U.S. 36
- I don't live or work along Rockville Road/U.S. 36, but I am interested in the project
- I own a business along Rockville Road/U.S. 36
- I travel along Rockville Road/U.S. 36 frequently

### How often do you typically travel along Rockville Road/U.S. 36?

- Several times a day
- Daily
- 3-5 times per week
- 3-5 times per month
- Monthly
- A few times a year

### INDOT PUBLIC COMMENT

Do you feel informed about the Modern Rockville project? *Circle your answer.* **YES** NO

Have you previously submitted comments on the Modern Rockville plans? **YES** NO

*Circle your answer.*

### Comments for public record

This plan is inappropriate for our residential  
area. Eliminating almost all left turns greatly  
increases unnecessary U-turns and extra travel  
on side streets.



Written comments may be submitted in person or by mail within the comment period to David Pluckebaum of Corradino LLC, 200 S. Meridian St., Suite 330, Indianapolis, IN 46225. Comments can also be emailed to [dpluckebaum@corradino.com](mailto:dpluckebaum@corradino.com).



# INDOT PUBLIC Comment Form

Name: Karen Farmer  
Address: 6520 Rockville Rd  
46214

Email: [REDACTED]  
Phone: [REDACTED]

### PLEASE CHECK ALL THAT APPLY

- I work along Rockville Road/U.S. 36
- I live along Rockville Road/U.S. 36
- I don't live or work along Rockville Road/U.S. 36, but I am interested in the project
- I own a business along Rockville Road/U.S. 36
- I travel along Rockville Road/U.S. 36 frequently

### How often do you typically travel along Rockville Road/U.S. 36?

- Several times a day
- 3-5 times per month
- Daily
- Monthly
- 3-5 times per week
- A few times a year

### INDOT PUBLIC COMMENT

Do you feel informed about the Modern Rockville project? Circle your answer. **YES** **NO**

Have you previously submitted comments on the Modern Rockville plans? **YES** **NO**

Circle your answer.

### Comments for public record

I am opposed to the median down the middle of Rockville Rd. from High School Rd to Girls School Rd. This is a residential neighborhood. We have 40+ homes, 12 side streets, 12 businesses at the stop lights and 2 churches in the middle of the stretch. Rockville Rd is buffered north and south by 1000+ homes who use the side streets to enter Rockville Road, creating a situation where a motorist can only go right out of a side street or right out of a driveway is incomprehensible, to eliminate left turns in or out. Mission Dr. does not show on the plans for a left turn off Rockville Rd. Ambulances regularly are called to Summit Place Assisted Living Nursing Home 2 or 3 times a week. Summit Place sits a couple hundred feet from Rockville. As an ambulance needs to be able to go left (East) to the hospitals downtown. People's lives are at stake. Traffic will stop for them. Over →

Written comments may be submitted in person or by mail within the comment period to David Pluckebaum of Corradino LLC, 200 S. Meridian St., Suite 330, Indianapolis, IN 46225. Comments can also be emailed to [dpluckebaum@corradino.com](mailto:dpluckebaum@corradino.com).



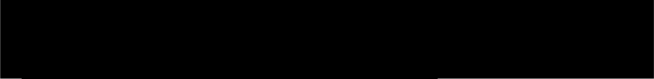
Summit Place also has 40 or 50 homes that are for Senior Citizens (55 and up) only. There need for rescue is higher than most additions.

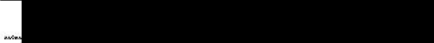
The center median should remain as is, but with improvements by using yellow lines to indicate left turns lanes, the other parts should be heavily marked with diagonal lines (yellow).





# INDOT PUBLIC Comment Form

Name: Karen Farmer Email: 

Address: 6520 Rockville Rd. Phone:   
Indianapolis, In 46214

**PLEASE CHECK ALL THAT APPLY**

- I work along Rockville Road/U.S. 36
- I live along Rockville Road/U.S. 36
- I don't live or work along Rockville Road/U.S. 36, but I am interested in the project
- I own a business along Rockville Road/U.S. 36
- I travel along Rockville Road/U.S. 36 frequently

**How often do you typically travel along Rockville Road/U.S. 36?**

- Several times a day
- Daily
- 3-5 times per week
- 3-5 times per month
- Monthly
- A few times a year

**INDOT PUBLIC COMMENT**

Do you feel informed about the Modern Rockville project? Circle your answer. YES NO

Have you previously submitted comments on the Modern Rockville plans? YES NO

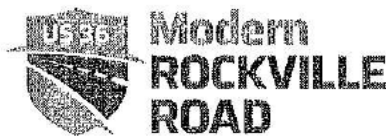
Circle your answer.

**Comments for public record**

*I am opposed to the Bike Path regardless of whether it is on the north side or south side of Rockville Rd. There are several home that sit very close to the curb lane and a Bike Path would destroy any enjoyment they now have in their front. The Bike Path and a 5' or 6' grass area would take <sup>away</sup> any ability to have the bushes and flowers to beautify the yard. The Bike Path is a terrible intrusion onto the property and lowers the home's value.*

Written comments may be submitted in person or by mail within the comment period to David Pluckebaum of Corradino LLC, 200 S. Meridian St., Suite 330, Indianapolis, IN 46225. Comments can also be emailed to [dppluckebaum@corradino.com](mailto:dppluckebaum@corradino.com).





# INDOT PUBLIC Comment Form

Name: Karen Farmer  
 Address: 6520 Rockville Rd.  
Indianapolis, In 46214

Email: [REDACTED]  
 Phone: [REDACTED]

**PLEASE CHECK ALL THAT APPLY**

- I work along Rockville Road/U.S. 36
- I live along Rockville Road/U.S. 36
- I don't live or work along Rockville Road/U.S. 36, but I am interested in the project
- I own a business along Rockville Road/U.S. 36
- I travel along Rockville Road/U.S. 36 frequently

**How often do you typically travel along Rockville Road/U.S. 36?**

- Several times a day
- Daily
- 3-5 times per week
- 3-5 times per month
- Monthly
- A few times a year

**INDOT PUBLIC COMMENT**

Do you feel informed about the Modern Rockville project? Circle your answer. YES NO  
 Have you previously submitted comments on the Modern Rockville plans? YES NO  
 Circle your answer.

**Comments for public record**

I am opposed to a 6-lane highway between High School Rd (H.S.) and Girls School (G.S.) Rd. This stretch, approximately 1.3 mile, is open travel with no restrictions to prevent cars moving forward and no congestion between the stop lights. Crash analysis and severity <sup>analysis</sup> are very low according to INDOT's own analysis on page 4 of 39<sup>0</sup> in the intro. to the project plans: The Segment of G.S. Rd to H.S. Rd. shows very low ICF as 0.74 and ICC (severity) also very low at 0.54. I see no justification for changes to this stretch of roadway. Making this stretch of Rockville Rd into 6 lanes will only increase speed ~~ions~~ where there is no congestion and will endanger everyone in this residential neighborhood.



Written comments may be submitted in person or by mail within the comment period to David Pluckebaum of Corradino LLC, 200 S. Meridian St., Suite 330, Indianapolis, IN 46225. Comments can also be emailed to [dpluckebaum@corradino.com](mailto:dpluckebaum@corradino.com).





# INDOT PUBLIC Comment Form

Name: Mary Coyle  
 Address: 8812 Darkwood Dr  
Indpls, IN 46234

Email: [Redacted]  
 Phone: [Redacted]

**PLEASE CHECK ALL THAT APPLY**

- I work along Rockville Road/U.S. 36
- I live along Rockville Road/U.S. 36
- I don't live or work along Rockville Road/U.S. 36, but I am interested in the project
- I own a business along Rockville Road/U.S. 36
- I travel along Rockville Road/U.S. 36 frequently

**How often do you typically travel along Rockville Road/U.S. 36?**

- Several times a day
- 3-5 times per month
- Daily
- Monthly
- 3-5 times per week
- A few times a year

**INDOT PUBLIC COMMENT**

**Do you feel informed about the Modern Rockville project?** Circle your answer. **YES** **NO**

**Have you previously submitted comments on the Modern Rockville plans?** **YES** **NO**

Circle your answer.

**Comments for public record**

We moved into the Ben Davis area during 1991. Congestion along Rockville has always been an issue during morning & evening rush hours, which has been similar along 10th St, 21st, Morris. But Rockville has become a huge safety problem. People use the left turn lanes and side lanes to try to bypass the congestion, often without even slowing down. As traffic increases, so do problems like those. The neighborhoods are waffling on issues. One minute they want neighborhood like feel, yet complain to all the solutions INDOT offers to slow down traffic. That seems generous to me considering it is a highway corridor. The overall benefit to Ben Davis area is huge & impacts more than the homes along the path.

Written comments may be submitted in person or by mail within the comment period to David Pluckebaum of Corradino LLC, 200 S. Meridian St., Suite 330, Indianapolis, IN 46225. Comments can also be emailed to [dpluckebaum@corradino.com](mailto:dpluckebaum@corradino.com).





# INDOT PUBLIC Comment Form

Name: Ron Greiner  
Address: 8540 Brookhill Ct.  
Indpls, IN 46234

Email:   
Phone: \_\_\_\_\_

### PLEASE CHECK ALL THAT APPLY

- I work along Rockville Road/U.S. 36
- I live along Rockville Road/U.S. 36
- I don't live or work along Rockville Road/U.S. 36, but I am interested in the project
- I own a business along Rockville Road/U.S. 36
- I travel along Rockville Road/U.S. 36 frequently

### How often do you typically travel along Rockville Road/U.S. 36?

- Several times a day
- 3-5 times per month
- Daily
- Monthly
- 3-5 times per week
- A few times a year

### INDOT PUBLIC COMMENT

Do you feel informed about the Modern Rockville project? *Circle your answer.* YES NO

Have you previously submitted comments on the Modern Rockville plans? *Circle your answer.* YES NO

### Comments for public record

I am sympathetic to the residents along Rockville Rd. who  
say keep Rockville a 4-lane.



Written comments may be submitted in person or by mail within the comment period to David Pluckebaum of Corradino LLC, 200 S. Meridian St., Suite 330, Indianapolis, IN 46225. Comments can also be emailed to [dpluckebaum@corradino.com](mailto:dpluckebaum@corradino.com).





# INDOT PUBLIC Comment Form

Name: BETTIAN J UDD  
Address: 6532 Rockville Rd  
INDpls 46214

Email: [Redacted]

Phone: \_\_\_\_\_

### PLEASE CHECK ALL THAT APPLY

- I work along Rockville Road/U.S. 36
- I live along Rockville Road/U.S. 36
- I don't live or work along Rockville Road/U.S. 36, but I am interested in the project
- I own a business along Rockville Road/U.S. 36
- I travel along Rockville Road/U.S. 36 frequently

### How often do you typically travel along Rockville Road/U.S. 36?

- Several times a day
- Daily
- 3-5 times per week
- 3-5 times per month
- Monthly
- A few times a year

### INDOT PUBLIC COMMENT

Do you feel informed about the Modern Rockville project? Circle your answer. **YES** NO

Have you previously submitted comments on the Modern Rockville plans? Circle your answer. **YES** NO

### Comments for public record

*If this project goes forward we will have the road right on our front porch! We already have the sidewalk to nowhere NOW you want to put a turn lane on our porch! We will have NO yard & will be right in traffic! It's not fair that we should loose what yard we have out front for this project. Where are all the utilities going to go over living room??*



Written comments may be submitted in person or by mail within the comment period to David Pluckebaum of Corradino LLC, 200 S. Meridian St., Suite 330, Indianapolis, IN 46225. Comments can also be emailed to [dpluckebaum@corradino.com](mailto:dpluckebaum@corradino.com)



# INDOT PUBLIC Comment Form

Name: Greg Katter  
 Address: 8754 Trumpeter Dr  
Indianapolis IN 46237

Email: [REDACTED]  
 Phone: [REDACTED]

**PLEASE CHECK ALL THAT APPLY**

- I work along Rockville Road/U.S. 36
- I live along Rockville Road/U.S. 36
- I don't live or work along Rockville Road/U.S. 36, but I am interested in the project
- I own a business along Rockville Road/U.S. 36
- I travel along Rockville Road/U.S. 36 frequently

**How often do you typically travel along Rockville Road/U.S. 36?**

- Several times a day
- Daily
- 3-5 times per week
- 3-5 times per month
- Monthly
- A few times a year

**INDOT PUBLIC COMMENT**

**Do you feel informed about the Modern Rockville project?** Circle your answer. **YES** **NO**

**Have you previously submitted comments on the Modern Rockville plans?** **YES** **NO**

Circle your answer.

**Comments for public record**

Consider observing and accomodating cross pedestrian  
movements away from signalized intersections. Use  
best practice (not just "conpliat") A.D.A. ramps, especially  
for visually impaired with textured tiles placed perpendicular  
to travel path, not around curve. As shown, people  
will still turn left using mid-Block openings  
for left turn lanes - consider more positive obstruction.

I had registered for text updates and email and  
Did NOT get notified of public meeting.



Written comments may be submitted in person or by mail within the comment period to David Pluckebaum of Corradino LLC, 200 S. Meridian St., Suite 330, Indianapolis, IN 46225. Comments can also be emailed to [dpluckebaum@corradino.com](mailto:dpluckebaum@corradino.com).





# INDOT PUBLIC Comment Form

*This would help to be on-line*

Name: Phyllis Harris

Email:

Address: 6390 W. Ohio

Phone:

Indianapolis, IN 46214

*I have lived here since 1958 - a realtor*

**PLEASE CHECK ALL THAT APPLY**

*send me the notice and also wanted to keep my house.*

- I work along Rockville Road/U.S. 36
- I live along Rockville Road/U.S. 36
- I don't live or work along Rockville Road/U.S. 36, but I am interested in the project
- I own a business along Rockville Road/U.S. 36
- I travel along Rockville Road/U.S. 36 frequently

**How often do you typically travel along Rockville Road/U.S. 36?**

- Several times a day
- Daily
- 3-5 times per week
- 3-5 times per month
- Monthly
- A few times a year

**INDOT PUBLIC COMMENT**

Do you feel informed about the Modern Rockville project? Circle your answer. YES  NO

Have you previously submitted comments on the Modern Rockville plans? YES  NO

Circle your answer.

**Comments for public record**

*Improve Rockville Rd. at us 40 after crossing the bridge*  
*No community input on the project*  
*Data used was from an earlier count*  
*Safety of persons who live around here*  
*should be unsafe - adding sidewalk -*  
*who would use it? biker lane - too*  
*dangerous*  
*slow drainage issues before any changes, please*  
*3 lanes - too narrow for large trucks - unsafe*  
*costs for project, better to use for community*  
*needs - not super 6 lanes. Thank you*



Written comments may be submitted in person or by mail within the comment period to David Pluckebaum of Corradino LLC, 200 S. Meridian St., Suite 330, Indianapolis, IN 46225.

Comments can also be emailed to [dpluckebaum@corradino.com](mailto:dpluckebaum@corradino.com).



# INDOT PUBLIC Comment Form

Name: TERESA Maxson  
Address: 151 S. Girls School Rd  
46231

Email: [Redacted]  
Phone: [Redacted]

### PLEASE CHECK ALL THAT APPLY

- I work along Rockville Road/U.S. 36
- I live along Rockville Road/U.S. 36
- I don't live or work along Rockville Road/U.S. 36, but I am interested in the project
- I own a business along Rockville Road/U.S. 36
- I travel along Rockville Road/U.S. 36 frequently

### How often do you typically travel along Rockville Road/U.S. 36?

- Several times a day
- Daily
- 3-5 times per week
- 3-5 times per month
- Monthly
- A few times a year

### INDOT PUBLIC COMMENT

Do you feel informed about the Modern Rockville project? *Circle your answer.* YES NO

Have you previously submitted comments on the Modern Rockville plans? YES NO

*Circle your answer.*

### Comments for public record

*I have already emailed my comments at the beginning of the project. I back all the wonderful and wise comments tonight.*



Written comments may be submitted in person or by mail within the comment period to David Pluckebaum of Corradino LLC, 200 S. Meridian St., Suite 330, Indianapolis, IN 46225. Comments can also be emailed to [dpluckebaum@corradino.com](mailto:dpluckebaum@corradino.com).





# INDOT PUBLIC Comment Form

Name: Diane Myer Email: [Redacted]  
Address: 127 Lois Lane Phone: [Redacted]  
Indpls IN 46214

### PLEASE CHECK ALL THAT APPLY

- I work along Rockville Road/U.S. 36
- I live along Rockville Road/U.S. 36
- I don't live or work along Rockville Road/U.S. 36, but I am interested in the project
- I own a business along Rockville Road/U.S. 36
- I travel along Rockville Road/U.S. 36 frequently

### How often do you typically travel along Rockville Road/U.S. 36?

- Several times a day
- Daily
- 3-5 times per week
- 3-5 times per month
- Monthly
- A few times a year

### INDOT PUBLIC COMMENT

Do you feel informed about the Modern Rockville project? Circle your answer.

YES NO

Have you previously submitted comments on the Modern Rockville plans? Circle your answer.

YES NO

### Comments for public record

1. Turn lanes are infrequent and too short.

2. "No turn" @ Mission Dr. Impedes emergency response to Summit Place - Ambulances & Squad are there often middle of the night



Written comments may be submitted in person or by mail within the comment period to David Pluckebaum of Corradino LLC, 200 S. Meridian St., Suite 330, Indianapolis, IN 46225.

Comments can also be emailed to [dpluckebaum@corradino.com](mailto:dpluckebaum@corradino.com).



# INDOT PUBLIC Comment Form

Name: Anna & Dave Peay  
Address: 6810 Jackson St.

Email: [Redacted]  
Phone: [Redacted]

### PLEASE CHECK ALL THAT APPLY

- I work along Rockville Road/U.S. 36
- I live along Rockville Road/U.S. 36
- I don't live or work along Rockville Road/U.S. 36, but I am interested in the project
- I own a business along Rockville Road/U.S. 36
- I travel along Rockville Road/U.S. 36 frequently

Live 2 streets south & rely on R.R. for access to go everywhere

How often do you typically travel along Rockville Road/U.S. 36?

- Several times a day
- 3-5 times per month
- Daily
- Monthly
- 3-5 times per week
- A few times a year

### INDOT PUBLIC COMMENT

Do you feel informed about the Modern Rockville project? Circle your answer.

YES      NO  
 YES      NO

Have you previously submitted comments on the Modern Rockville plans?

Circle your answer.

#### Comments for public record

I've made numerous comments & suggestions <sup>(over the years)</sup> about how Indot can mitigate the damages this project will cause. None have been adapted or considered. You're plowing along with the same old plan you presented before the airport moved. Suffice it to say the wounds this project will inflict on our neighborhood are gargantuan. I've been told you have plenty of money now & it's burning a hole in your pocket. Pretty shameful behavior even for you.







# INDOT PUBLIC Comment Form

Name: Anna Plummer

Email: [Redacted]

Address: 241 N. Raceway Rd  
Indianapolis IN 46234

Phone: [Redacted]

### PLEASE CHECK ALL THAT APPLY

- I work along Rockville Road/U.S. 36
- I live along Rockville Road/U.S. 36
- I don't live or work along Rockville Road/U.S. 36, but I am interested in the project
- I own a business along Rockville Road/U.S. 36
- I travel along Rockville Road/U.S. 36 frequently

*people will be cutting through all the side streets to get to High School / Burl School, Raceway - will turn around in peoples driveways*

### How often do you typically travel along Rockville Road/U.S. 36?

- Several times a day
- Daily
- 3-5 times per week
- 3-5 times per month
- Monthly
- A few times a year

*Will be no emergency stop lane on right side*

### INDOT PUBLIC COMMENT

Do you feel informed about the Modern Rockville project? Circle your answer.

*People cut through families driveways now, that have two entrances. Almost hit people working & playing in driveways & will get worse, with people cutting through neighbor hoods.*

Have you previously submitted comments on the Modern Rockville plans? YES NO

Circle your answer.

*High School / 465 / Rockville intersections - long waits, will not be helped with more lanes.*

### Comments for public record

We Rockville

Raceway gets Backed Up Now from traffic from Rockville  
Now! Short turn signals & people continue to make right  
turns on Red, even with signs saying No turns. The three  
lanes that are now currently being driven on  
west of Raceway get blocked, people cut in & out. The  
three lanes are NOT helping now, and won't be any  
better, when they go east to High School. Family are on  
High School & Burl School a frequent turns from Rockville  
- left turns - which you are eliminating. This is  
Wrong! Will not help but restrict current residents.



Written comments may be submitted in person or by mail within the comment period to David Pluckebaum of Corradino LLC, 200 S. Meridian St., Suite 330, Indianapolis, IN 46225.

Comments can also be emailed to [dpluckebaum@corradino.com](mailto:dpluckebaum@corradino.com).

*Hendricks county people can just take 5 more minutes to get home,*





# INDOT PUBLIC Comment Form

Name: Robert Pope  
 Address: 6574 E. US36  
Anon, IN 46123

Email: [REDACTED]  
 Phone: [REDACTED]

**PLEASE CHECK ALL THAT APPLY**

- I work along Rockville Road/U.S. 36
- I live along Rockville Road/U.S. 36
- I don't live or work along Rockville Road/U.S. 36, but I am interested in the project
- I own a business along Rockville Road/U.S. 36
- I travel along Rockville Road/U.S. 36 frequently

**How often do you typically travel along Rockville Road/U.S. 36?**

- Several times a day
- Daily
- 3-5 times per month
- Monthly
- 3-5 times per week
- A few times a year

**INDOT PUBLIC COMMENT**

**Do you feel informed about the Modern Rockville project?** *Circle your answer.*  YES  NO

**Have you previously submitted comments on the Modern Rockville plans?** *Circle your answer.*  YES  NO

**Comments for public record**

*Please maintain visible lane markings throughout the entire project. A lack of clearly defined lanes made the US36 widening project in Anon extremely dangerous.*



Written comments may be submitted in person or by mail within the comment period to David Pluckebaum of Corradino LLC, 200 S. Meridian St., Suite 330, Indianapolis, IN 46225. Comments can also be emailed to [dpluckebaum@corradino.com](mailto:dpluckebaum@corradino.com).





# INDOT PUBLIC Comment Form

Name: Carol Ragon Email: [REDACTED]  
 Address: 190 W High School Rd Phone: \_\_\_\_\_

## PLEASE CHECK ALL THAT APPLY

- I work along Rockville Road/U.S. 36       I own a business along Rockville Road/U.S. 36  
 I live along Rockville Road/U.S. 36       I travel along Rockville Road/U.S. 36 frequently  
 I don't live or work along Rockville Road/U.S. 36, but I am interested in the project

### How often do you typically travel along Rockville Road/U.S. 36?

- Several times a day       Daily       3-5 times per week  
 3-5 times per month       Monthly       A few times a year

## INDOT PUBLIC COMMENT

Do you feel informed about the Modern Rockville project? Circle your answer.

YES

NO

Have you previously submitted comments on the Modern Rockville plans? Circle your answer.

YES

NO

### Comments for public record

Don't need median until Speedway gas station where people turn left before intersection at girls school & Rockville. Put median only at that place. Will prevent turning left in gas station prematurely.

If median all the way up Rockville, Pedestrians will try to cross & get killed, they cross where no light.

Cashport St needs median, it has lots of business to walk to.



Written comments may be submitted in person or by mail within the comment period to David Pluckebaum of Corradino LLC, 200 S. Meridian St., Suite 330, Indianapolis, IN 46225. Comments can also be emailed to [dpluckebaum@corradino.com](mailto:dpluckebaum@corradino.com).





# INDOT PUBLIC Comment Form

Name: Charles Scott  
 Address: 98 N. Brandt St  
Indianapolis, IN 46214

Email: [REDACTED]  
 Phone: [REDACTED]

**PLEASE CHECK ALL THAT APPLY**

- I work along Rockville Road/U.S. 36
- I live along Rockville Road/U.S. 36
- I don't live or work along Rockville Road/U.S. 36, but I am interested in the project
- I own a business along Rockville Road/U.S. 36
- I travel along Rockville Road/U.S. 36 frequently

**How often do you typically travel along Rockville Road/U.S. 36?**

- Several times a day
- Daily
- 3-5 times per week
- 3-5 times per month
- Monthly
- A few times a year

**INDOT PUBLIC COMMENT**

**Do you feel informed about the Modern Rockville project?** Circle your answer. **YES** NO

**Have you previously submitted comments on the Modern Rockville plans?** Circle your answer. **YES** NO

**Comments for public record**

Please examine & consider the plans I designed & submitted in 2022. Creating two diveristy routes (one N. & one S.) would solve this problem for the next 50 to 100 years. Quit trying to put a Band Aid on the Rockville Rd. issue. Rockville Rd (between High School & Girl School Rd) is nothing more than a Super Speedway. The IMPD say they are not staffed well enough to enforce the speed limit.



Written comments may be submitted in person or by mail within the comment period to David Pluckebaum of Corradino LLC, 200 S. Meridian St., Suite 330, Indianapolis, IN 46225. Comments can also be emailed to [dpluckebaum@corradino.com](mailto:dpluckebaum@corradino.com).



# INDOT PUBLIC Comment Form

Name: RONALD H. TURK

Email: None

Address: 6911 Rockville Road

Phone: [REDACTED]

### PLEASE CHECK ALL THAT APPLY

- I work along Rockville Road/U.S. 36
- I own a business along Rockville Road/U.S. 36
- I live along Rockville Road/U.S. 36
- I travel along Rockville Road/U.S. 36 frequently
- I don't live or work along Rockville Road/U.S. 36, but I am interested in the project

### How often do you typically travel along Rockville Road/U.S. 36?

- Several times a day
- Daily
- 3-5 times per week
- 3-5 times per month
- Monthly
- A few times a year

### INDOT PUBLIC COMMENT

Do you feel informed about the Modern Rockville project? Circle your answer. **YES** NO

Have you previously submitted comments on the Modern Rockville plans? **YES** NO

Circle your answer.

### Comments for public record

I feel it's not practical for two lanes & a median in the our turning lane. We use it to turn into our house & to go left out of our drive way to go west. we do not want to have to go up our neighborhood to go ~~to~~ to girls school to go to store etc. This is a residential area. Traffic will go faster. Think of school buses, mail deliveries, trash pick up & deliveries. Residents are from speeders, running red lights, no police to help the problem. we did have them. a lanes will make them go



*Roster*

Written comments may be submitted in person or by mail within the comment period to David Pluckebaum of Corradino LLC, 200 S. Meridian St., Suite 330, Indianapolis, IN 46225. Comments can also be emailed to [dpluckebaum@corradino.com](mailto:dpluckebaum@corradino.com).





# INDOT PUBLIC Comment Form

Name: S. Evan Walters  
 Address: 6377 Rockville Rd,  
Indianapolis IN 46214

Email: [Redacted]  
 Phone: [Redacted]

**PLEASE CHECK ALL THAT APPLY**

- I work along Rockville Road/U.S. 36
- I live along Rockville Road/U.S. 36
- I don't live or work along Rockville Road/U.S. 36, but I am interested in the project
- I own a business along Rockville Road/U.S. 36
- I travel along Rockville Road/U.S. 36 frequently

**How often do you typically travel along Rockville Road/U.S. 36?**

- Several times a day
- 3-5 times per month
- Daily
- Monthly
- 3-5 times per week
- A few times a year

**INDOT PUBLIC COMMENT**

**Do you feel informed about the Modern Rockville project?** *Circle your answer.* YES NO

**Have you previously submitted comments on the Modern Rockville plans?** YES NO

*Circle your answer.*

**Comments for public record**

Where will people make U-turns?  
Are you increasing local traffic on Rockville Rd.  
Are you pushing more traffic into neighborhoods  
as people seek to turn around?  
Have you given recent changes a chance to work?  
How do pedestrians cross Rockville Rd?  
How will this affect Postal Deliveries? (no breakdown  
lane)



Written comments may be submitted in person or by mail within the comment period to David Pluckebaum of Corradino LLC, 200 S. Meridian St., Suite 330, Indianapolis, IN 46225. Comments can also be emailed to [dpluckebaum@corradino.com](mailto:dpluckebaum@corradino.com).



To whom it may concern,

1. Congestion along Rockville Road IS and HAS been a significant issue since we moved into the Ben Davis neighborhood 30+ years ago

- fear of project is that it will be turned into a 3 lane highway vs current 2 lane; but current driving patterns have been as if it were a 3-4 lane highway for several years.
- people recklessly use the middle turn lane and the side burm as passing lanes
- project proposals would deter misuse and increase safety

2. What impacts Rockville Rd impacts ALL of Ben Davis area. This is a community issue that also impacts a neighborhood. But that neighborhood is very narrow minded in their definition of project scope

- for ex, when discussing drainage issues, several individuals stood up to deny drainage issues existed, simply b/c it wasn't an issue in front of his or her home
- one minute the neighborhood association complains the project would make it feel more like a super highway and less like a neighborhood; but next minute they reject opportunity for sidewalks to make "neighborhood" safe for pedestrians and trees to beautify the median. Just a month ago, a man was seriously injured while traveling in his scooter on the burm b/c there is no sidewalk.

3. Neighborhood association claims they are being made to suffer due to Avon residents needing a route in and out; but they ignore the impact they themselves have upon the congestion while they shop along the western edge of Marion County as well as Hendricks County areas.

- in addition, the recent emergence of food deserts has had a significant impact upon traffic into the project area by both the neighborhood and communities east of 465; the shopper demographic at the Rockville Rd Kroger has transformed significantly in recent years.

4. The neighborhood association talks about how many of them moved into the area 50 years ago when it was actually a 2-lane road.

- it was NEVER a 2 lane "road"; it has always been a highway near the edge of Marion County; when they moved in, it was nearly all rural into Danville and the speed limit was most likely 70 mph, as were all highways back in that era. These people knew they were choosing to live on a highway when they purchased their homes.
- they complain their housing values will decrease because it will become a highway; it has always BEEN a highway and their value was already discounted by comparison when we looked for homes in the area 30 years ago --- my understanding is that the value of ANY home along ANY highway is discounted by 10% from the day it is built.

5. Anyone who chooses to purchase a home along a highway should have already factored in the pros and cons. This isn't a neighborhood turned into a highway. It's always been a highway and the issues presented by neighborhood association have always been part of the deal. Just b/c some of them have pretended to live in a neighborhood all these years doesn't change the fact that they have, do and will always live on a highway.

- this neighborhood has appeared to be on the decline since we moved in 30 years ago. Doing nothing won't improve that. Odds are this project may even increase their home values by giving the area a more modern makeover.
- doing nothing is a fear-based approach that has little basis in real facts; the neighborhood association leadership seems especially adept to stirring up and manipulating that fear rather than being solution minded

- the improvements offered by this project are much needed and will benefit the entire Ben Davis community.
- odds are high this neighborhood will also enjoy the improvements once they get past the basic human instinct to resist change.

Message	Details	Attachments	Headers
Source	Close		

[HTML](#)

From: "Web Form Poster" [REDACTED] Carol Barker  
 Date: 3/16/2023 4:29:08 PM  
 To: "webform@gov.IN.gov" <webform@gov.IN.gov>  
 Cc:  
 Subject: Contact Form: INDOT

I would like to request you review and postpone the Modern RockvilleINDOT project. This plan to add additional travel lanes betweenRaceway Road and I-465 has multiple flaws. This area is mainlyresidential with businesses on the corners of the intersections. Taking away the existing shoulders and turning them into travel lanesputs the residents at risk by not being able safely back out of theirdriveways. It also puts the general traveling public at risk bymaking trash pickup, mail delivery, school bus stops, as well asFedEx, Amazon, UPS deliveries use a travel lane. INDOT says they wantto reduce rear-end crashes. I cannot imagine how they expect toreduce these crashes with 45 MPH traffic barreling down the street andnot paying attention to these vehicles stopped in a travel lane. Thetraffic data INDOT is using comes from studies done from 2016-2018. We all know the world has changed dramatically as a result of Covid. There are far fewer commuters traveling to offices downtown and around465. You can see empty parking lots and office building vacancies ashigh as 60-70%. The move to working from home is not going to change. Workers like it as companies are seeing it can be more profitable forthem to not have the expense of maintaining facilities.

There is a second project (#1800203) which is to add travel laneswest of Ronald Reagan all the way to St. Rd 267 in Hendricks County. It makes sense to add travel to this portion of Rockville Rd as it ishigh volume businesses i.e., Costco, Target, Walmart, etc. This iswhere the traffic is and where the future development potential is,NOT east of Raceway Rd. I suggest INDOT postpone the Modern Rockvilleproject and instead move the date of project #1800203 up. Completethe expansion from Ronald Reagon to St Rd 267. Then take time tostudy how that project has impacted traffic BEFORE they put theresidents of your state in harm's way. The Modern Rockville projectmust be postponed and project # 1800203 must be moved forward.

Close

# Email Viewer

EL-3

Message	Details	Attachments	Headers
Source	Close		

[HTML](#)

From: "Web Form Poster" [REDACTED] Dan Barker  
Date: 3/14/2023 1:14:04 PM  
To: "webform@gov.IN.gov" <webform@gov.IN.gov>  
Cc:  
Subject: Contact Form: INDOT

I wish to address my concerns about Modern Rockville project. The portion from 465 to Raceway Rd will cause severe problems to the residents. Dangerous traffic, loss of value to our property, and destroying the side streets due to additional traffic. Please take our concerns to heart which we feel Indot has not done at all. Go ahead with the project further west from Raceway to 267 and see if this helps with the traffic concerns of Indot. We need some consideration on this project for the hundreds of households effected.

Close



Message	Details	Attachments	Headers
Source	Close		

[HTML](#)

From: "Web Form Poster" [REDACTED]  
 Date: 3/21/2023 1:26:37 PM  
 To: "webform@gov.IN.gov" <webform@gov.IN.gov>  
 Cc:  
 Subject: Contact Form: INDOT

Dear Governor Holcomb:

As you can see below, I live on Rockville Road. Specifically, this section that is slated to be "modernized" by INDOT. I recently attended a meeting hosted by members of INDOT and, to a person, everyone in attendance, save the hosts, were opposed to this project.

One of their meeting rooms displayed a series of tables laying out the project, showing how an additional lane in each direction would be added for, in their words, "safety's sake". One could see, when viewing the display, how contrary to actuality this could possibly be. I'm listing a few of the opposing side's views on this matter:

1. Elimination of the center access/turn lane. This could impede the traffic in either inside lane each time a person wanted to turn left, causing everyone behind that person to shift to the next right lane, which we both know, all gracious drivers would allow. ;)

2. Elimination of the curb lane in either direction. What a nightmare this would be to all delivery drivers: Amazon, UPS, Fedex, etc. They would be forced to either stop in the roadway with flashers engaged, thereby forcing the traffic to veer around them or to pull off to the side street, make their delivery, and then to pull out again on Rockville Road only to repeat the process at every single stop along the way. Of course, this would add greatly to their delivery times.

All this is to say nothing of the poor mail carriers who routinely stop at every house on the street.

School & bus drivers? Good luck!

The people who live on Rockville Road could possibly aggravate all drivers behind them as they attempted to turn into their driveways, once again, forcing everyone to move over into the next speeding lane.

3. Limited left turn access availability for cars traveling in either direction. Every other street would be blocked, according to INDOT's layout. This would force the residents whose side street's access was blocked to turn left at the preceding street and go through the neighborhood to get home, or pass their own street and turn left at the next available left turn access. Once again, forcing the "speed lane" to slow down, stop, or move over to the next already moving lane. And on those snowy winter days, those side streets are never plowed.

If all of the problems listed above weren't enough to sway your opinion, Governor, can you imagine stepping out of your own front door to see (and certainly hear) six full lanes of traffic less than 100 feet away roaring by your house at all hours of the day & night? That's tantamount to living on a freeway, for heaven's sake.

Safety? Convenience? I think not.

I implore you, Sir. Please do not allow this "modernization" to take place.

Thank you for your attention, Governor.

Respectfully;

Victor F Bond  
7011 Rockville Road  
Indianapolis, IN [REDACTED]

Close

**Rachel Pluckebaum**

---

**From:** INDOT Customer Service <indottsc@service-now.com>  
**Sent:** Wednesday, March 22, 2023 4:57 PM  
**To:** Tom Spalding; Collin Merkel  
**Subject:** Case CS0377713 has been escalated to you

This Case CS0377713 has been escalated to you for investigation and resolution.

**Customer Information:**

Full Name: Kyle Burkpile

Email address: [REDACTED]

Customer Primary Telephone Number: + [REDACTED]

**Location Information:**

Road number: US 36

Mile Marker Begin:

Mile Marker End:

County: Marion

City/Town: Indianapolis

District: GREENFIELD

Sub District: INDIANAPOLIS

Lane: Other

Direction: East/West

**Location Description:** Mr. Burkpile called in today because he sees the designs for the Modern Rockville Road Project, and he is not happy about the No Left Turns from the neighborhood. He says that it will add at least another 5 to 10 minutes to his daily commute leaving the neighborhood and turning the wrong direction and having to turn around. He states that he is not opposed to all of the changes being made in this project, but that the residents here need a light at Heather Drive, so that they can leave making a left here. Please contact him regarding this. Thank you!

Intersection: US 36/Rockville Road at Heather Drive

**Note:** This commenter was contacted via email and phone on March 22, 2023. This case number was closed on March 30, 2023.

**Case Information:**

**Description:** Mr. Burkpile called in today because he sees the designs for the Modern Rockville Road Project, and he is not happy about the No Left Turns from the neighborhood. He says that it will add at least another 5 to 10 minutes to

his daily commute leaving the neighborhood and turning the wrong direction and having to turn around. He states that he is not opposed to all of the changes being made in this project, but that the residents here need a light at Heather Drive, so that they can leave making a left here, Please contact him regarding this. Thank you!

INDOT Service: Project Information Assistance

Date Case Opened: 03-22-2023 16:32:06 EDT

Status: Open

Escalation Team: Call Center Management

Assigned to:

Priority: 4 - Low

Time to Resolve: 7 Days 23 Hours 57 Minutes

Target Date/Time: 03-30-2023 12:30:00 EDT

WMS Work Request #:

---

CS0377713

**Transportation Services Call Center**  
Indiana Department of Transportation  
100 N Senate Avenue N758  
Indianapolis, IN 46204



855-463-6848



[Unsubscribe](#) | [Notification Preferences](#)

Ref:MSG6034718\_MIfgGoZRO0Q0aiY7t79C



# Email Viewer

EL-6

Message	Details	Attachments	Headers
Source	Close		

[HTML](#)

From: "Web Form Poster" <[REDACTED]> Donna Fultz  
Date: 3/9/2023 2:35:18 PM  
To: "webform@gov.IN.gov" <webform@gov.IN.gov>  
Cc:  
Subject: Contact Form: other

RE: Modern Rockville Plan (INDOT)

As proposed and if completed, this plan will cause 638 families living in the residential area of Rockville Road from High School Road to Girl School Road:

- devaluation of their property,
- increased 911 emergency travel time to our homes and the SPW Assisted Living facility,
- increased traffic flow in and around Westlake Elementary School,
- Residents' physical safety will be more vulnerable every time they leave their home.

These are just a few serious negative results. Please intervene and help us preserve our residential neighborhood.

Close
-------

**Rachel Pluckebaum**

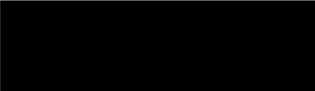
---

**From:** INDOT Customer Service <indottsc@service-now.com>  
**Sent:** Tuesday, March 14, 2023 1:11 PM  
**To:** Tom Spalding; Collin Merkel  
**Subject:** Case CS0376433 has been escalated to you

This Case CS0376433 has been escalated to you for investigation and resolution.

**Customer Information:**

Full Name: Donna Fultz

Email address: 

Customer Primary Telephone Number:

**Location Information:**

Road number:

Mile Marker Begin:

Mile Marker End:

County:

City/Town:

District:

Sub District:

Lane:

Direction:

Location Description:

Intersection:

**Case Information:**

Description: Ms. Fultz has reached out with concerns regarding the Modern Rockville Rd. Project.

Message:

RE: Modern Rockville Plan (INDOT)

As proposed and if completed, this plan will cause 638 families living in the residential area of Rockville Road from High

School Road to Girl School Road:

- devaluation of their property,
- increased 911 emergency travel time to our homes and the SPW Assisted Living facility,
- increased traffic flow in and around Westlake Elementary School,
- Residents' physical safety will be more vulnerable every time they leave their home.

These are just a few serious negative results. Please intervene and help us preserve our residential neighborhood.

INDOT Service: Project Information Assistance

Date Case Opened: 03-14-2023 09:47:25 EDT

Status: Open

Escalation Team: Customer Service Desk

Assigned to: Jacob Walker

Priority: 4 - Low

Time to Resolve: 7 Days 23 Hours 59 Minutes

Target Date/Time: 03-22-2023 05:47:25 EDT

WMS Work Request #:

---

CS0376433

**Transportation Services Call Center**

Indiana Department of Transportation  
100 N Senate Avenue N758  
Indianapolis, IN 46204



Unsubscribe | [Notification Preferences](#)

Ref:MSG6008519\_xmhDIGSjc58p9BpUSRHN

Message	Details	Attachments	Headers
Source	Close		

[HTML](#)

From: "Web Form Poster" [REDACTED] **Betti Judd**  
Date: 3/21/2023 1:56:34 PM  
To: "webform@gov.IN.gov" <webform@gov.IN.gov>  
Cc:  
Subject: Contact Form: other

This email is concerning the Modern Rockville Road project and how turning Rockville Rd. into a 6 lane highway will put many homes at risk of having traffic lanes right at our front doors. If INDOT goes with current plans it will also have home owners backing out of driveways into a traffic lane which as you know would be very dangerous. INDOT is also planning on limited left turns which will cause many U-Turns which as you also know are illegal. This expansion will impact a mainly residential area NOT an industrial area or shopping area it is a well established neighborhood that needs to be left alone. Thank you for reading this and please stop this project.

Close
-------





From: Gregory Katter [REDACTED]  
Sent: Monday, March 20, 2023 10:12 AM  
To: Cramer, Kyleigh [REDACTED]; David Cleveland [REDACTED]  
Subject: Modern Rockville - Public Comment

\*\*\*\* This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. \*\*\*\*

Ms. Cramer-

I have some thoughts I'd like to have considered as part of the public comments on the Modern Rockville Road project on US 36 between Raceway Road and High School Road.

1. Residential Nature - I thought the observation expressed at the meeting that the area is largely residential in nature is valid and deserves some respect. That the current paved shoulder is used for school bus stops, backing out of drives, amazon deliveries, mail delivery, breakdowns, etc. is worthy of specific consideration. How and where will those activities occur in a curbed travel lane? Traffic will be blocked in that lane and create a likelihood of rear-end type crashes with potentially tragic outcomes.
2. Backing out of drives - It was reported that some are backing out of drives. Those that do so due to lack of suitable turn around on their property should be offered the opportunity to have one constructed by INDOT as part of the project.
3. Crashes mainly at intersections - the heat map of crashes shows clear concentration at the signalized intersections. Has the performance of the corridor with only improved intersections with raised medians and limited access, particularly at Girls School, been evaluated to see if the goal of increased safety can be met with two travel lanes?

Thank you,

Gregory Katter  
8754 Trumpeter Drive  
Indianapolis, IN 46234  
[REDACTED]

Message	Details	Attachments	Headers
Source	Close		

[HTML](#)

From: "Web Form Poster" [REDACTED] **Teresa Maxson**  
 Date: 3/12/2023 2:42:00 PM  
 To: "webform@gov.IN.gov" <webform@gov.IN.gov>  
 Cc:  
 Subject: Contact Form: INDOT

Modern Rockville Road Project

» We received the notification card for Public Hearing on Planned Improvement™s on Thursday, March 9; the meeting was the day before, March 8! Looks like INDOT wanted to keep most residents away.

NO ONE has considered how many more crashes there will be at Girls School and Rockville intersection with three lanes. Another lane for automobiles to run traffic lights. I live on Girls School Rd, just south of Rockville Rd. I see the vehicles speeding all day long; this will not stop. A car landed in our deep ditch this morning. U-turns galore, aren't these against the law? How are emergency vehicles to get around traffic if there is no middle lane?

Why were the designers not in the assembly room listening to complaints and suggestions; they were in the hallway talking to each other. Only a few city reps were in assembly room.

I support my neighbors who will be affected by lower property values, inconvenience getting to their driveways, louder traffic etc. This is not right...so Hendricks™ residents can get to their lovely homes faster at the expense of Rockville Road homeowners!?

Close

**Rachel Pluckebaum**

---

**From:** INDOT Customer Service <indottsc@service-now.com>  
**Sent:** Tuesday, March 14, 2023 7:54 AM  
**To:** Tom Spalding; Collin Merkel  
**Subject:** Case CS0376255 has been escalated to you

This Case CS0376255 has been escalated to you for investigation and resolution.

**Customer Information:**

Full Name: Terry Maxson

Email address: [REDACTED]

Customer Primary Telephone Number:

**Location Information:**

Road number: US 36

Mile Marker Begin:

Mile Marker End:

County: Marion

City/Town: Indianapolis

District: GREENFIELD

Sub District: INDIANAPOLIS

Lane:

Direction:

Location Description: We received the notification card for Public Hearing on Planned Improvement's on Thursday, March 9; the meeting was the day before, March 8! Looks like ya'all wanted to keep most residents away. Have you even considered how many more crashes there will be at Girls School and Rockville intersection with three lanes? Another lane for automobiles to run traffic lights. I live on Girls School Rd, just south of Rockville Rd. I see the vehicles speeding all day long; this will not stop. A car landed in our deep ditch this morning. U-turns galore, aren't these against the law? How are emergency vehicles to get around traffic if there is no middle lane? Why were the designers not in the assembly room listening to complaints and suggestions; they were in the hallway talking to each other. Only a few city reps were in assembly room. I support my neighbors who will be affected by lower property values, inconvenience getting to their driveways, louder traffic etc.

Intersection:

**Case Information:**

Description: We received the notification card for Public Hearing on Planned Improvement's on Thursday, March 9; the meeting was the day before, March 8! Looks like ya'all wanted to keep most residents away. Have you even considered how many more crashes there will be at Girls School and Rockville intersection with three lanes? Another lane for automobiles to run traffic lights. I live on Girls School Rd, just south of Rockville Rd. I see the vehicles speeding all day long; this will not stop. A car landed in our deep ditch this morning. U-turns galore, aren't these against the law? How are emergency vehicles to get around traffic if there is no middle lane? Why were the designers not in the assembly room listening to complaints and suggestions; they were in the hallway talking to each other. Only a few city reps were in assembly room. I support my neighbors who will be affected by lower property values, inconvenience getting to their driveways, louder traffic etc.

INDOT Service: Project Information Assistance

Date Case Opened: 03-13-2023 11:59:15 EDT

Status: Open

Escalation Team: Call Center Management

Assigned to: Shanice Phelps

Priority: 4 - Low

Time to Resolve: 7 Days 8 Hours 36 Minutes

Target Date/Time: 03-21-2023 12:30:00 EDT

WMS Work Request #:

---

CS0376255

**Transportation Services Call Center**  
Indiana Department of Transportation  
100 N Senate Avenue N758  
Indianapolis, IN 46204



855-463-6848



[Unsubscribe](#) | [Notification Preferences](#)



**From:** INDOT Customer Service <indottsc@service-now.com>

**Sent:** Tuesday, March 14, 2023 1:12 PM

**To:** Tom Spalding <[REDACTED]>; Collin Merkel <[REDACTED]>

**Subject:** Case CS0376445 has been escalated to you

**Customer Information:**

Full Name: Teresa Maxson

Email address: [REDACTED]

Customer Primary Telephone Number: [REDACTED]

Description: Ms. Maxson has reached out to express concerns regarding the Modern Rockville Road Project.

Message:

Modern Rockville Road Project

We received the notification card for Public Hearing on Planned Improvements on Thursday, March 9; the meeting was the day before March 8! Looks like INDOT wanted to keep most residents away.

NO ONE has considered how many more crashes there will be at Girls School and Rockville intersection with three lanes. Another lane for automobiles to run traffic lights. I live on Girls School Rd, just south of Rockville Rd. I see the vehicles speeding all day long; this will not stop. A car landed in our deep ditch this morning. U-turns galore, aren't these against the law? How are emergency vehicles to get around traffic if there is no middle lane?

Why were the designers not in the assembly room listening to complaints and suggestions; they were in the hallway talking to each other. Only a few city reps were in assembly room.

I support my neighbors who will be affected by lower property values, inconvenience getting to their driveways, louder traffic etc. This is not right ... so Hendricks residents can get to their lovely homes faster at the expense of Rockville Road homeowners!?

INDOT Service: Project Information Assistance

Date Case Opened: 03-14-2023 10:32:27 EDT

Status: Open

Escalation Team: Customer Service Desk

Assigned to: Jacob Walker

Priority: 4 - Low

Time to Resolve: 7 Days 23 Hours 57 Minutes

Target Date/Time: 03-22-2023 06:32:27 EDT

WMS Work Request #:

---

[CS0376445](#)

Transportation Services Call Center

Indiana Department of Transportation

100 N Senate Avenue N758

Indianapolis, IN 46204

**Dave Pluckebaum**

---

**From:** Melinda Mullican <[REDACTED]>  
**Sent:** Wednesday, March 22, 2023 1:17 AM  
**To:** Dave Pluckebaum  
**Subject:** Modern Rockville Road Project

As someone who travels along Rockville Road daily to/from work at the public library, shopping, getting errands done at businesses along US 36, I'm concerned that the widening of the road to 6 lanes will make it easier for people to speed even faster than they do now. Plus, how would residents safely get to their homes? With the addition of concrete barriers, how would people get to the businesses along US36 without having to do dangerous and illegal U-turns? How can businesses survive if no one can get to them due to the planned changes? Would the property owners get reimbursed for the loss of their property due to incursion of this planned road? What you have planned is a new speedway for the benefit of people who live west/Hendricks County, not for the people who live and work in the area. What the area needs is better striping of the existing roads, better drainage along the roads, and walking/biking protection for those who must use those modes of transportation.

Melinda Mullican

**Dave Pluckebaum**

---

**From:** Dave Pluckebaum  
**Sent:** Thursday, March 9, 2023  
**To:** Dave Pluckebaum  
**Subject:** Public comment Modern Rockville

Hello! I am a resident at 6501 Bower Drive Indianapolis, IN 46241. I travel on Rockville Road daily. I am FOR the project and am grateful you identified this little highway to receive attention. My only concern is how you may have to take land away from the residents along Rockville Rd. I hope that you compensate them beyond what their taken land would fetch on the housing market, in order to gain their support.

Audrey Strecker  
[REDACTED]  
[REDACTED]

**Dave Pluckebaum**

---

**Subject:** US 36 Modern Rockville Road Comment - 6340 Rockville rd.

**From:** Tony Viduya [REDACTED]  
**Date:** March 10, 2023 at 9:15:40 AM EST  
**To:** [REDACTED]  
**Subject:** 6340 rockville rd

David

My name is Tony Viduya my organization is doing a project on the property at 6340 Rockville Rd. We are doing a car wash and I just recently was informed of the project on Rockville Road. My concern is losing the suicide lane and the egress ingress into our project on Merrimac. People would be coming in from the west will have to make a U-turn on High School Road. Again leaving the project if they want to go east they'll have to go make a U-turn on the next intersection. If you could possibly give me a call to discuss this project I would greatly appreciate it. My phone number is [REDACTED] Thank you again.

Tony Viduya  
Rama Inc

**Note: This commenter was contacted via phone on March 22, 2023.**

Sent from my iPhone





## Legal Notice

Des. No. 1800035, 1800037, 1900340, 1900341, 2002284

July 6, 2023 Public Meeting



*This is a text-only exact duplicate/reprint of the legal notice as it appeared in both the 6/21/23 and 6/28/23 print editions of the Indianapolis Star.*

**DES. # 1800035, 1800037, 1900340, 1900341, 2002284 NOTICE OF PUBLIC HEARING AND EXTENSION OF PUBLIC COMMENT PERIOD  
Proposed Improvement of U.S. 36, Marion County**

The Indiana Department of Transportation (INDOT) will host a public hearing on Thursday, July 6 at Wayne Township Emergency Services Grand Hall at Westlake Gardens, 400 N. High School Road, Indianapolis, IN, 46214. Doors open at 5 p.m. and the hearing begins at 5:30 p.m. Should inclement weather force a postponement of the public hearing, it would be rescheduled for the same time and location on Tuesday, July 18, 2023. (Please follow the Indiana Department of Transportation's official social media channels to learn of any postponement of the public hearing.) The purpose of the public hearing is to offer all interested persons an opportunity to comment on current preliminary design plans as well as the Draft Categorical Exclusion (CE) for the roadway and bridge improvements on U.S. 36 (Rockville Road) from Raceway Road to the I-465 southbound ramps in Indianapolis in Marion County.

The purpose of this three-mile-long project is to increase safety and improve traffic operations throughout the project corridor, while replacing deteriorated infrastructure and meeting American Disability Act (ADA) standards. The improvements will address the project need based on greater-than-expected crash history, forecasted congestion and delay, deteriorating condition of the Shiloh Creek culvert, and lack of complete-and-ADA-compliant pedestrian and bicycle facilities.

As proposed, the preferred alternative involves reconstructing the road from two lanes in each direction to three lanes in each direction. The preferred alternative will provide dedicated left turn lanes by converting the outside shoulder to a third travel lane with new ADA-compliant pedestrian sidewalks, multi-use path and drainage improvements. The eastbound and westbound U.S. 36 bridges over the East Fork of White Lick Creek will be widened to the outside to accommodate the third added travel lane in each direction and the pedestrian/non-motorized facilities. The Shiloh Creek culvert will be replaced as part of this project.

The Maintenance of Traffic (MOT) for the project will require phased construction. A detour will not be necessary to complete the project. Travel lanes will be reduced to 11-foot wide, the two-way left turn-lanes will be reduced to 12-foot wide, and traffic will utilize the middle lane while construction occurs on the outside lanes and drainage system.

Traffic will be shifted north to construct the eastbound widening, then shifted south to construct the westbound widening. Traffic will then be shifted to the outside lanes to construct the raised median, Access to all properties will be maintained during construction. INDOT will coordinate with emergency services, local school corporation officials and project stakeholders to ensure potential disruptions and impacts are minimized as much as possible.

The project as designed will require approximately 0.207 acres of permanent new right-of-way, in addition to 0.366 acres of temporary right-of-way needed during construction. No relocations are anticipated as part of this project. Construction is currently scheduled to begin in early 2025 and continue through the end of 2027.

Federal and state funds are proposed to be used for construction of this project. INDOT and the Federal Highway Administration have agreed that this project poses minimal impact to natural environment. A CE document has been prepared for the project and includes information regarding community and environmental impacts related to the proposed project.

The environmental document and the preliminary designs are available to the public for review at the project sponsor website <https://www.modernrockville.com>. Hard copies of the documentation are available at the following locations:

1. The Wayne Branch of the Indianapolis Public Library, located at 198 S. Girls School Road, Indianapolis, IN 46231.

2. INDOT Greenfield District office, 32 S. Broadway Street, Greenfield, IN 46140.

Contact information: Kyleigh Cramer, Public Relations Director, 317-864-3164 or [kramer@indot.in.gov](mailto:kramer@indot.in.gov)

3. INDOT Crawfordsville District Office, 300 N. Crawfordsville, IN 47933. Contact information: Megan DeLucenay: Public Relations Director, 765-365-4347 or [mdelucenay@indot.in.gov](mailto:mdelucenay@indot.in.gov).

The materials are accessible at each location through July 21, 2023.

An INDOT public information meeting comment sheet will be available to fill out and mail.

In addition, the public may contact INDOT via a toll-free number, 855-INDOTU (468-6848). Please mention Modern Rockville. Information on the project including CE document, is available online through the project sponsor's website, <https://www.modernrockville.com>

Public statements for the record will be taken as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during and for a period of two (2) weeks following the hearing date, will be evaluated, considered and addressed in subsequent environmental documentation. Written comments may be submitted prior to the public hearing and within the comment period to: David Pluckebaum of Corradino LLC, 200 S. Meridian St. Suite 330. Indianapolis, IN 46225, or emailed to [dpluckebaum@corradino.com](mailto:dpluckebaum@corradino.com).

INDOT requests that those who wish to provide public statements for this project submit them by July 21, 2023.

With advance notice, INDOT will provide accommodations for persons with disabilities with regards to participation and access to project information as part of the hearings process, including arranging auxiliary aids, interpretation services for the hearing impaired, services for the site, impaired and other services as needed. In addition, INDOT will provide accommodations for persons of Limited English Proficiency (LEP) requiring auxiliary aids, including language, interpretation, services, and document conversion. For assistance, please contact Adelle DuSold at [adusold@indot.in.gov](mailto:adusold@indot.in.gov) or 317-467-3431.

**Emergency Situation Guidance:** During emergency situations, public viewing locations may be limited or prohibited as part of the Notice of Planned Improvement. Project documents may only be available on-line during emergency situations. INDOT and/or the project sponsor will mail project documents upon request. This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) states: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program."

23 CFR 450.212(a)(7) states:

"Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the

**process as necessary. approved by the Federal Highway Administration, U.S. Department of Transportation on July 7, 2021.**

**INI - 6/21/2023, 6/28/2023- 0005742505  
hspaxlp**





## Publisher's Affidavit

Des. No. 1800035, 1800037, 1900340, 1900341, 2002284

July 6, 2023 Public Meeting

The Indianapolis Star  
130 South Meridian Street  
Indianapolis, IN 46225  
Marion County, Indiana

Federal Id: 06-1032273

C2 STRATEGIC

Account #:5022408699  
Order #:0005742505  
# of Affidavits: 2  
Total Amount of Claim:\$179.40  
**This is not an invoice**

C2 STRATEGIC  
ATTN Tom  
911 BLANKENBAKER PARKWAY  
LOUISVILLE, KY 40243

## PUBLISHER'S AFFIDAVIT

STATE OF WISCONSIN, }  
County Of Brown } SS:

Personally appeared before me, a notary public in and for said county and state, the undersigned

I, being duly sworn, say that I am a clerk for THE INDIANAPOLIS NEWSPAPERS a DAILY STAR newspaper of general circulation printed and published in the English language in the city of INDIANAPOLIS in the state of INDIANA and county of MARION, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 2 times., the publications being in editions dated as follows:

Insertion being edition dated 06/21/2023  
Insertion being edition dated 06/28/2023

Newspaper has a website and this public notice was posted in the same day as it was published in the newspaper.

Pursuant to the provisions and penalties of Ch. 155, Acts 1953,

I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

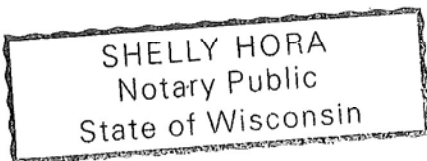
*Mitch Miller*

Date: 6-28, 2023 Title: Clerk

Subscribed and sworn to before me this 28 day of June, 2023

*Shelly Hora*  
\_\_\_\_\_  
Notary Public

Notary Expires: 8-25-23





**Sign-in Sheet**  
**Mailing List/Project Stakeholders List**

Des. No. 1800035, 1800037, 1900340, 1900341, 2002284

July 6, 2023 Public Meeting

\*Elected  
Officials



July 6, 2023 | Wayne Township ESEC  
Sign-In Sheet

	Name	Address	Telephone	Email	Plan to speak?	
					Yes	No
①	Renzi Paul	2246 Goldeneye Cir INDIANAPOLIS 46204	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Brad Wilson	6305 Jackson 41201	[REDACTED]	[REDACTED]	<input type="checkbox"/>	<input type="checkbox"/>
②	J.T. FORD.		[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/>	<input type="checkbox"/>
					<input type="checkbox"/>	<input type="checkbox"/>
					<input type="checkbox"/>	<input type="checkbox"/>
					<input type="checkbox"/>	<input type="checkbox"/>
					<input type="checkbox"/>	<input type="checkbox"/>

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request.





July 6, 2023 | Wayne Township ESEC  
Sign-In Sheet

Name	Address	Telephone	Email	Plan to speak?	
				Yes	No
Victor Bonn	7011 Rockville Rd	[REDACTED]	[REDACTED]	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Judy Tharp	6455 Peak Pl	[REDACTED]	[REDACTED]	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Teri Adams	133 Lois Marie	[REDACTED]	[REDACTED]	<input type="checkbox"/>	<input checked="" type="checkbox"/>
USA Bentley	700 N. High School Rd	[REDACTED]	[REDACTED]	<input type="checkbox"/>	<input checked="" type="checkbox"/>
⑦ Karen Farmer	6520 Rockville Rd	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Jenni Ford	8945 Rockville	[REDACTED]	[REDACTED]	<input type="checkbox"/>	<input checked="" type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request.



July 6, 2023 | Wayne Township ESEC  
Sign-In Sheet

	Name	Address	Telephone	Email	Plan to speak?	
					Yes	No
⑥	Anna Peay	6810 Jackson			<input checked="" type="checkbox"/>	<input type="checkbox"/>
⑨	Jessica McCormick	5831 Cadillac			<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Charles → Turner	6520 Rockville			<input type="checkbox"/>	<input checked="" type="checkbox"/>
					<input type="checkbox"/>	<input type="checkbox"/>
					<input type="checkbox"/>	<input type="checkbox"/>
					<input type="checkbox"/>	<input type="checkbox"/>
					<input type="checkbox"/>	<input type="checkbox"/>

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request.



July 6, 2023 | Wayne Township ESEC  
Sign-In Sheet

5  
6

Name	Address	Telephone	Email	Plan to speak?	
				Yes	No
Stephen Whitmer	33 Myron Ave			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Virgil Tharp	6955 Peak Pl			<input checked="" type="checkbox"/>	<input type="checkbox"/>
Ken Cummins	245 Spring Court			<input checked="" type="checkbox"/>	<input type="checkbox"/>
PATTY VILARS	6765 ROCKVILLE RD			<input type="checkbox"/>	<input checked="" type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request.



July 6, 2023 | Wayne Township ESEC  
Sign-In Sheet

Name	Address	Telephone	Email	Plan to speak?	
				Yes	No
(Phyllis) Phyllis	6380 W Ohio	[REDACTED]	[REDACTED]	<input type="checkbox"/>	<input type="checkbox"/> (?)
PATRICK BURKE/LE	7009 ARCTWOOD DR	[REDACTED]	[REDACTED]	<input type="checkbox"/>	<input type="checkbox"/>
(4) Dianne Cole	6616 Rockville	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/>	<input type="checkbox"/> probably
Greg Stover	1388 W. 27th St.	[REDACTED]	[REDACTED]	<input type="checkbox"/>	<input type="checkbox"/>
Rhonda Jenkins	171 N. sigstee	[REDACTED]	[REDACTED]	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Darlene Etter	7029 Jackson St	[REDACTED]	[REDACTED]	<input type="checkbox"/>	<input checked="" type="checkbox"/>
JOE ETTER	7029 JACKSON ST	[REDACTED]	[REDACTED]	<input type="checkbox"/>	<input checked="" type="checkbox"/>

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request.





July 6, 2023 | Wayne Township ESEC  
Sign-In Sheet

Name	Address	Telephone	Email	Plan to speak?	
				Yes	No
KEVIN J. KELLY		[REDACTED]	[REDACTED]	<input type="checkbox"/>	<input type="checkbox"/>
Rick Crown	60430 WARTON	[REDACTED]	[REDACTED]	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Valerie Curtman	6545 W. Ohio St.	[REDACTED]	[REDACTED]	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Karen Arnold		[REDACTED]	[REDACTED]	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Terry Maxson	151 S. Girls School 46231	[REDACTED]	[REDACTED]	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Connie Engle	205 N. High School Rd	[REDACTED]	[REDACTED]	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Patricia Peay	6810 Falls	[REDACTED]	[REDACTED]	<input type="checkbox"/>	<input type="checkbox"/>

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request.



July 6, 2023 | Wayne Township ESEC  
Sign-In Sheet

3

Name	Address	Telephone	Email	Plan to speak?	
				Yes	No
Brenda Whittem	201 N. Sissbee ST	[REDACTED]		<input type="checkbox"/>	<input checked="" type="checkbox"/>
CAROL BARKER	6334 WALTON ST		<input checked="" type="checkbox"/>	<input type="checkbox"/>	speaker
Anne Plummer	241 N. Raceway Rd		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
C. Perry	190 N. High School		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
FERRY KYLE	205 N High School		<input type="checkbox"/>	<input type="checkbox"/>	?
Julie Calvert-Watts	4934 W. 14th St Speedway		<input type="checkbox"/>	<input type="checkbox"/>	?
Rachel Hawkins	608 S. Edgehill Rd. Indpls. IN 46241		<input type="checkbox"/>	<input checked="" type="checkbox"/>	

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request.



July 6, 2023 | Wayne Township ESEC  
Sign-In Sheet

Name	Address	Telephone	Email	Plan to speak?	
				Yes	No
Charles + Bethann Judd	6532 Rockville Rd		[REDACTED]	<input type="checkbox"/>	<input type="checkbox"/>
RON TURK	6911 Rockville Rd			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Linda Turk	6911 Rockville Rd.			<input type="checkbox"/>	<input checked="" type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request.





July 6, 2023 | Wayne Township ESEC  
Sign-In Sheet

Name	Address	Telephone	Email	Plan to speak?	
				Yes	No
Henrietta <sup>Bishop</sup>	170 N Sigsbee	[REDACTED]		<input type="checkbox"/>	<input checked="" type="checkbox"/>
GREG BROZ	6A09 BOWER DR	[REDACTED]		<input type="checkbox"/>	<input checked="" type="checkbox"/>
Wm. JACKSON	44 S ELEANOR	[REDACTED]		<input type="checkbox"/>	<input checked="" type="checkbox"/>
Melinda Mullican	Representing Wayne Library 198 S. Girls Sch. Rd	[REDACTED]		<input type="checkbox"/>	<input checked="" type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request.



## Mailing List

Owner	Owner Address	Owner City	Owner State	Owner Zip
239 MARIN BLVD LLC	930 CHEROKEE LN	FRANKLIN LAKES	NJ	07417
239 MARIN BLVD LLC	55 S RACEWAY RD	INDIANAPOLIS	IN	46234
7455 ROCKLEIGH LLC	6933 BUCKRIDGE WEST DR	INDIANAPOLIS	IN	46227
ADR PROPERTY GROUP LLC	7351 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3069
AMERICAN FLETCHER NAT'L BANK & TRUST	PO BOX 1919	WICHITA FALLS	TX	76307-1919
AMERICAN FLETCHER NAT'L BANK & TRUST	7336 ROCKVILLE RD	INDIANAPOLIS	IN	46224
ANAGNOSTOU, JOHN D & NIKOLAOS D % O'REILLY AUTO PARTS	PO BOX 9167	SPRINGFIELD	MO	65801-9167
ANAGNOSTOU, JOHN D & NIKOLAOS D % O'REILLY AUTO PARTS	7190 ROCKVILLE RD	INDIANAPOLIS	IN	46214
ANCHOR-STANDARD SAV & LOAN ASSOC C/O THE HUNNINGTON NATL BANK CORP REAL ESTATE	PO BOX 182334	COLUMBUS	OH	43218-2334
ANCHOR-STANDARD SAV & LOAN ASSOC C/O THE HUNNINGTON NATL BANK CORP REAL ESTATE	6702 ROCKVILLE RD	INDIANAPOLIS	IN	46214
ANCHOR-STANDARD SAV & LOAN ASSOC C/O THE HUNNINGTON NATL BANK CORP REAL ESTATE	6714 ROCKVILLE RD	INDIANAPOLIS	IN	46214
ARBUCKLE, ANDREW L	4336 SEAGULL DR	NEW PORT RICHEY	FL	34652-2018
ARBUCKLE, ANDREW L	20 RICHIE AV	INDIANAPOLIS	IN	46234
ARKADIA LEASING AND MANAGEMENT LLC	PO BOX 734	PLAINFIELD	IN	46168-0734
ARKADIA LEASING AND MANAGEMENT LLC	120 S GIRLS SCHOOL RD	INDIANAPOLIS	IN	46231
ARMANDO	1223 SPRING MILL DR	AVON	IN	46123-8742
ARMANDO	203 S GIRLS SCHOOL RD	INDIANAPOLIS	IN	46231
ATBS PROPERTIES LLC % SPACE SOURCE INC ATTN DAN DYKGRAAF	240 E 8TH ST	HOLLAND	MI	49423
ATBS PROPERTIES LLC % SPACE SOURCE INC ATTN DAN DYKGRAAF	10 CORONADO RD	INDIANAPOLIS	IN	46234
AUTOZONE STORE #2627 AUTOZONE STORE INC	11000 RICHMOND AVE STE 350	HOUSTON	TX	77042
AUTOZONE STORE #2627 AUTOZONE STORE INC	8350 ROCKVILLE RD	INDIANAPOLIS	IN	46234
B G ROCKVILLE ROAD LLC	505 N WALNUT ST	BLOOMINGTON	IN	47404
B G ROCKVILLE ROAD LLC	8845 ROCKVILLE RD	INDIANAPOLIS	IN	46234
B G ROCKVILLE ROAD LLC	8835 ROCKVILLE RD	INDIANAPOLIS	IN	46234
BAKER, JACQUELINE	6535 ROCKVILLE RD	INDIANAPOLIS	IN	46214
BAKER, ROGER D	4 KIRK DR	INDIANAPOLIS	IN	46234-2713
BARNES DEVELOPMENT COMPANY LLC	1000 ENTERPRISE DR	ALLEN PARK	MI	48101
BARNES DEVELOPMENT COMPANY LLC	8212 COUNTRY VILLAGE DR	INDIANAPOLIS	IN	46214

BARRETT, HEATHER	7218 ROCKVILLE RD	INDIANAPOLIS	IN	46214
BATIC INVESTMENTS, LLC	7840 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3105
BAUMBERGER REALTY LLC	7801 HICKORY LN	LINCOLN	NE	68510-4234
BAUMBERGER REALTY LLC	6383 ROCKVILLE RD	INDIANAPOLIS	IN	46214
BAUMBERGER REALTY LLC	6379 ROCKVILLE RD	INDIANAPOLIS	IN	46214
BBT HOLDINGS 2 LLC ATTN:BRANDON SHAW	2015 S PENNSYLVANIA ST	INDIANAPOLIS	IN	46225
BBT HOLDINGS 2 LLC ATTN:BRANDON SHAW	7601 ROCKVILLE RD	INDIANAPOLIS	IN	46214
BEF REIT INC	3776 S HIGH ST	COLUMBUS	OH	43207-4012
BEF REIT INC	6245 ROCKVILLE RD	INDIANAPOLIS	IN	46214
BILLIARDS PLUS, LLC	6333 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3920
BILLIARDS PLUS, LLC	6319 ROCKVILLE RD	INDIANAPOLIS	IN	46214
BLACK, SARA & JAMES BLACK	8570 ROCKVILLE RD	INDIANAPOLIS	IN	46234
BOND, VICTOR F & KATHLEEN A	7011 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3935
BOWMAN, D MICHAEL	5146 CENTRAL AVE	INDIANAPOLIS	IN	46205-1060
BOWMAN, D MICHAEL	6357 ROCKVILLE RD	INDIANAPOLIS	IN	46214
BRIDGEPORT EAST LIMITED PARTNERSHIP	PO BOX 51978	INDIANAPOLIS	IN	46251-0978
BRIDGEPORT EAST LIMITED PARTNERSHIP	8751 ROCKVILLE RD	INDIANAPOLIS	IN	46234
BRIDGEPORT EAST LIMITED PARTNERSHIP	8735 ROCKVILLE RD	INDIANAPOLIS	IN	46234
BRIDGEPORT EAST LIMITED PARTNERSHIP	8705 ROCKVILLE RD	INDIANAPOLIS	IN	46234
BRIDGEPORT EAST LIMITED PARTNERSHIP	8663 ROCKVILLE RD	INDIANAPOLIS	IN	46234
BRIDGEPORT EAST LIMITED PARTNERSHIP	8659 ROCKVILLE RD	INDIANAPOLIS	IN	46234
BRIDGEPORT EAST LIMITED PARTNERSHIP	8651 ROCKVILLE RD	INDIANAPOLIS	IN	46234
BRIDGEPORT EAST LIMITED PARTNERSHIP	8635 ROCKVILLE RD	INDIANAPOLIS	IN	46234
BRIDGEPORT EAST LIMITED PARTNERSHIP	8603 ROCKVILLE RD	INDIANAPOLIS	IN	46234
BRIDGEPORT EAST LP	8531 ROCKVILLE RD	INDIANAPOLIS	IN	46234
BRIDGEPORT EAST LP	8739 ROCKVILLE RD	INDIANAPOLIS	IN	46234
BRIDGEPORT EAST, LP	8615 ROCKVILLE RD	INDIANAPOLIS	IN	46234
BRIDGEPORT EAST, LP	8715 ROCKVILLE RD	INDIANAPOLIS	IN	46234
BROOKS, MICHAEL D	7060 ROCKVILLE RD	INDIANAPOLIS	IN	46214
BRYANT, RONALD ALAN	7015 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3936
BUENDIA, ENRIQUE MAURICIO	2033 HARTFORD AVE	INDIANAPOLIS	IN	46231
BUENDIA, ENRIQUE MAURICIO	213 S GIRLS SCHOOL RD	INDIANAPOLIS	IN	46231
BUENDIA, ENRIQUE MAURICIO	211 S GIRLS SCHOOL RD	INDIANAPOLIS	IN	46241
BUTTER BEAN LLC	10654 E US HIGHWAY 36	AVON	IN	46123
BUTTER BEAN LLC	6309 ROCKVILLE RD	INDIANAPOLIS	IN	46214
BUTTER BEAN LLC	6301 ROCKVILLE RD	INDIANAPOLIS	IN	46214
CARSON, CHRISTOPHER L	6416 ROCKVILLE RD	INDIANAPOLIS	IN	46214

CHANG, CHIENKUO FRED & LILING CHANG, CO-TRTS FOR 1996 FRED CHANG AND LILING CHANG FAMILY TR	3355 N HIGH SCHOOL RD	INDIANAPOLIS	IN	46224-2005
CHANG, CHIENKUO FRED & LILING CHANG, CO-TRTS FOR 1996 FRED CHANG AND LILING CHANG FAMILY TR % LIQUORS UNLIMITED 1 INC	7302 ROCKVILLE RD	INDIANAPOLIS	IN	46214
CHURCH, CHAPELWOOD BAPTIST CHURCH OF INDIANAPOLIS INC	201 N GIRLS SCHOOL RD	INDIANAPOLIS	IN	46214
CHURCH, CHAPELWOOD BAPTIST CHURCH OF INDIANAPOLIS INC	7102 ROCKVILLE RD	INDIANAPOLIS	IN	46214
CHURCH, EAGLEDALE BAPTIST INC	220 COUNTRY CLUB RD	INDIANAPOLIS	IN	46234-2709
CHURCH, ELIZABETH A	7061 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3936
CHURCH, ROCKVILLE ROAD CHURCH OF CHRIST C/O MARC DARDEEN	508 APPLE WAY DR	DANVILLE	IN	46122-1056
CHURCH, ROCKVILLE ROAD CHURCH OF CHRIST C/O MARC DARDEEN	7045 ROCKVILLE RD	INDIANAPOLIS	IN	46214
CHURCH, WESTLAKE COMMUN. CHURCH OF GOD, INC	6696 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3925
CHURCH, WESTLAKE COMMUNITY CHURCH OF GOD, INC	6648 ROCKVILLE RD	INDIANAPOLIS	IN	46214
CIGS II-7 LLC %WALGREEN CO	PO BOX 1159	DEERFIELD	IL	60015-6002
CIGS II-7 LLC %WALGREEN CO	9240 ROCKVILLE RD	INDIANAPOLIS	IN	46234
CLOVERLEAF BUSINESS PARK OWNERS ASSOCIATION INC	8355 ROCKVILLE RD STE 210	INDIANAPOLIS	IN	46234
CLOVERLEAF BUSINESS PARK OWNERS ASSOCIATION INC	8301 ROCKVILLE RD	INDIANAPOLIS	IN	46234
CLOVERLEAF PROPERTY GROUP LLC	PO BOX 900	PLAINFIELD	IN	46168-0900
COLE, PHILLIP W & DIANNE E	6616 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3925
COMBS, DAVID W	5 KIRK DR W	INDIANAPOLIS	IN	46234
COPASETIC CONSTRUCTION LLC %PMI MIDWEST	7275 N SHADELAND AVE STE 2	INDIANAPOLIS	IN	46250-2888
COPASETIC CONSTRUCTION LLC %PMI MIDWEST	77 S GIRLS SCHOOL RD	INDIANAPOLIS	IN	46231
CORNETT, SCOTT & SONDR M STEIN	7258 DALEGARD ST	INDIANAPOLIS	IN	46241-1407
CORNETT, SCOTT & SONDR M STEIN	165 S GIRLS SCHOOL RD	INDIANAPOLIS	IN	46231
DIAZ, MARGARITA	6429 ROCKVILLE RD	INDIANAPOLIS	IN	46214
DICKINSON, WANDA K	7047 HINER LN	INDIANAPOLIS	IN	46219
DICKINSON, WANDA K	6601 ROCKVILLE RD	INDIANAPOLIS	IN	46214
EIP ROCKVILLE LLC	145 ROSEMARY ST STE E	NEEDHAM	MA	02492-3238

EIP ROCKVILLE LLC	7900 ROCKVILLE RD	INDIANAPOLIS	IN	46214
ELLIOTT, KAREN L	6720 CARIBE LN APT 5	INDIANAPOLIS	IN	46227
ELLIOTT, KAREN L	7000 ROCKVILLE RD	INDIANAPOLIS	IN	46214
EXETER 7600 ROCKVILLE LLC %EXETER PROPERTY GROUP	101 W ELM ST STE 600	CONSHOHOCKEN	PA	19428-2075
EXETER 7600 ROCKVILLE LLC %EXETER PROPERTY GROUP	7600 ROCKVILLE RD	INDIANAPOLIS	IN	46214
FAMILY VIDEO MOVIE CLUB INC	1022 E ADAMS ST	SPRINGFIELD	IL	62703-1028
FAMILY VIDEO MOVIE CLUB INC	7301 ROCKVILLE RD	INDIANAPOLIS	IN	46214
FARMER, CHARLES D & KAREN S	6520 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3923
FAUST, JOHN W, JOHN R MASSEY & JOHN W LANNAN	54 S GIRLS SCHOOL RD	INDIANAPOLIS	IN	46231-1118
FAUST, JOHN W, JOHN R MASSEY & JOHN W LANNAN	7445 ROCKVILLE RD	INDIANAPOLIS	IN	46241
FAUST, JOHN W, JOHN R MASSEY & JOHN W LANNAN	7441 ROCKVILLE RD	INDIANAPOLIS	IN	46241
FISH, REED	4211 ROCKVILLE RD	INDIANAPOLIS	IN	46222-3949
FISH, REED	6603 ROCKVILLE RD	INDIANAPOLIS	IN	46214
FORD, GENEVIEVE C	8945 ROCKVILLE RD	INDIANAPOLIS	IN	46234-2733
FORD, GENEVIEVE C	8915 ROCKVILLE RD	INDIANAPOLIS	IN	46234
FORD, STEVEN L	9201 ROCKVILLE RD	INDIANAPOLIS	IN	46234
FORD, STEVEN L	207 S GIRLS SCHOOL RD	INDIANAPOLIS	IN	46231
FOSTER FAMILY LLC	11590 DITCH RD	CARMEL	IN	46032
FOSTER FAMILY LLC	9110 ROCKVILLE RD	INDIANAPOLIS	IN	46234
FOUNDATION FOR AFFORDABLE RENTAL HOUSING INC	3120 NOBSCOT DR	INDIANAPOLIS	IN	46222-1710
FOUNDATION FOR AFFORDABLE RENTAL HOUSING INC	115 S HIGH SCHOOL RD	INDIANAPOLIS	IN	46241
FRANK, LAWRENCE A & TERESA L H/W	8650 ROCKVILLE RD	INDIANAPOLIS	IN	46234-2726
FRINK, DAVID A & PATRICIA A	8530 ROCKVILLE RD	INDIANAPOLIS	IN	46234
FRYMAN, PAMELA J & LAVERNE M DUNCAN	8955 ROCKVILLE RD	INDIANAPOLIS	IN	46234
GALINDO, MARGARITO MENDOZA 50% & CARLOS MENDOZA CONCHA 25% & GALINDO BROTHERS LLC 25%	6501 ROCKVILLE RD	INDIANAPOLIS	IN	46214
GENERAL CABLE INDUSTRIES INC ATTN: MR CHUCK PETERS	4 TESSENEER DR	HIGHLAND HEIGHTS	KY	41076-9167
GENERAL CABLE INDUSTRIES INC ATTN: MR CHUCK PETERS	7960 ROCKVILLE RD	INDIANAPOLIS	IN	46214
GETGO PORTFOLIO II LP %GIANT EAGLE	101 KAPPA DR	PITTSBURGH	PA	15238-2833
GETGO PORTFOLIO II LP %GIANT EAGLE	8249 ROCKVILLE RD	INDIANAPOLIS	IN	46234
HACKMAN, ADAM C	8636 ROCKVILLE RD	INDIANAPOLIS	IN	46234
HAMBLE, BILL H & NANCY E H/W	7019 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3936
HANSON, ASHLI	7001 ROCKVILLE RD	INDIANAPOLIS	IN	46214
HKZ PROPERTIES LLC	13358 W COUNTY ROAD 400 N	QUINCY	IN	47456
HKZ PROPERTIES LLC	8830 ROCKVILLE RD	INDIANAPOLIS	IN	46234



HKZ PROPERTIES LLC %GREG THOMAS & STEVE WADDELL	8850 ROCKVILLE RD	INDIANAPOLIS	IN	46234
HOOSIER INVESTMENTS LLC	7440 ROCKVILLE RD	INDIANAPOLIS	IN	46214
HOOSIER QUE LLC	6175 EMERALD PKWY	DUBLIN	OH	43016-3248
HOOSIER QUE LLC	9110 ROCKVILLE RD	INDIANAPOLIS	IN	46234
HOUSTON, BRADLEY S & JILL M	8853 ROCKVILLE RD	INDIANAPOLIS	IN	46234-2731
HOUSTON, BRADLEY S & JILL M	8865 ROCKVILLE RD	INDIANAPOLIS	IN	46234
HOUSTON, BRADLEY S & JILL M	8863 ROCKVILLE RD	INDIANAPOLIS	IN	46234
HUBNER, CHRISTOPHER, M & ANGELA D	2289 W COUNTY ROAD 350 S	DANVILLE	IN	46122-8145
HUBNER, CHRISTOPHER, M & ANGELA D	8820 ROCKVILLE RD	INDIANAPOLIS	IN	46234
HUSTON-LYNN ENTERPRISES INC	6685 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3926
IDC REALTY LLC	10601 MISSION RD STE 350	LEAWOOD	KS	66206
IDC REALTY LLC	8906 ROCKVILLE RD	INDIANAPOLIS	IN	46234
INDIANA RETAIL STORES LLC	P O BOX 2992	GRAND RAPIDS	MI	49501
INDIANA RETAIL STORES LLC	8805 ROCKVILLE RD	INDIANAPOLIS	IN	46234
INDPLS & FRANKFORT RR CO	400 COUNTRY CLUB RD	INDIANAPOLIS	IN	46234
INDPLS., CONS. CITY OF DEPT OF PARKS & RECREATION	200 E WASHINGTON ST STE 23	INDIANAPOLIS	IN	46204-3387
INDPLS-MARION CO PUBLIC LIBRARY	40 E SAINT CLAIR ST	INDIANAPOLIS	IN	46204-1131
INDPLS-MARION CO PUBLIC LIBRARY	198 S GIRLS SCHOOL RD	INDIANAPOLIS	IN	46231
J & L ENTERPRISES, LLC	6333 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3920
J & L ENTERPRISES, LLC	6331 ROCKVILLE RD	INDIANAPOLIS	IN	46214
JABBARI, EBRAHIM G & SHAMSI PEJOOHESHI	2111 WOODCREEK CROSSING	AVON	IN	46123
JABBARI, EBRAHIM G & SHAMSI PEJOOHESHI	8660 ROCKVILLE RD	INDIANAPOLIS	IN	46224
JOHNSON, GARY W	335 NOTTINGHILL CT	INDIANAPOLIS	IN	46234-2667
JOHNSON, GARY W	8590 ROCKVILLE RD	INDIANAPOLIS	IN	46234
JOHNSON, GARY W & BEVERLY J	6 BURKE AV	INDIANAPOLIS	IN	46234
JUDD INVESTMENTS LLC	4825 W 79TH ST	INDIANAPOLIS	IN	46268-1664
JUDD INVESTMENTS LLC	9149 ROCKVILLE RD	INDIANAPOLIS	IN	46234
JUDD, CHARLES K & BETTIANN M	6532 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3923
KELLEY, RICHARD G JR	6926 ROCKVILLE RD	INDIANAPOLIS	IN	46214
KENDALL, RONALD MARVEN & BONNA J KENDALL	6502 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3923
KIM, HYE & LYDIA K LAWRENCE	8746 ROCKVILLE RD	INDIANAPOLIS	IN	46234
KOZMOU LLC	8232 COUNTRY VILLAGE DR	INDIANAPOLIS	IN	46214-3106
KRAUS, JASON J & JAMES D KRAUS J/T/W/R/S	PO BOX 24231	INDIANAPOLIS	IN	46224-0231
KRAUS, JASON J & JAMES D KRAUS J/T/W/R/S	6733 ROCKVILLE RD	INDIANAPOLIS	IN	46214
KROGER LIMITED PARTNERSHIP I	1014 VINE ST PROPERTY TAX 7TH FLOOR	CINCINNATI	OH	45202-1119
KROGER LIMITED PARTNERSHIP I	8000 ROCKVILLE RD	INDIANAPOLIS	IN	46224
LUKE LAND LLC	3952 N HOBART RD	HOBART	IN	46342
LUKE LAND LLC	8103 ROCKVILLE RD	INDIANAPOLIS	IN	46234

MAHRDT FAMILY PROPERTIES II INC	600 KENTUCKY AVE	INDIANAPOLIS	IN	46225
MAHRDT FAMILY PROPERTIES II INC	7331 ROCKVILLE RD	INDIANAPOLIS	IN	46224
MAHRDT FAMILY PROPERTIES II INC	7329 ROCKVILLE RD	INDIANAPOLIS	IN	46224
MAIN, NELLIE S TRUSTEE OF THE NELLIE S MAIN REVOCABLE TRUST DATED 7/28/2017	6902 ROCKVILLE RD	INDIANAPOLIS	IN	46214
MALETO, MICHAEL J II	6405 ROCKVILLE RD	INDIANAPOLIS	IN	46214
MALETO, MICHAEL J II	6407 ROCKVILLE RD	INDIANAPOLIS	NI	46214
MANGAS, S C & JANET L HOMMEL	6699 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3926
MANNING, RONDA L & GEORGE L MCCOY & JOANN MCCOY LIFE ESTATE	6424 ROCKVILLE RD	INDIANAPOLIS	IN	46214
MAXSON, BILLIE E & TERESA J TRUSTEE'S OF BILLIE E & TERESA J MAXSON FAMILY TRUST	151 S GIRLS SCHOOL RD	INDIANAPOLIS	IN	46231-1119
MC KENNEY, GILBERT P & BEVERLY A	6715 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3928
MC LOCHLIN ENTERPRISES INC	295 E LINCOLN RD	KOKOMO	IN	46902
MC LOCHLIN ENTERPRISES INC	7430 ROCKVILLE RD	INDIANAPOLIS	IN	46224
MEIJER STORES LIMITED PARTNERSHIP C/O Property Tax Manager	2929 Walker Avenue NW	GRAND RAPIDS	MI	49544
MEIJER STORES LIMITED PARTNERSHIP C/O Property Tax Manager	10841 E Us Highway 36	AVON	IN	46123
MENAAL HOLDINGS LLC	8310 ROCKVILLE RD	INDIANAPOLIS	IN	46234
MINGUS, ROBERT E & TOMMY J	5 N HIGH SCHOOL RD	INDIANAPOLIS	IN	46214
MOENCH, DONALD E & LINDA D TRUSTEES DON & LINDA MOENCH FAMILY TRUST 2/13/2012	2483 N BOWLING GREEN POLA	POLAND	IN	47868-8212
MOENCH, DONALD E & LINDA D TRUSTEES DON & LINDA MOENCH FAMILY TRUST 2/13/2012	6805 ROCKVILLE RD	INDIANAPOLIS	IN	46214
NATIONAL REAL ESTATE INVESTORS L	19908 TROTTER LN	YORBA LINDA	CA	92886
NETVEST/INDIANAPOLIS LLC ATTENTION: TAX DEPARTMENT	PO BOX 6760	PORTLAND	OR	97228-6760
NETVEST/INDIANAPOLIS LLC ATTENTION: TAX DEPARTMENT	29 CORONADO RD	INDIANAPOLIS	IN	46234
NNN INDIANAPOLIS IN I OWNER LP %JENETTE O'BRIEN	5973 AVENIDA ENCINAS STE 30	CARLSBAD	CA	92008-4479
NNN INDIANAPOLIS IN I OWNER LP %JENETTE O'BRIEN	8150 ROCKVILLE RD	INDIANAPOLIS	IN	46214
NSA PROPERTY HOLDINGS LLC % SECURCARE STORAGE CENTERS	9226 TEDDY LN STE 100	LONE TREE	CO	80124-6726
NSA PROPERTY HOLDINGS LLC % SECURCARE STORAGE CENTERS	8501 ROCKVILLE RD	INDIANAPOLIS	IN	46234

NUZ INVESTMENTS II LLC	440 MONTICELLO AVE STE 170	NORFOLK	VA	23510-2670
NUZ INVESTMENTS II LLC	9140 ROCKVILLE RD	INDIANAPOLIS	IN	46234
NUZ INVESTMENTS II LLC	9210 ROCKVILLE RD	INDIANAPOLIS	IN	46234
OH, MICHAEL (SUNG JOE) & KWANG SEUK OH & SOON HEE OH T/C	6400 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3921
OHAB, A FOUAD	1820 PINE MEADOW DR	INDIANAPOLIS	IN	46234
OHAB, A FOUAD	6675 ROCKVILLE RD	INDIANAPOLIS	IN	46214
OSBORNE, JOHN R	6602 ROCKVILLE RD	INDIANAPOLIS	IN	46214
OSORIO, JORGE A	6665 ROCKVILLE RD	INDIANAPOLIS	IN	46214
PALACIO, HUBER D	816 HAYMOUNT DR	INDIANAPOLIS	IN	46241-1706
PALACIO, HUBER D	7022 ROCKVILLE RD	INDIANAPOLIS	IN	46234
PARROTT, RAYMOND A	6721 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3928
PARTIN, BOBBY L & TANYA L	6435 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3922
PATEL, SWEETY	7050 ROCKVILLE RD	INDIANAPOLIS	IN	46214
PAVON, LUIS A ANDRADE	6727 ROCKVILLE RD	INDIANAPOLIS	IN	46214
PAYTON, JESSE	6614 ROCKVILLE RD	INDIANAPOLIS	IN	46214
PENN CENTRAL CORP., THE % CT CORPORATION SYSTEM	123 S BROAD ST	PHILADELPHIA	PA	19109
PEPPEL, JUSTIN & NEAL VO	6409 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3922
PEREZ, FLAVIO	7505 ROCKVILLE RD	INDIANAPOLIS	IN	46214
PETTIGREW, JOYCE M	8550 ROCKVILLE RD	INDIANAPOLIS	IN	46234-2724
PIERCE, RUTH D	7010 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3933
PORTER, DAWN & CHARLES	7101 ROCKVILLE RD	INDIANAPOLIS	IN	46214
PORTER, DAWN & CHARLES	7103 ROCKVILLE RD	INDIANAPOLIS	IN	46214
PSAF DEVELOPMENT PARTNERS L.P. DEPT-PT-IN-07041	PO BOX 25025	GLENDALE	CA	91221-5025
PSAF DEVELOPMENT PARTNERS L.P. DEPT-PT-IN-07041	7435 ROCKVILLE RD	INDIANAPOLIS	IN	46214
QUASS, DONALD P	7040 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3933
QUASS, DONALD P	7038 ROCKVILLE RD	INDIANAPOLIS	IN	46214
R O L S LLC	11715 FOX RD STE 400-132	INDIANAPOLIS	IN	46236
R O L S LLC	17 BURKE AV	INDIANAPOLIS	IN	46234
RACEWAY CROSSING LP C/O National Tax Search LLC	130 S Jefferson St Ste 300	CHICAGO	IL	60661
RACEWAY CROSSING LP C/O National Tax Search LLC	10966 E Us Highway 36	AVON	IN	46123
RADEZ, NANCY C & BERNARD L RADEZ	7025 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3936
RAHVV R MURRAY INSURANCE AGENCY INC	7818 CHEVAL RUE CT	ZIONSVILLE	IN	46077
RAHVV R MURRAY INSURANCE AGENCY INC	7503 ROCKVILLE RD	INDIANAPOLIS	IN	46214
RAHVV R MURRAY INSURANCE AGENCY INC	7501 ROCKVILLE RD	INDIANAPOLIS	IN	46214
REED FISH INSURANCE AGENCY LLC	7402 ROCKVILLE RD	INDIANAPOLIS	IN	46214
RESIDUE LLC	8100 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3111

REYNOLDS, RONALD GENE & DONALD W REYNOLDS	6451 ROCKVILLE RD	INDIANAPOLIS	IN	46214
ROCKVILLE MARKETPLACE LLC	586 S STATE ROAD 135 STE G	GREENWOOD	IN	46142
ROCKVILLE MARKETPLACE LLC	9055 ROCKVILLE RD	INDIANAPOLIS	IN	46234
ROCKVILLE SHOPPING CENTER LLC	4900 EMCO DR STE A	INDIANAPOLIS	IN	46220-4833
ROCKVILLE SHOPPING CENTER LLC	7222 ROCKVILLE RD	INDIANAPOLIS	IN	46214
RUDEN HOLDINGS LLC	7904 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3107
SANDLIAN, COLBY B & GENEVIEVE B SANDLIAN REVOCABLE TRUST COLBY B SANDLIAN & GENEVIEVE B SANDLIAN TRUSTEES 2/3 INT & SANDLIAN ENTERPRISES LLC 1/3 INT	10913 E 126TH ST	FISHERS	IN	46038
SANDLIAN, COLBY B & GENEVIEVE B SANDLIAN REVOCABLE TRUST COLBY B SANDLIAN & GENEVIEVE B SANDLIAN TRUSTEES 2/3 INT & SANDLIAN ENTERPRISES LLC 1/3 INT	7507 ROCKVILLE RD	INDIANAPOLIS	IN	46214
SCHEIBELHUT, AARON J	7255 DALEGARD ST	INDIANAPOLIS	IN	46241-1417
SCHROEDER, JOSEPH L	6915 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3932
SEARS, RONALD E & BERNICE	7034 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3933
SERIO, DENNIS	6423 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3922
SHILOH HOLDINGS	10654 E US HIGHWAY 36	AVON	IN	46123-7900
SHILOH HOLDINGS	6350 ROCKVILLE RD	INDIANAPOLIS	IN	46214
SHILOH HOLDINGS LLC	6380 ROCKVILLE RD	INDIANAPOLIS	IN	46214
SHILOH HOLDINGS LLC	6314 ROCKVILLE RD	INDIANAPOLIS	IN	46214
SHILOH HOLDINGS LLC	6338 ROCKVILLE RD	INDIANAPOLIS	IN	46214
SHILOH HOLDINGS LLC	6344 ROCKVILLE RD	INDIANAPOLIS	IN	46214
SHILOH HOLDINGS LLC	6340 ROCKVILLE RD	INDIANAPOLIS	IN	46214
SHILOH HOLDINGS LLC	6352 ROCKVILLE RD	INDIANAPOLIS	IN	46214
SHIREY, JAMES M	25 S GIRLS SCHOOL RD	INDIANAPOLIS	IN	46231-1117
SHOPPES AT RACEWAY LLC (THE)	PO Box 29319	INDIANAPOLIS	IN	46229
SHOPPES AT RACEWAY LLC (THE)	10959 E Us Highway 36	AVON	IN	46123
SINGH, MALKIAT	1213 AMERICAN AVE	PLAINFIELD	IN	46168
SINGH, MALKIAT	7545 ROCKVILLE RD	INDIANAPOLIS	IN	46214
SKINNER, RODGER D & CAROLINE AS TRTS OF RD SKINNER & C SKINNER REV LIV TR DTD 9/1/05	1703 DEMAREE RD	GREENWOOD	IN	46143-8673
SKINNER, RODGER D & CAROLINE AS TRTS OF RD SKINNER & C SKINNER REV LIV TR DTD 9/1/05	7402 ROCKVILLE RD	INDIANAPOLIS	IN	46224
SLF LLC	9201 ROCKVILLE RD	INDIANAPOLIS	IN	46234-2559



SMITH, DAVID A & MARILYN S SMITH TRUSTEES OF THE REVOCABLE TRUST AGREEMENT OF DAVID A SMITH & MARILYN S SMITH 7/25/19	9557 WINDMILL DR	PITTSBORO	IN	46167
SMITH, DAVID A & MARILYN S SMITH TRUSTEES OF THE REVOCABLE TRUST AGREEMENT OF DAVID A SMITH & MARILYN S SMITH 7/25/19	6521 ROCKVILLE RD	INDIANAPOLIS	IN	46214
SPEEDWAY LLC	7141 ROCKVILLE RD	INDIANAPOLIS	IN	46214
SPEEDWAY LLC	6302 ROCKVILLE RD	INDIANAPOLIS	IN	46214
SPEEDWAY SUPERAMERICA LLC ATTN: PROPERTY TAX DEPT	539 S MAIN ST	FINDLAY	OH	45840-3229
SPEEDWAY SUPERAMERICA LLC ATTN: PROPERTY TAX DEPT	7119 ROCKVILLE RD	INDIANAPOLIS	IN	46214
SPEEDWAY SUPERAMERICA LLC ATTN: PROPERTY TAX DEPT	7105 ROCKVILLE RD	INDIANAPOLIS	IN	46214
STEELE, ZELMA	2947 N COUNTY ROAD 50 E	GREENCASTLE	IN	46135
STEELE, ZELMA	6422 ROCKVILLE RD	INDIANAPOLIS	IN	46214
SUMMERS, BILL K	7007 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3935
SUMMIT WEST REALTY LLC % MAGNOLIA HEALTH SYSTEMS V INC	9480 PRIORITY WAY WEST DR	INDIANAPOLIS	IN	46240
SUMMIT WEST REALTY LLC % MAGNOLIA HEALTH SYSTEMS V INC	55 N MISSION DR	INDIANAPOLIS	IN	46214
TACO BELL OF AMERICA INC %TBC #26761	PO BOX 35370	LOUISVILLE	KY	40232-5370
TACO BELL OF AMERICA INC %TBC #26761	9120 ROCKVILLE RD	INDIANAPOLIS	IN	46234
TD MANAGEMENT LTD	1 E 4TH ST FL 4	CINCINNATI	OH	45202
TD MANAGEMENT LTD	9129 ROCKVILLE RD	INDIANAPOLIS	IN	46234
TD MANAGEMENT LTD	9101 ROCKVILLE RD	INDIANAPOLIS	IN	46234
TD MANAGEMENT LTD	9073 ROCKVILLE RD	INDIANAPOLIS	IN	46234
TERRE OPPORTUNITY FUND I LLC %THOMAS ENGLISH	725 E 65TH ST STE 300	INDIANAPOLIS	IN	46220-189
TERRE OPPORTUNITY FUND I LLC %THOMAS ENGLISH	9040 ROCKVILLE RD	INDIANAPOLIS	IN	46234
THORNTON, JOHNNY W JR	6420 ROCKVILLE RD	INDIANAPOLIS	IN	46214
TORRES, APRIL	6441 ROCKVILLE RD	INDIANAPOLIS	IN	46214
TURK, RONALD H & LINDA KAY	6911 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3932
TURK, RONALD H & LINDA KAY	6909 ROCKVILLE RD	INDIANAPOLIS	IN	46214
VALUE PLACE INDIANAPOLIS IN WEST LLC % ANDREW REITZ	1997 ANNAPOLIS EXCHANGE P	ANNAPOLIS	MD	21401-3294
VALUE PLACE INDIANAPOLIS IN WEST LLC % ANDREW REITZ	8045 ROCKVILLE RD	INDIANAPOLIS	IN	46234

VAN MIEGHEM GROUP, INC	7515 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3073
VANBIBBER, WILLIAM	6426 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3921
VENTURE INVESTMENTS LLC	437 FIREFLY DR	TRAIL CREEK	IN	46360
VENTURE INVESTMENTS LLC	6345 ROCKVILLE RD	INDIANAPOLIS	IN	46241
VERNON, EDWARD L & AMY L	6936 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3931
VILLA, ANTONIO M	8616 ROCKVILLE RD	INDIANAPOLIS	IN	46234-2726
VILLARS, PATRICIA R TRUSTEE OF REVOCABLE TRUST OF PATRICIA R VILLARS WITH LIFE ESTATE	6705 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3928
WALTERS, GEORGE D & SHANNON R	189 N US HIGHWAY 31	WHITELAND	IN	46184
WALTERS, GEORGE D & SHANNON R	9057 ROCKVILLE RD	INDIANAPOLIS	IN	46234
WALTERS, S EVAN & BARBARA A	1622 ASHLEY DR	LEBANON	IN	46052
WALTERS, SPENCER EVAN	6377 ROCKVILLE RD	INDIANAPOLIS	IN	46214
WALTERS, SPENCER EVAN	6375 ROCKVILLE RD	INDIANAPOLIS	IN	46214
WARNER, JOE E & BARBARA L H/W	6921 ROCKVILLE RD	INDIANAPOLIS	IN	46214-3932
WATSON, STEPHEN LEE & DEBRA ANN WATSON	3703 MANSFIELD DR	BROWNSBURG	IN	46112-9113
WATSON, STEPHEN LEE & DEBRA ANN WATSON	6406 ROCKVILLE RD	INDIANAPOLIS	IN	46214
WC3 BP ASSOCIATES LLC % BIANCO PROPERTIES	PO BOX 411273	SAINT LOUIS	MO	63141
WC3 BP ASSOCIATES LLC % BIANCO PROPERTIES	8248 ROCKVILLE RD	INDIANAPOLIS	IN	46214
WESTPOINTE LLC % MARTI ROGERS BUSINESS MANAGER	7830 ROCKVILLE RD	INDIANAPOLIS	IN	46214
WIGAND, DOUGLAS W & BROOKE A	6353 BLACKSTONE DR	ZIONSVILLE	IN	46077-7610
WIGAND, DOUGLAS W & BROOKE A	9003 ROCKVILLE RD	INDIANAPOLIS	IN	46234
WITCHER, THOMAS W	8965 ROCKVILLE RD	INDIANAPOLIS	IN	46234-2733

<b>Name</b>	<b>Title/Organization</b>
State Sen. Mike Young via Charlie Tinkle, media relations	State Senator - District 35
State Sen. J.D. Ford	State Senator - District 29
State Rep. Renee Pack	State Representative - District 92
State Rep. Greg Steuerwald	State Representative - District 40
Imani Keith, media relations	Indianapolis Department of Public Works
Rosemary Stockdale	Mayor's Neighborhood Advocate - Area 4
Jeannine Templeman, chief communications officer	Metro School District of Wayne Twp
Jessica McCormick	City-Council District 15
Jared Evans	City-Council District 22 (Just south)
Bryan Chatfield, chair	Wayne Township Trustee
Eric Banister, public information officer	Wayne Township Fire Department
Carrie Cline Black, public information	IndyGo
Joanne Hamilton	Marion County Alliance of Neighborhood Assoc. - Wayne Twp.
Julie Marvel	Chapel Hill Village Association
Ryan Heathco	Ben Davis Village Alliance
Karen Farmer	Rockville, High School, Girls School Neighborhood Assoc. (RHGNA)
Carol Barker	Rockville, High School, Girls School Neighborhood Assoc. (RHGNA)
Jackie Deppe	40 West Business Association



## PowerPoint Presentation

Des. No. 1800035, 1800037, 1900340, 1900341, 2002284

July 6, 2023 Public Meeting





Public Hearing  
 Thursday, July 6, 2023  
 The presentation will start at 5:30 p.m.  
 Please silence electronic devices.

**Agenda**

- Open house with the project team
- Welcome & Introductions
- Formal Public Hearing
  - Presentations
  - Public statements for the record
  - Comments limited to 3 minutes
  - Project team will issue responses to all comments in the final environmental document
  - Adjourn formal hearing
- Project Team is available after presentation

**Project Location**



US 36 (Rockville Road) from Raceway Road to the southbound ramp of I-465

**Project Timeline**

**Public Involvement to Date**

- **2019:** Project Launched
- **2020:** Stakeholder Outreach
  - Initial Issues & Solutions Questionnaire
  - Project website and social media
- **2021:** Design Options Comment Form
- **2021 and 2022:** Stakeholder Meetings
- **2022:** Public Involvement Meeting
- **Now:** Environmental Study, Preferred Design Option and Public Hearing



**Compliance with National Environmental Policy Act (NEPA)**

- Conducted as a requirement of the National Environment Protection Act (NEPA)
- Federal funding
  - NEPA Categorical Exclusion (CE)
  - Balance project impacts with purpose and need
    - Public Involvement
    - Wetlands and streams
    - Threatened and endangered species
    - Section 106 historic properties
    - Right-of-way
    - Noise
    - Hazardous materials



**Purpose and Need**

The **PURPOSE** of the project is to:

- Increase safety and improve traffic operations throughout the U.S. 36/Rockville Road project corridor
- Modernize deteriorated infrastructure
- Provide Americans with Disabilities Act (ADA) standards



## Purpose and Need

The **NEED** for this project is based on the following elements:

- High crash history
- Forecasted congestion and delay
- Deteriorating condition of the Shiloh Creek culvert
- Lack of complete and ADA compliant pedestrian or bicycle facilities



7

## Congestion and Delays That Will Only Get Worse

- Levels of Service forecasted for 2025 a.m. to 2045 a.m. peak hours

	2025 A.M.	2045 A.M.
<i>U.S. 36 Intersection with</i>	<b>LOS</b>	<b>LOS</b>
Bridgeport Road	C	D
Country Club Road	B	B
Transfer Drive	A	A
Girls School Road	D	E
High School Road	C	D

8

## Congestion and Delays That Will Only Get Worse

- Levels of Service forecasted for 2025 p.m. to 2045 p.m. peak hours

	2025 P.M.	2045 P.M.
<i>U.S. 36 Intersection with</i>	<b>LOS</b>	<b>LOS</b>
Bridgeport Road	C	C
Country Club Road	D	D
Transfer Drive	A	A
Girls School Road	D	E
High School Road	E	E

9

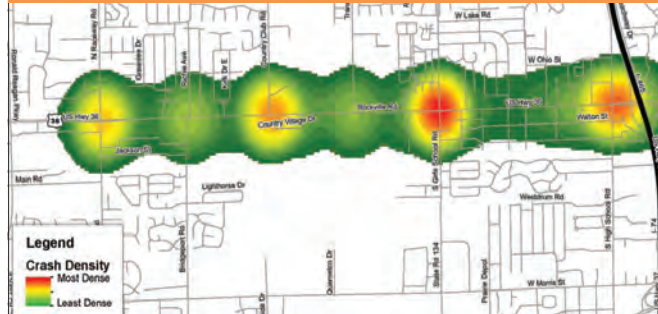
## Congestion and Delays That Will Only Get Worse

- Index of Crash Frequency (Icf)
- Index of Crash Cost (Icc)

Location Along US 36	Type	Icf	Icc
Bridgeport Road	Intersection	0.47	1.07
Bridgeport Road to Country Club Road	Segment	0.34	-0.11
Country Club Road	Intersection	2.78	2.39
Country Club Road to Transfer Drive	Segment	1.36	1.18
Transfer Drive	Intersection	1.38	1.42
Transfer Drive to Girls School Road	Segment	0.52	0.92
Girls School Road	Intersection	4.06	3.60
Girls School Road to High School Road	Segment	0.74	0.54
High School Road	Intersection	2.75	2.71

10

## Crash History



11

## Drainage concerns



Rating at Shiloh Creek Culvert = 4 (Poor)  
on a scale from 9 (Excellent) to 0 (Failed)



12

## Survey Insights

- INDOT received 1,900+ customer survey responses

Strong interest in increased capacity vs. do nothing

Strong interest in pedestrian facilities being added

Strong interest in pavement maintenance, street lighting and other safety solutions



13



14

## Feedback Received

### WHAT WE HEARD Here's a sample of other issues identified by several respondents:

- Improve signal timing and cross traffic sensors
- Build roundabout interchanges, such as US 31 or Keystone Pkwy. in Carmel
- Improve parallel city streets, such as 10th Street and Morris Street
- Limit the number of places to turn into traffic
- Plan for the proposed IndyGo Blue Line



15

## Design Options

1. Do Nothing Alternative
2. Displaced Left Turns
3. Added Travel Lanes (preferred)



16

## Alternative 1: Do Nothing

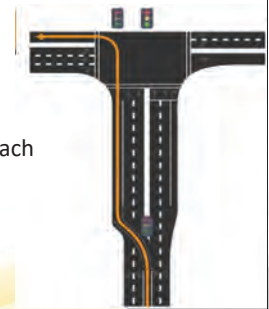
- INDOT would maintain existing pavement and bridges
- Traffic modeling shows congestion would get worse
- Crash rates would increase as congestion increases
- No drainage improvements for properties along corridor
- No sidewalks or pathways considered



17

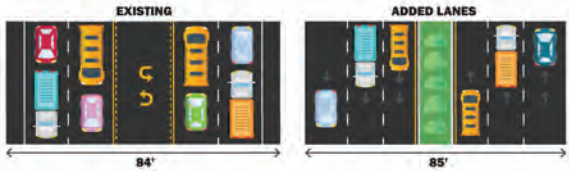
## Alternative 2: Displaced Left Turns

- Focused on intersection improvements
- Reduces crashes by 24%
- Keeps Rockville Road two lanes in each direction



18

### Alternative 3: Added Travel Lanes



- Meets purpose and need
  - Performs the best for improving safety
  - Performs the best for reducing congestion
  - Improves drainage structures
  - ADA standard sidewalk maintained or upgraded throughout the project
- Reduced impact to right-of-way

19

### Alternative 3: Added Travel Lanes – Crash Reduction and Congestion Relief

- Added Travel Lanes expected to reduce crashes by 38.1%
- Forecasted Congestion
  - Levels of service forecasted for 2045 a.m. and 2045 p.m. peak hours

	2045 A.M.	2045 P.M.
<i>U.S. 36 Intersection with</i>	<b>NO CHANGE</b>	<b>WITH ADDED LANE</b>
Bridgeport Road	D	C
Country Club Road	B	B
Transfer Drive	A	A
Girls School Road	E	C
High School Road	D	C



20

### Alternative 3: Added Travel Lanes – Crash Reduction and Congestion Relief

- Forecasted Congestion
  - Levels of service forecasted for 2045 a.m. and 2045 p.m. peak hours

	2045 P.M.	2045 P.M.
<i>U.S. 36 Intersection with</i>	<b>NO CHANGE</b>	<b>WITH ADDED LANE</b>
Bridgeport Road	C	B
Country Club Road	D	B
Transfer Drive	A	A
Girls School Road	E	C
High School Road	E	C



21

### Alternative 3: Added Travel Lanes – Modernizing Infrastructure

#### Infrastructure Improvements Include:

- Updating traffic signals and introducing cross-walks
- Bridge improvements
- Culvert replacement at Shiloh Creek



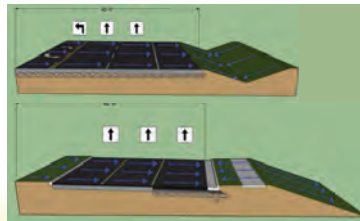
22

### Alternative 3: Added Travel Lanes – Modernizing Infrastructure

#### Infrastructure Improvements Include:

- Drainage improvements in coordination with local projects
- Drainage – curb and gutter section vs open ditch

EXISTING:  
Shoulder with Open Ditch

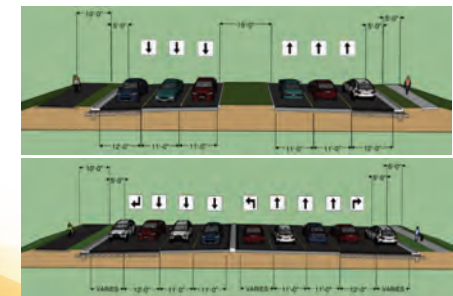


PROPOSED:  
Curb and Gutter Section



23

### Typical Sections



24



Right of Way (Temporary)



Total of 0.366 acres of temporary right-of-way  
 • 32 parcels



25

Right of Way (Permanent)



Total of 0.207 Acres of Permanent right-of-way  
 • 7 parcels / 5 locations



26

Right of Way (Permanent)



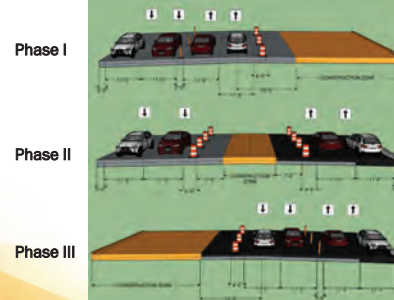
27

Right of Way (Permanent)



28

Maintenance of Traffic Phasing



29

Project Status



30

## Proposed Modifications to Boost Access, Benefit Community

- Protected left-turn lane converted to allow U-turn option at all traffic signals
  - Right turn on red at opposing cross streets would be prohibited
- U-turns added between Girls School and High School Roads
- Sidewalk added on the east side of High School Road in front of Bob Evans connecting to existing sidewalk
  - Coordination with DPW on sidewalk connectivity – aligns with DPW goals of ADA expansion
- Left turn added at Mission Drive from eastbound U.S. 36



31

## Public Comment Section



32

## Public Comments

### We're listening

- Your statements recorded at public hearing
- You can leave a comment
  - on paper
  - online
  - via e-mail

All comments will be reviewed, evaluated and responses provided in the final environmental document

33

## Reminders

- First speakers are from the sign-in sheet
- Your statements are for the official public hearing transcript
- Please limit your comments to 3 minutes
- We will respond to comments at a later date

34

## Public Comments

- A video presentation and public hearing graphics are posted on the modernrockville.com website
- The Categorical Exclusion is available at:
  - Wayne Township Public Library
  - INDOT Greenfield and Crawfordsville District Offices

All comments will be reviewed, evaluated and responses provided in the final environmental document

35

## Public Comments

**Modern ROCKVILLE ROAD COMMENT Form**

Name: \_\_\_\_\_ Email: \_\_\_\_\_  
 Address: \_\_\_\_\_ Phone: \_\_\_\_\_

**PLEASE CHECK ALL THAT APPLY**

I work along Rockville Road/U.S. 36  I own a business along Rockville Road/U.S. 36  
 I live along Rockville Road/U.S. 36  I travel along Rockville Road/U.S. 36 frequently  
 I don't live or work along Rockville Road/U.S. 36, but I am interested in the project

**How often do you typically travel along Rockville Road/U.S. 36?**

Several times a day  Daily  3-5 times per week  
 3-5 times per month  Monthly  A few times a year

36

# Thank You!

**STAY IN TOUCH**

855-INDOT4U (855-463-6848) Text INDOT Rockville to 468311

ModernRockville.com @ModernRockville @ModernRockville



The bottom of the slide features two logos. On the left is the official seal of the Indiana State Department of Transportation (INDOT), which includes the text 'INDIANA STATE DEPARTMENT OF TRANSPORTATION' and '1816'. To the right of the seal is a logo for the 'Modern Rockville Road' project, featuring a shield with 'US 36' and the text 'Modern ROCKVILLE ROAD'.



## Information Packet

Des. No. 1800035, 1800037, 1900340, 1900341, 2002284

July 6, 2023 Public Meeting





# PROJECT Overview

Modern Rockville, which adds capacity to roads, bridges and storm drains along nearly three miles of U.S. 36 between I-465 and Raceway Road in Marion County, enters its next phase on the path to improvement.



In this project area Modern Rockville will tackle: traffic congestion due to only four current travel lanes; crash conflict points with left-turning vehicles; poor drainage in shoulders; and lack of sidewalks for pedestrians.

## PROPOSED SOLUTIONS

- Adds extra lanes
- Repairs outdated drainage
- Modifies medians
- Improves bridges
- Syncs signals
- Pathways for pedestrians

## GET INVOLVED

**UNDERSTAND** – View project documents at the Wayne branch of the Indianapolis Public Library or INDOT district offices at your leisure through March 22.

**EXPLORE** – For in-depth overview of the project, frequently asked questions and project key points visit [modernrockville.com](http://modernrockville.com).



**RESPOND** – A 14-day comment period will be available immediately following the Public Hearing.

## STAY IN TOUCH

- 855-INDOT4U (855-463-6848)
- Text INDOT Rockville to 468311
- [ModernRockville.com](http://ModernRockville.com)
- @ModernRockville
- @ModernRockville

# PROJECT Overview

## WHAT'S NEXT

- ▶ Project documents will be available at the Wayne branch of the Indianapolis Public Library and INDOT district offices through March 22.
- ▶ The 14-day public comment period runs through March 22.



## TIMELINE



## STAY IN TOUCH



855-INDOT4U (855-463-6848)



Text INDOT Rockville to 468311



ModernRockville.com



@ModernRockville



@ModernRockville



## Transcription of Verbal Comments

Des. No. 1800035, 1800037, 1900340, 1900341, 2002284

July 6, 2023 Public Meeting





**KENTUCKIANA**  
— COURT REPORTERS —

**PUBLIC MEETING**

**DATE:**

**July 06, 2023**



✉ [schedule@kentuckianareporters.com](mailto:schedule@kentuckianareporters.com)

☎ 877.808.5856 | 502.589.2273

[www.kentuckianareporters.com](http://www.kentuckianareporters.com)



1 IN RE: PROPOSED IMPROVEMENT OF U.S. 36, MARION COUNTY

2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

PUBLIC MEETING

DATE: JULY 6, 2023

REPORTER: MOLLY FISH

APPEARANCES

1  
2  
3 Speakers: Adelle DuSold, Julie Thurman, Renee Pack,  
4 J.D. Ford, Jessica McCormick, Carol Barker, Dianne Cole,  
5 Virgil Tharp, Ken Cummins, Anna Peay, Karen Farmer,  
6 Betty Judd, William Jackson, Terry Engle  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

INDEX

	Page
PROCEEDINGS	5
VIDEO PRESENTATION BEGINS	7
VIDEO PRESENTATION ENDS	21

(Presentation attached to original transcript.)

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

STIPULATION

The PUBLIC MEETING was taken at WAYNE TOWNSHIP FIRE DEPARTMENT'S GRAND HALL AT WESTLAKES, 400 NORTH HIGH SCHOOL ROAD, INDIANAPOLIS, INDIANA 46214, on THURSDAY the 6th day of JULY 2023 at 5:29 p.m. (ET); said PUBLIC MEETING was taken pursuant to the AGREED UPON RULES OF THE PRESENT PARTIES.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25



## 1 PROCEEDINGS

2  
3 ADELLE DUSOLD: All right. Good afternoon,  
4 everyone. My name's Adelle DuSold. I'm director of  
5 stakeholder services with INDOT Greenfield, just a  
6 little bit east of here, as you guys know. I just  
7 wanted to welcome everyone tonight and say thank you  
8 for showing up. The public is an extremely  
9 important part of our projects. We actually learn a  
10 lot from the public when we do these projects. You  
11 guys live here, you drive these roads, you know a  
12 lot more about the community than we do. So it's  
13 great to see a good turnout like this, and once  
14 again, thank you for coming. So we're going to get  
15 started with a PowerPoint in just a second. I did  
16 want to remind everyone that this is a public  
17 hearing, which there was one in March, and I think a  
18 lot of you probably attended that one as well. With  
19 a public hearing, it is a formal legal process. So  
20 if you've already signed up for comments, we will  
21 call your name after the presentation, and you can  
22 stand here, give your name, give your comment, and  
23 it'll be recorded for the record. I think we're  
24 also going to allow some last-minute comments as  
25 well. If you just want to raise your hand at the

1 end, you can do it that way, too. So we ask that we  
2 just keep all of -- you know, keep a little decorum  
3 during that, so people can give their comments and  
4 we can move through this quickly as well. And if  
5 you want to have any dialogue with the project team  
6 that you haven't already, we can have some time for  
7 that afterwards, after the comments section. So with  
8 that, I will turn it over to Julie here in a second,  
9 and then we'll get started with the presentation.

10 So thank you for coming.

11 JULIE THURMAN: Thank you, everyone. I --  
12 first off, I wanted to welcome our public officials  
13 that are here. I think we have three, maybe four,  
14 that did sign up, but I know --

15 UNIDENTIFIED FEMALE: We can't hear.

16 JULIE THURMAN: You can't hear? Okay. Is that  
17 better? All right. First off, I wanted to welcome  
18 our public officials that are here tonight. We have  
19 three. Renee Pack, Greg Wilson, and J.D. Ford. And  
20 I can't remember your --

21 JESSICA MCCORMICK: Jessica.

22 JULIE THURMAN: -- and Jessica. Okay.

23 JESSICA MCCORMICK: Hey, guys.

24 JULIE THURMAN: I was going to say, I thought  
25 there was another one that I missed. So we will be

1 playing a presentation that we had available on the  
2 website before, and then at the end of that, we'll  
3 be giving some updates to some of the designs that  
4 we're working on, and listened to some of your  
5 feedback from the past and the comments. I will  
6 tell you, we do have a speaker list that everyone  
7 signed up for when you came in. We'll go through  
8 this in order at the end. And again, if anyone  
9 wants to speak that didn't sign up, you're obviously  
10 welcome to do that. Just an FYI, if you did speak  
11 at the last hearing, we do have the court reporter  
12 here as we did last time. That's all already been  
13 recorded and part of the document we'll be putting  
14 together as the final document for this, but you're  
15 welcome to speak again. It is already recording and  
16 part of what we've been working on as far as our  
17 final documentation. So with that, I'll get started  
18 with the PowerPoint, and then we'll get to the  
19 updates after that.

20 ADELLE DUSOLD: I did want to mention -- I  
21 forgot. I don't see any media, but if you are  
22 media, I'm also the media contact for tonight, so  
23 come see me.

24 (VIDEO PRESENTATION BEGINS)

25 DAVID PLUCKEBAUM: My name is David Pluckebaum.

1 I'm the moderator for the virtual presentation  
2 related to INDOT's U.S. 36, Modern Rockville Road  
3 public hearing. Today, we're going to provide a  
4 presentation that is associated with the project,  
5 and we're going to tell you how the environmental  
6 process, which was followed, is incorporated into  
7 the decision-making of the preferred alternative,  
8 which will be made today. The project is located on  
9 U.S. 36, Rockville Road, and it runs from Raceway  
10 Road west to basically 465 on the east. In the  
11 past, we've had a number of opportunities to have  
12 public involvement. The project was launched in  
13 2019, and there was a lot of stakeholder outreach in  
14 2020. Obviously, the pandemic provided a lot of  
15 challenges, but we got a lot of input from people  
16 along the corridor that live in the area, work in  
17 the area, and drive through the area. And in 2021,  
18 there were comment forms that were provided, and  
19 there were stakeholder meetings in 2021, as well as  
20 '22. And in '22, there was also a public  
21 involvement meeting. So today, we have the public  
22 hearing. The public hearing is the last portion of  
23 the environmental process, and the environmental  
24 process for this project follows the National  
25 Environmental Policy Act, or NEPA, as it's referred



1 to. And in this case, we did a categorical exclusion  
2 which documents the human as well as the natural  
3 environment impacts and input related to the  
4 project. It includes discussions related to public  
5 involvement, as well as natural activities out  
6 there, wetlands, streams, threatened and endangered  
7 species, Section 106, which is associated historic  
8 properties, but also the right-of-way that might  
9 need to be acquired for a project, noise, hazardous  
10 materials, as well as any other activities. The  
11 purpose for the project, it's very important because  
12 the purpose and the need, which is the next slide,  
13 define what is needed on the corridor, and then how  
14 we're going to resolve that. So in this case, the  
15 purpose is to increase safety and the traffic  
16 operation along the corridor. And then we also will  
17 modernize the infrastructure, but we are also going  
18 to provide a facility that'll accommodate ADA  
19 standards for pedestrians. The need is based on the  
20 high crash history related to the project,  
21 forecasted congestion that's only going to get  
22 worse, and the delays associated with the  
23 congestion, but also deterioration of the Shiloh  
24 Creek culvert and the lack of pedestrian  
25 accommodations along the corridor. The level of

1 service is a measure of how well intersections work.  
2 Just like in grade school and high school, an A is  
3 the best, and as you go down the alphabet, it gets  
4 worse and worse. So the Ds and the Cs are less  
5 desirable, obviously, than the A and B. And the Ds  
6 and the Es are really undesirable. And you can see  
7 this case, in 2025, which will be basically the  
8 design year, it's not horrible out there, but in  
9 2045, in the mornings, you can see that Bridgeport,  
10 Girls School Road, as well as High School Roads will  
11 not operate efficiently unless an improvement's  
12 made. Here, we show the p.m., or the afternoon rush  
13 hour, and you can see that, currently, the traffic  
14 out there and congestion at Country Club, Girls  
15 School, and High School Road are inadequate, and  
16 it's only going to get worse in the future. This  
17 chart is a measurement of safety and crashes that  
18 are out there. They're indexes that INDOT uses and  
19 the engineering folks that assess intersections.  
20 And the numbers are important to the engineers, but  
21 for us tonight, anything above a 1 are really areas  
22 that need attention. And as you can see on this  
23 chart -- and there's intersections as well as the  
24 segments of road between the intersections --  
25 there's a lot of values that exceed the value of 1,

1 and in particular, the Girls School Road  
2 intersection, that being in the 4 range in both the  
3 frequency of crashes and the cost associated with  
4 crashes, really need attention. This is a graphic  
5 that basically shows in color those values that were  
6 shown before. And again, Girls School Road, which  
7 is close to the middle there, has a lot more red and  
8 yellow to it, meaning that the crash history there  
9 is a lot higher than the areas between the  
10 intersections, but the intersections themselves also  
11 show a higher than normal crash history. This is  
12 the Shiloh Creek Culvert that I'd mentioned, and  
13 it's a pipe that's older. It needs attention. It  
14 needs to be replaced. And so as part of this  
15 project, the pipe will be replaced while INDOT's out  
16 there doing the work. We did have a lot of public  
17 involvement on this project, and we thank everybody  
18 for -- those that participated and those that'll be  
19 participating during this public hearing process.  
20 And in the past, we had over 1,900 customer surveys,  
21 responses that we received. And those responses  
22 showed that there was a strong interest in  
23 increasing the capacity of the roadway versus just  
24 doing nothing, and also a strong interest in  
25 improving the pedestrian accessibility along the

1 corridor. And now, obviously, the maintenance --  
2 pavement maintenance, street lighting, and other  
3 safety items along the corridor, there was a strong  
4 interest in having those improved also. And in  
5 samples of what we did hear out there, we did hear  
6 that people wanted to improve the signals and the  
7 timing of them such that that capacity at those  
8 intersections could be improved. Some folks  
9 recommended doing a project that was very similar to  
10 U.S. 31 or Keystone Parkway in Carmel, where we'd  
11 have roundabouts and interchanges through the  
12 corridor. It'd be very disruptive, but it would  
13 move traffic. Some folks wanted us to improve the  
14 parallel streets that are north and south of  
15 Rockville Road, and that way, those streets could be  
16 improved, and thus, Rockville Road would not need to  
17 be improved. And then some folks wanted us to limit  
18 the places and locations such that you could turn  
19 from traffic. And also very important, they wanted  
20 to perpetuate the opportunity for the Indy Blue Line  
21 to be able to turn through the corridor. So with  
22 all the public input that we got and the engineering  
23 analysis and such, we came up with three  
24 alternatives for this corridor. The first  
25 alternative is do nothing. Basically leave it as is.

1 The second alternative would be displaced lefts,  
2 which is a design that would improve the  
3 intersections, and really do very little to the  
4 sections of roadway between the intersections. And  
5 then the third alternative is the added travel lane  
6 option, which is the preferred option. In the  
7 do-nothing alternative, INDOT would continue to  
8 maintain the roadway, the pavement, the bridges, and  
9 traffic congestion would continue to get worse, the  
10 crashes would continue to occur and likely get  
11 worse, there wouldn't be any drainage improvements  
12 through the corridor, and the pedestrian access  
13 would not be improved. So the second alternative is  
14 the displaced left turn alternative, which his  
15 basically to improve the intersections at the major  
16 intersections. But it did reduce crashes by 24  
17 percent, which is positive compared to the  
18 do-nothing alternatives. But again, the  
19 improvements would be to the intersections  
20 themselves, and there would be very little, if  
21 anything, done in the two-lane sections -- or  
22 four-lane sections, I should say, that are between  
23 the intersections. Alternate number three is the  
24 added travel lanes option. And on the screen, you  
25 can see two options -- or the existing on the left,



1 which is two lanes in each direction and a  
2 continuous left-turn lane in the middle, and there  
3 is shoulder on the outside, and then also the added  
4 travel lanes, which is what we prefer to the right.  
5 And we believe that the added travel lane option  
6 with three lanes in each direction, it will improve  
7 safety, it will reduce congestion. The existing  
8 section that has continuous left is not preferred  
9 when you have traffic volumes over 25,000, which  
10 this does. The preferred alternative has a median  
11 that has some left-turn breaks in it at  
12 intersections, and the project engineer, Julie  
13 Thurman, will describe that here in just a moment.  
14 But this will improve some drainage also because  
15 it'll be curb and gutter. But as mentioned, it will  
16 reduce crashes, and the crashes being reduced here  
17 is about 38 percent, which the previous option of  
18 improving the intersections only was 24 percent. So  
19 again, this option exceeds what the previous option  
20 did, and obviously the do-nothing alternative. When  
21 we look at levels of service that's projected, here  
22 on this slide, we show the 2045 a.m. level of  
23 service, the letters associated with that, which we  
24 showed earlier, but we show how much this option,  
25 the added travel lane option, improves traffic

1 capacity running through these intersections not  
2 only when the project opens in 2025, but also down  
3 the road in 2045. The p.m. is a similar situation  
4 in that in the afternoons, not only currently, but  
5 in the future, the do-nothing alternative really  
6 shows that traffic will have a hard time moving  
7 through the corridor and that with the added travel  
8 lane option, three lanes in each direction, that  
9 it's greatly improved at each intersection. Now I  
10 want to turn it over to Julie Thurman. She's a  
11 professional engineer in charge of this project.

12 JULIE THURMAN: Yes. I'm going to talk about  
13 some of the modernizations to the existing  
14 infrastructure. What we'll be doing is doing some  
15 updates to the existing traffic signals. We'll be  
16 replacing all those. We'll be introducing  
17 crosswalks for pedestrians as we have the path and  
18 sidewalk that's getting added to the project as  
19 well. There'll also will be some bridge  
20 improvements to the structure to widen that  
21 structure and provide a new surface layer on that,  
22 and also looking at replacement of the culvert at  
23 Shiloh Creek. In addition to that, we've got  
24 several other drainage improvements we'll be doing  
25 throughout the project. We've heard your concerns

1 about the drainage throughout the project, and we  
2 are coordinating with several of the local projects  
3 with DPW -- they have some projects going on -- and  
4 also the INDOT project that was just finished at  
5 High School Road with the turn-lane project, it had  
6 some drainage improvements associated with that as  
7 well. So we've coordinated with them and we're  
8 working through that so that our design meshes with  
9 that, and we'll take that water that's coming off of  
10 the roadway. So as you can see, we're putting in a  
11 curb and gutter section now versus what's out there  
12 with an existing open shoulder and open drainage  
13 ditch. So you can see on that top section that, you  
14 know, half of the roadway is going all the way over  
15 -- all the drainage is draining over into that open  
16 ditch and then flowing, you know, down to the  
17 drainage outlets, whereas what we're proposing is to  
18 collect all the drainage from both the roadway  
19 surface and the trail and the sidewalk to get  
20 collected into those inlets in the curb and gutter  
21 and they will be then outletted and contained in a  
22 storm sewer system. So that should keep a lot of  
23 that water that was coming potentially onto private  
24 properties into the INDOT right-of-way. So the  
25 typical section that we're looking at for this, as

1 Dave mentioned before, is three lanes in each  
2 direction. So this kind of shows you just a section  
3 up top with just the three lanes with the path on  
4 one side and the sidewalk on the other. And then we  
5 also are adding turn lanes, both left and right turn  
6 lanes where necessary. And we've looked at those  
7 based on traffic counts, and we've added those turn  
8 lanes where we see the need for adding those. So  
9 like you can see in the bottom section, we've got  
10 that capacity with that wider median up top to  
11 utilize that area for those turn lanes. Another big  
12 part of this project is trying to fit this within  
13 the existing footprint of what's out there. So  
14 we're really doing our best to minimize all  
15 right-of-way within the project. So we've got what  
16 we call temporary right-of-way and permanent  
17 right-of-way. So this is an example of the  
18 temporary right-of-way, where we're basically -- you  
19 can see from the red line, which is the existing  
20 right-of-way on the project. The orange is the  
21 temporary right-of-way. And most of these locations  
22 where we're taking temporary right-of-way, we're  
23 doing that for drive construction. So we -- there  
24 may be a slope that's needed to meet the actual  
25 criteria that we are held to perform within and

1 making sure that that drive fits within those grade  
2 criteria. And so this is just area and space needed  
3 for construction of that drive. So we have 32  
4 parcels that we're buying temporary right-of-way  
5 from, and as you look at the maps that are out in  
6 the other room, that -- you'll be able to see where  
7 those temporary locations of right-of-way are being  
8 proposed at this point. And then regarding  
9 permanent right-of-way, there are only five  
10 locations that we're really taking any permanent  
11 right-of-way, and it's very small. We're taking a  
12 total of .207 acres for the whole entire project  
13 throughout the three miles. So that's pretty  
14 minimal right-of-way to get an additional lane in  
15 each direction within the footprint. But what you  
16 can see -- and I've got examples of each of these  
17 five locations. Most of this right-of-way is being  
18 acquired where we're adding turn lanes, and there  
19 wasn't room for that turn lane before. So this  
20 location at Coronado, obviously, we're adding a turn  
21 lane and the path. Then at Sigsbee, again, we've  
22 got a turn lane there that's being added so that we  
23 can provide some storage there as the buses turn  
24 into the school. The next one is as you're  
25 approaching High School Road, and it's just a little



1 sliver on the south side of that commercial  
2 property. And this is in the area where they just  
3 added that turn lane, but in order to get the  
4 sidewalk in in that area, we needed to purchase a  
5 little bit of right-of-way there. And then the  
6 final two locations, you can see High School Road on  
7 the right here, the north side of High School Road.  
8 We've basically got some drainage improvements that  
9 are necessitating that right-of-way there by the gas  
10 station on that corner. And then the last one is on  
11 the south side in front of Bob Evans and that  
12 adjacent property, so we're adding a right-turn lane  
13 there. So you've got both a right-turn and  
14 left-turn lane to improve the intersection at High  
15 School Road. Moving into the maintenance of  
16 traffic, as far as how the project will be  
17 constructed, throughout the whole construction, we  
18 will be maintaining two lanes of traffic in each  
19 direction. We've got basically three major phases  
20 that we'll be doing, pretty much shifting the  
21 traffic all over to the left side and running  
22 traffic there while we construct on the right side,  
23 which -- then we'll switch to pushing traffic out  
24 and working in the median area, and then the final  
25 phase, we'll be doing that right side of traffic.

1 All the while, we'll be maintaining drives and  
2 access to all of your current amenities, including  
3 trash pick-up, mail service, so that will all be  
4 maintained while construction is ongoing. On the  
5 timeline for the project status, right now, we're  
6 obviously in that design and public outreach phase,  
7 which is in 2023. So we're -- as we conclude this  
8 phase with the public hearing, we will be finalizing  
9 the environmental document and refining our design  
10 based on comments we receive from the public. And  
11 we're looking at a letting date in late 2024 with  
12 the earliest date of construction starting in either  
13 late 2024 or potentially early 2025.

14 DAVID PLUCKEBAUM: Thanks, Julie. As we  
15 approach the end of the presentation, we want to  
16 encourage people to provide public comment if they  
17 desire to. And the public comment is the  
18 culmination of the environmental document and the  
19 statements that you have to make to us, the  
20 comments. You can either make them on paper, mail  
21 them to the address provided, or you can provide  
22 them online or via e-mail. And we'll provide  
23 information here to show you how to do that. But  
24 the comments will become part of the environmental  
25 document, and if there are questions as part of the

1 comments, we'll address those questions in the  
2 environmental document itself. The video  
3 presentation and the public hearing graphics will be  
4 available on the project website,  
5 modernrockville.com, or you can also view the  
6 categorical exclusion, which is the environmental  
7 document. It's available at the Wayne Township  
8 Public Library, as well as INDOT's Greenfield and  
9 Crawfordsville district offices. Here is an example  
10 of the comment form, and you can download that from  
11 the project website. Obviously, you're going to  
12 provide your name and address and such. And the  
13 form doesn't show it here on the screen, but there  
14 are -- there is area on the sheet for you to provide  
15 written comments related to the project. We  
16 encourage you to stay in touch with the project.  
17 Information's always available on our project  
18 website, which is modernrockville.com, but you can  
19 also view information from our social media sites.  
20 Thank you for your attention.

21 (VIDEO PRESENTATION ENDS)

22 JULIE THURMAN: So now to go over a few of the  
23 improvements that we're making as part of this. One  
24 of the options that we're doing and that we heard  
25 you from last time -- the understanding previously

1 was that U-turns were illegal. Just to set the  
2 record straight, U-turns are legal unless they're  
3 posted, "No U-turn." So U-turns are legal. We will  
4 have the opportunity to do U-turns at all signalized  
5 intersections. And then also between High School  
6 and Girls School, we're looking at options to put  
7 multiple U-turn locations in those locations where  
8 we have some of the left turns available for, you  
9 know, turning from mainline U.S. 36 onto some of the  
10 sideroads. So at the signalized intersections,  
11 where we do allow those U-turns, we'll be modifying  
12 some of the signal timing to allow that, but those  
13 right turns from the opposing sideroad will be  
14 restricted so that, you know, when you're making  
15 that U-turn, somebody can't make that right turn and  
16 turn into you, which I've had that happen before,  
17 almost. So trying to make sure we're accounting for  
18 all those movements there by allowing that U-turn  
19 movement. Like I said, we'll be adding some U-turns  
20 also between Girls School and High School to allow  
21 you to not to have to go through the signal if you  
22 don't want to wait at that signal. So that  
23 hopefully will help accommodate those movements to  
24 get back the direction you want to go. We're also  
25 adding some sidewalk at High School Road on the east

1 side of the road. There is existing sidewalk that  
2 was putting in there since we've done the survey for  
3 the project. So that was something that was missed  
4 in the preliminary plan. So that is being added.  
5 That's -- we were originally buying right-of-way  
6 from those two parcels at Bob Evans and a parcel  
7 just south of there, but now we will be buying a  
8 little bit more additional permanent right-of-way to  
9 accommodate that sidewalk. But that -- those ADA  
10 accommodations that we're putting throughout the  
11 project are part of DPW's goals for the city to  
12 allow ADA expansion throughout the corridor. So  
13 that's part of what we're doing to accommodate their  
14 request is, again, connecting to some of those  
15 sidewalk projects that they've already added.  
16 There's also another DPW project that we've been  
17 made aware of at Girls School Road. That will have  
18 some sidewalk there, so we're looking to get plans  
19 and work with that designer to also accommodate and  
20 tie into their sidewalk that they'll be placing as  
21 part of that new project. And then the last thing is  
22 we've added a left-turn lane at Mission Drive. So  
23 from eastbound U.S. 36, we'll be adding a left turn  
24 to provide access into -- onto Mission Drive, which  
25 goes back to the retirement community. I know that



1 was something we heard loud and clear from you guys  
2 before of wanting to make sure they had emergency  
3 access, and we're making sure we've accommodated  
4 that. Those are the main changes that we're looking  
5 at at this point. And so we will be updating plans  
6 at some point. Our current schedule is to have our  
7 stage three plans available in January. We're  
8 looking to see if we can get some of -- once we get  
9 the details worked out with all of these changes  
10 we're proposing, you know, if we can get that  
11 information on those sheets updated and out to you  
12 guys because I know that's been a request. So we'll  
13 see what we can do to get that to you sooner. But  
14 that really concludes our presentation for tonight.  
15 So we're really going to open the floor up now to  
16 you guys to come up and give your public comment.  
17 Again, as we mentioned in the video, there's  
18 multiple ways to make comments. We've got comment  
19 forms here that you can take and fill out. You can  
20 fill them out tonight and leave them. You can take  
21 them and mail or e-mail them to us. You can speak  
22 publicly, as we have the court reporter here that's  
23 recording everything this evening. So like I said,  
24 there's multiple avenues for you to make comments.  
25 And so we're going to allow some of the public

1 officials to come up first. And I've got a list  
2 I'll give -- as we get -- each person come up, I'll  
3 kind of give who's up next. So we've got Renee Pack  
4 first, and then J.D. Ford. And we'll let them come  
5 up, and then Carol Barker will be the third up after  
6 that.

7 RENE E PACK: Thank you. Thank you. Thank you  
8 for your presentation and thank you for being here.  
9 Once again, INDOT, we appreciate your taking the  
10 time to share some of the work that's being done  
11 here on the Rockville Road project. We appreciate  
12 what you've done, the changes that you are planning  
13 on implementing. I don't want to say a whole lot  
14 until I hear from our neighbors to see how they feel  
15 about the changes that we're talking about today.  
16 Is it enough, is it not enough, and just your  
17 personal thoughts and your personal feelings. And I  
18 think after that time, then I'd like to follow up  
19 and speak again. But, you know, as a public  
20 servant, as a representative, as a senator, it's our  
21 job to represent our neighbors, and you do have my  
22 word that I will continue to support you and what  
23 you feel is best for your own community, for your  
24 own homes, for your own investments, for your own  
25 children and grandchildren. So I may be stepping up

**PC-27**

1 here again with more information and thoughts, but I  
2 certainly do appreciate you all being here tonight.  
3 Thank you.

4 JULIE THURMAN: One thing I would ask from  
5 everyone is that as you come up to speak, please  
6 state your name so our court reporter can get that.

7 RENEE PACK: That was Representative Renee  
8 Pack.

9 J.D. FORD: Thank you very much. And again,  
10 thank you as well to Representative Pack. And thank  
11 you, INDOT team, for coming out tonight and giving  
12 the presentation. For the record, I'm State Senator  
13 J.D. Ford. I represent District 29 in the State  
14 Senate. The southern boundary is considered the  
15 Rockville Road from Raceway over to 465. At the  
16 last meeting, Representative Pack and I were tasked  
17 by all of you to have a meeting with the Governor.  
18 And so I do want to follow up with you and let you  
19 know that that did happen. Special thanks to Karen  
20 Farmer for going with us to that meeting, and Tyler  
21 Ness, who works with the Governor, as well as Andrea  
22 Zimmerman, who is the legislative director, who was  
23 also at that meeting. And so basically,  
24 Representative Pack and I facilitated that  
25 conversation. Karen really led the charge and kind

**PC-28**

\*Note - this meeting occurred on May 4, 2023

1 of gave the case for all of you. So one of the  
2 things that Andrea mentioned in that particular  
3 meeting was that there was overwhelmingly a lot of  
4 support for the project, which I, in my mind, was  
5 kind of a question mark about that because I haven't  
6 seen that. And so I just asked for a couple of  
7 records requests, all the positive comments --  
8 actually, all of the comments for the project. And  
9 so I do have the document, and so if you are  
10 interested in reading that, I'm happy to share that  
11 with you. I did speak to the Governor's office  
12 today. They are monitoring this particular public  
13 hearing. They're going to get back with INDOT and  
14 then hopefully make a decision on the process moving  
15 forward with them. To the INDOT team, thank you for  
16 your professionalism, although I must admit that at  
17 the last meeting, I expressed frustration with the  
18 selection of the date. I'm also here tonight again  
19 expressing some frustration at the selection of this  
20 date, two days after the July 4th holiday weekend.  
21 Most people, I'm sure you know, are away on vacation  
22 with their families, and so this really is not the  
23 most ideal date, but I understand it's probably a  
24 date that you had to select to get the public  
25 hearing. But I do feel like this was done on

1 purpose, and so if that's not the case, please stop  
2 me and let me know. I'd love to hear otherwise. I  
3 was sent an e-mail on June 22nd at 9:45 notifying me  
4 of this meeting. I learned about this meeting as --  
5 when you-all learned about this meeting. And in  
6 fact, I sent a screenshot to Karen as soon as I  
7 received that e-mail. No heads up to our office with  
8 was given, and so I just feel like, again, this is  
9 supposed to be a partnership, and I just don't feel  
10 that's the case. When we had the March meeting, I  
11 asked Ms. Zimmerman for a list of all of the  
12 meetings that would be taking place, and I did  
13 receive that, from the final environmental approval  
14 all the way up to the ready for contract date on  
15 June 19, 2024. And this meeting was not ever  
16 mentioned in that list of public meetings, and so I  
17 just wanted to make that for the record. Like  
18 Representative Pack, I do want to reserve some of my  
19 comments to hear from all of you, but a couple of  
20 things that I noted while watching this particular  
21 presentation was I -- if I am a member of the  
22 motoring public going on the six lanes of highways,  
23 and if I am -- you know, a right-hand turn into my  
24 driveway, I'm slowing down and then making that  
25 turn. There is no curb lane for me to kind of get



1 over to slow down and to make that turn. So I find  
2 that even though they're saying that this is going  
3 to reduce crashes, I just can't square that  
4 particular thought. So I wanted to put that on for  
5 the record. Another thing that INDOT keeps saying  
6 is that there's overwhelming support for this  
7 project. We have 1,900 customer surveys to show you  
8 that we have support, but nowhere has INDOT ever  
9 explained to us or to me that these are actually  
10 folks that are affected along Rockville Road. How  
11 can we not be certain that these are Hendricks  
12 County folks taking that survey? Of course, they're  
13 going to want it. Of course, they're going to want  
14 to see their small bit, you know, traveled on and  
15 improved. But really, I think more weight should be  
16 given to the people that live or have homes around  
17 the Rockville Road area. Lastly, again, with those  
18 travel lanes, I want us to, you know, consider  
19 emergency vehicles, I want us to consider delivery  
20 vans, the trash pick-up. You know, those are all  
21 things that are going to be kind of on that far  
22 right-hand lane, which I think is going to block  
23 traffic and make it more difficult for people to go  
24 around, so I want us to consider that. The last  
25 meeting, we had two weeks for people to submit their

1 comments, and I guess that wasn't really explained  
2 tonight. So will folks have two weeks after  
3 tonight? Okay. Good. Thank you for that  
4 clarification. And then my last comment is, after  
5 hearing your presentation tonight, raise your hand  
6 if you think the options are doable. Please raise  
7 your hand if you are still kind of in that  
8 do-nothing category. Okay. And just for the  
9 record, I mean, that's pretty much everybody in the  
10 do-nothing category. So I will again kind of  
11 reserve my comments to kind of hear from my  
12 neighbors, but just like Representative Pack, I  
13 stand with you. You know, my job is to represent  
14 you and your interests in our State Senate, and I'm  
15 honored to do that. Thank you very much.

16 JESSICA MCCORMICK: Hi. I know you said  
17 somebody else is next, but I'm going to go on me,  
18 too. Councilor Jessica McCormick, District 15,  
19 Indianapolis City Council. I want to echo Senator  
20 Ford and Representative Pack. I know that they've  
21 had -- I'm so thankful that they were able to that.  
22 Your opinion, your thoughts, your input is what  
23 matters, and the biggest thing that I did from  
24 writing down tonight is we have 1,900 surveys, and  
25 that they --

**PC-29**

1 UNIDENTIFIED MALE: Please use the microphone.

2 JESSICA MCCORMICK: Oh, I'm sorry. I can do  
3 that. So we had 1,900 surveys, and you said there's  
4 this interest in increasing capacity. But again,  
5 where are those 1,900? I think we really need to  
6 look at where those numbers are. Somebody who has a  
7 business on Rockville Road is not affected the same  
8 way as someone who lives, their permanent residence,  
9 their family home is on Rockville Road. Look at the  
10 map -- and I said this in March -- between High  
11 School and Girls School, it's all residents. There  
12 are few businesses. And we shouldn't treat that  
13 section of road the exact same way we treat all the  
14 way up in Hendricks County where it's box stores and  
15 businesses. So the residents here need to be  
16 respected for what they have and their community,  
17 and I feel like even though you say over and over,  
18 we're listening, we appreciate the input, we want to  
19 hear your feedback, nothing changes. And so we  
20 don't -- and we don't address why. Why are we --  
21 why are the residents not being heard? They feel  
22 like they're not being heard, I think. Does  
23 everybody feel like their input has been heard?

24 AUDIENCE: No.

25 JESSICA MCCORMICK: No? Okay. So for the

1 record, I saw -- everybody, no. If you want this  
2 project to be successful, you have to -- we have to  
3 work together, and you have to explain to the  
4 residents, you have to explain to me, to our elected  
5 officials why this is a benefit. Telling us you're  
6 going to reduce crashes -- the traffic doesn't  
7 impact us. Why can't the people who are going to  
8 Hendricks County use the interstates that we already  
9 have? We have Ronald Reagan Parkway that we  
10 invested in. We have a lot of things that we've  
11 done to get traffic to Hendricks County, and  
12 Rockville Road does not need to be included in that.  
13 So my concern is you say you're listening, but none  
14 of us see that. There's no action. There's no  
15 response. You're going to respond in the  
16 environmental output? This isn't environmental  
17 questions. I think we can all agree that we want  
18 you to be the best environmental stewards to our  
19 area, but we're not talking about environmental  
20 concerns. When will that be addressed? When will  
21 the non-environmental concerns be addressed and  
22 responded to? So again, I am going to echo my  
23 colleagues here that these voices are what matters,  
24 and I think we need to respect the residents and  
25 spend more time addressing their concerns and at

1 least talking to them about it. Saying that you  
2 listen and you've heard it isn't enough.

3 JULIE THURMAN: Next up is Carol Barker. Carol  
4 Barker, then Dianne Cole, and then Virgil Tharp.

5 CAROL BARKER: Carol Barker. I live on Walton  
6 Street, not Rockville Road, but in the neighborhood.  
7 I've kind of been very vocal about this, but again,  
8 as Jessica and J.D. and Renee have iterated, nobody  
9 listens. I understand the reason for this meeting  
10 is to hear alternative solutions to our issues  
11 concerning how the residents will be impacted.  
12 Okay. I want to begin by addressing a glaring error  
13 in the planning document posted on the Modern  
14 Rockville website and a statement made by the new  
15 project leader -- I'm sorry, I'm horrible with names  
16 -- on May 8th. Also, there was a full slide in this  
17 presentation about the drainage ditches that said on  
18 this strip of highway, we have open ditches with no  
19 curbs and no drainage infrastructure. That is not  
20 correct. That is irrevocably wrong. From High  
21 School Road all the way out to where the new  
22 construction is by Lifetime, we have curbs, we have  
23 drainage input dishes -- input areas with the  
24 exception of a very small piece from west of the CSX  
25 railway to the bridge just west of Girls School.

**PC-30**



1 That commercial area that has been developed in the  
2 last few years does have open drainage. Every place  
3 else that has residential homes has curbs and  
4 gutters. Now, I've lived here for 36 years. I'm a  
5 relative newbie compared to a lot of people in this  
6 room. But over that time, Rockville Road has been  
7 resurfaced many times, and the drainage has been  
8 totally neglected. But all I see in the CD document  
9 that -- all 900 pages that I went through this  
10 morning, keeps saying "our desktop review," which  
11 means they just sat there and looked at pictures  
12 that some intern went and took up and down the  
13 street. I suggest there is a real  
14 boots-on-the-ground review made, so they can see  
15 that there are curbs, there is drainage underneath  
16 that infrastructure that has not been taken into  
17 consideration in this design. When they start  
18 construction, what is that going to mean? A couple  
19 years? Guess what? We're going to be adding two or  
20 three more years because, oh, hey, I didn't know  
21 that was there. We've all heard that before with  
22 utilities and everything else that delays  
23 construction. I've stated in the past many, many,  
24 many times since the very first meeting back in 2019  
25 that proceeding with this section of this project is

1 wrong, and it is ill-timed. The congestion and the  
2 crashes you say you're trying to alleviate do not  
3 originate in this section of the roadway. The  
4 congestion surrounds the shopping areas and the  
5 commercial corridor from Raceway out to Avon Avenue.  
6 That's where the development is. That's where the  
7 shopping is. That's where the traffic is. I know  
8 there is a separate project to add added travel  
9 lanes to that portion from Shiloh out to Avon  
10 Avenue. I submit that project done first. Do that  
11 project now. Then when that project is completed,  
12 come back, do a study, a new traffic study, not a  
13 study that was done in 2018, which is where most of  
14 this data comes from, but a traffic study done after  
15 you've added the travel lanes where the congestion  
16 is in that part. Another -- a question that I want  
17 on the record: During one of our previous meetings  
18 -- I believe it was a meeting held at the Westlake  
19 School library -- there was a comment made when I  
20 suggested this, that they do that part of the  
21 project first -- a comment made by one of the INDOT  
22 representatives that, well, we can't do that because  
23 we made a deal with them -- with Avon. What kind of  
24 deal was made with the Town of Avon? Why does the  
25 town of Avon -- and it's my impression that the Town

1 of Avon is saying, oh, no, that's part of our city,  
2 so INDOT, you can't just go do that. Well, from 465  
3 to Raceway is part of Indianapolis. It's not INDOT,  
4 per se. It is still -- the boundaries of the City  
5 of Indianapolis go all the way out to the county  
6 line to Raceway Road. So why are you not asking the  
7 City of Indianapolis what we want done with that  
8 section? Lastly, I want to reiterate about the  
9 concrete barrier -- I know you're going to hear that  
10 -- to me, it's an enormous safety debacle. You're  
11 going to force people to make U-turns, which are  
12 inherently dangerous. Anybody that has driven in  
13 any place that makes U-turns on a regular basis  
14 knows that it's always real iffy if you're going to  
15 make it. You're also going to be pushing traffic  
16 onto the narrow side streets where the children are  
17 playing, people are walking their dogs, et cetera.  
18 And if you think for a minute that it's not going to  
19 happen, this happened on my street, at my corner,  
20 two times, coming down Walton Street, turning onto  
21 Mission, or coming down Mission, turning onto  
22 Walton, semis didn't want to deal with the stop  
23 light at High School. So there are going to be lots  
24 more. This took tow trucks, State Police officers  
25 saying, hey, okay -- these are professional drivers.

1 These are not ordinary citizens. So if a  
2 professional driver that does this for a living, day  
3 in and day out through his entire life, makes this  
4 kind of decision, what kind of decision is the  
5 average commuter going to make? Bad ones. Thank  
6 you.

7 UNIDENTIFIED FEMALE: All right, Carol.

8 DIANNE COLE: Hi. I'm Dianne Cole. I spoke  
9 last time, and I was on TV, and I didn't even know  
10 that, but 95 people told me about it. This is -- I  
11 wanted to say that we just rode -- drove in the new  
12 area at Avon, which is now three lanes on each side,  
13 six lanes, like what they're proposing here, and  
14 it's awful. My granddaughter was with me this  
15 summer, and she has a very little car, and she was  
16 shaking. She said, "Nana, these cars are too close.  
17 What do I do?" I said, "Drive." You know, it's  
18 difficult. Think about it. If you go -- just go  
19 out to Avon and go on the three lanes in that area,  
20 and you'll see just how it is. And this has the  
21 six-inch curbs again. Nobody anywhere has talked  
22 about the fact that it would be lovely if they could  
23 leave the median where it is. I got a e-mail from  
24 somebody at DOT who said they'd come out and check  
25 my driveway, the City. Apparently, they didn't

**PC-31**

1 believe me when I said it takes me six to eight  
2 minutes to get out of my driveway. It does.  
3 Sometimes longer. It was eight minutes tonight  
4 because I timed it. We live here. It is not a  
5 racetrack. It is just a service. I lived here when  
6 they did the first -- went from two lanes to four  
7 lanes. My kids had to grow up with that. I have a  
8 new neighbor that just moved in with four children  
9 under 8, including two babies. What's she going to  
10 do? She just moved in. I said, "You'll make it.  
11 My kids were not allowed in the front yard," you  
12 know. But --

13 UNIDENTIFIED FEMALE: That's true.

14 DIANNE COLE: -- there's so much that needs to  
15 be addressed here that no one seems to hear us  
16 saying. We live here. I would like to continue to  
17 live here. I can't make a U-turn anywhere, and I  
18 won't make a U-turn on Rockville Road. If you put a  
19 traffic light there, there's a school at the end of  
20 the road. The cars line up past the stop sign. How  
21 many blocks would you say? Probably five blocks of  
22 cars line up there to pick up kids. Think about  
23 what you're doing to us. You're causing us so much  
24 pain. That's all.

25 JULIE THURMAN: After Virgil, we have Ken



1 Cummins, Anna Peay, and Karen Farmer.

2 VIRGIL THARP: First of all, I want to say  
3 thank you to our government representatives. You've  
4 been with us since the beginning of this project,  
5 and I really appreciate your ongoing effort. So  
6 we're glad you're hearing us. My name is Virgil  
7 Tharp. I live at 6455 Peak Place. That is a  
8 retirement community that is just a little bit west  
9 of High School Road and Rockville Road. I have  
10 lived in that area -- grew up just a little bit east  
11 on Mickley Avenue, lived 40 years on Merrimac Place,  
12 watched my sons go to Wayne Township schools, and I  
13 watched the neighborhood stay very stable, even  
14 though the traffic count's gone up, and people have  
15 learned that you get out of Marion County, you go to  
16 Hendricks County. Things are a little cheaper there  
17 for a while. Okay. Here are my comments. And this  
18 was also given to a representative when I signed in,  
19 so I hope the reporter has it, but I will leave my  
20 comment with you. Traffic noise abatement criteria.  
21 Rockville Road passes through a residential  
22 neighborhood from High School Road to Girls School  
23 Road. I'll repeat that. That's a residential  
24 neighborhood. The criteria for traffic noise level  
25 for the table 1 of the FHWA noise abatement is 67

**PC-32**

1 dB. Per table 2, existing noise level measurements,  
2 appendix 1-19, measured noise levels taken May 11,  
3 2021, exceeded the 67 dBA acceptable noise level at  
4 six major locations out of the nine areas that were  
5 surveyed. Potential noise model for future years is  
6 based on design, value, and vehicle fleet mixes for  
7 the year of 2045. And I will challenge anybody who  
8 can understand what vehicles will be running on  
9 Rockville Road in 2045. The IDOT traffic noise  
10 analysis procedure, table 3, validate results of the  
11 traffic noise from Rockville Road ranging from 65.3  
12 dB to 74 -- 74.7 dB. Now, this sounds very  
13 technical. Being a retired architect -- I live on  
14 this road, but I will tell you, when you have noise  
15 levels that exceed residential area 67 dB allowed  
16 criteria, this is the wrong time to be adding more  
17 traffic lanes. Great concern for the truck driving  
18 volume. Large quantity of distribution warehousing  
19 has been constructed, and more are being built today  
20 utilizing Rockville Road to Girls School Road and  
21 Ronald Reagan for truck traffic access. Warehouse  
22 traffic volume utilizes Rockville Road at all times,  
23 seven days a week, sometimes all night long. For us  
24 that live out there, we understand that. The IDOT  
25 noise abatement study states that traffic noise

1 abatement model for the existing Rockwood Apartments  
2 was determined not to be the IDOT criteria for  
3 feasibility. What they're saying is that it's going  
4 to cost too much to protect that particular parcel,  
5 so we're not doing anything. And I can see that  
6 those people who live in that parcel are going to  
7 have some detrimental effects. Grave concern that  
8 when you move the travel lane closer to the  
9 residential area by eliminating the shoulder area,  
10 noise is going to be more of a nuisance. Rockville  
11 Road is the only access for normal residential  
12 activities. This includes weekly trash service,  
13 vehicular mail delivery service, we have Amazon,  
14 UPS, and FedEx deliveries. All those services  
15 utilize the shoulder allowing the traffic to move by  
16 safely. If the shoulders are eliminated, then the  
17 traffic has no other option than to either wait or  
18 try to go around the stopped traffic and merge in  
19 the ongoing movement of traffic. Do not believe in  
20 any way, shape, or form that's going to work  
21 successfully. Great concern regarding the safety of  
22 the residential access to driveways. As stated,  
23 people who live along Rockville Road utilize the  
24 shoulder to slow down and make a turn into their  
25 narrow drives, and they also use that particular

1 shoulder to accelerate and merge into the traffic.  
2 I see no way people are going to be accommodating  
3 who are using a high-speed travel lane to slow down  
4 and allow people to enter or exit their driveways.  
5 Great concern about the breakdown lane to a travel  
6 lane. Observations have been made of truck vehicles  
7 making short-term stops on the shoulder to make  
8 purchases at the service station. I've seen this  
9 several times. Truck drivers pull over. They know  
10 that they can't go in the parking lot of the service  
11 station, so they wait on the shoulder, turn on their  
12 emergency flashers, go in and make their purchases,  
13 and they come back out. That is an ongoing issue  
14 for Rockville Road because of the number of trucks.  
15 I think everybody here who have lived in this  
16 neighborhood know that this is the wrong solution.  
17 Our concern is leave it as a residential area,  
18 improve the intersections where you have crash  
19 criteria that show that it's the most dangerous, and  
20 leave the drive-through areas alone. Thank you.

21 KEN CUMMINS: My name is Ken Cummins. I live  
22 in Springport, a couple of blocks north of Rockville  
23 Road and a little bit off of -- Heather, thank you.  
24 I've turned off of Heather a few times in the last  
25 51 years since I've lived here. As some others have

**PC-33**

1 mentioned, when I moved here, Rockville Road was a  
2 two- lane road. Late '70s, I think it was, it was  
3 widened. People doing the engineering for that, I  
4 think in most cases, did a very good thing in moving  
5 it to two lanes each direction with a wide-open  
6 safety lane in the middle. I think everybody here  
7 has used that safety lane many times to pull out,  
8 wait until two lanes clear, pull out in the safety  
9 lane, wait there for the other two lanes to clear --  
10 or at least one of the lanes, and to accelerate and  
11 get into traffic safely. We brought this up at the  
12 last meeting back in March. I appreciate that you  
13 listened to us a little bit on solving part of that  
14 left turn problem, but the only things you changed  
15 here was adding a few left turn lanes and wiping out  
16 most of the good center safety lane where we can all  
17 make left turns. It's very simple. Leave that  
18 center like it is. Give us the opportunity to slow  
19 down and make our left turns into the street or to  
20 pull out and make our left turns onto Rockville  
21 Road. A lot of the slides that were up here on the  
22 screen kind of quick and hurried, and a lot of  
23 things. There's something I really did understand  
24 easily, the pictures with all the green and the red  
25 and the yellow. The greenest area in all of that



1 was the strip between High School and Girls School  
2 along Rockville Road. That's where the accidents  
3 aren't. Improve things at the intersections.  
4 That's where the problems are. Your own red dots on  
5 those slides showed that. At the March meeting, I  
6 made the comment, if it ain't broke, don't fix it.  
7 Well, that strip between High School and Girls  
8 School ain't broke. Don't fix it, and don't ruin the  
9 best part and then put a few turn lanes and say we  
10 improved something. Those are improvements from  
11 what we saw the last time, but it's almost like if I  
12 had a goal to drive to Florida to visit my sister,  
13 and I drove as far as Greenwood, and I said, well,  
14 I'm closer now. No good. I thought I had another  
15 point, but I lost it. I'm sorry.

16 UNIDENTIFIED FEMALE: You did a great job.

17 KEN CUMMINS: As almost everybody here has  
18 said, what you've got here on the table is not the  
19 right thing for our neighborhood and where we live.

20 JULIE THURMAN: Anna is next --

21 ANNA PEAY: Oh.

22 JULIE THURMAN: -- and then Karen.

23 ANNA PEAY: Hello. My name is Anna Peay, and  
24 I've been pretty active and involved in this and,  
25 you know, as a officer of the RHGNA, I am really

**PC-34**

1 involved in it. And so I won't just repeat what  
2 everybody else has said, but I do agree with what  
3 everybody else has said. The point I want to make is  
4 that I think this is just disgraceful, what you did  
5 in front of the Meijer grocery store, that shopping  
6 center. It's horrible. You made the traffic ten  
7 times worse, and all these commuters who -- out  
8 around Avon that want to come through there, they  
9 also like to shop at Meijer or Menards, and they  
10 like to go to the Chick-fil-A and McDonald's.  
11 You've taken off some really good in and out --  
12 people got in and out of that shopping area in just  
13 no time. I always did. You took away all the left  
14 turns and -- except the one there with McDonald's  
15 and the Raceway and of course -- well, no, I don't  
16 guess so either. So you've really messed that up,  
17 and yet you didn't learn from that. You want to do  
18 -- go on down the road. That didn't work worth a  
19 darn, so let's go down the road and do more of it.  
20 What is wrong with you people? So -- and I've said  
21 that before. Don't you have any sense at all? I  
22 mean, I guess not. So that was what I wanted to  
23 say. Just look at what you've done and how long  
24 it's taken you to do it, and it's a mess. It came  
25 out much, much worse than it was to begin with. The

1 traffic's much, much boogered up and bottled up and,  
2 you know, unable to use anything there. So I just  
3 wanted to point that out. That's your plan? That's  
4 your plan for us, too? Nice. Nice hearing that.  
5 Okay. Thank you.

6 KAREN FARMER: All right. I'm Karen Farmer,  
7 and I live at --

8 UNIDENTIFIED FEMALE: Closer.

9 KAREN FARMER: Closer? I'm Karen Farmer, and I  
10 live on Rockville Road. My comments revolve mostly  
11 around the project titled DES number 1800037, which  
12 is Transfer Drive to I-465, which is noted in  
13 documents to be about 1.3 miles in length. And I  
14 think most of the people that have commented so far  
15 this evening have really been addressing that same  
16 area. More particularly, I want to focus on the  
17 first mile, which is High School Road at Girls  
18 School Road, and I think the comments that have been  
19 made have revolved a lot around High School Road to  
20 Girls School Road. The addresses are 6250 Rockville  
21 Road to 7250 Rockville Road. That's one mile. All  
22 of this section of roadway is in our neighborhood  
23 association boundaries. I would like to give you a  
24 description of this project area. In between High  
25 School Road and Girls School Road, it is a

**PC-35**

1 residential neighborhood lined with houses on both  
2 sides of the street and commercial businesses at the  
3 stoplights at High School and Girls School. In  
4 between the two stop lights are 40 homes lining the  
5 roadway. There are 12 side streets, two churches,  
6 and one bank. I don't believe the designers have  
7 taken into consideration that this is in no way a  
8 commercial strip. It is entirely residential, and it  
9 is buffered to the north with homes all the way to  
10 Tenth Street, and on the southside of Rockville,  
11 homes to the railroad tracks, and then beyond to  
12 Morris Street. No commercial businesses lie to the  
13 north or south except around the stoplights. On  
14 behalf of the neighborhood association, I'm asking  
15 that the design team reconsider the six-lane project  
16 and reconsider the elimination of the curb lane and  
17 reconsider the raised median in the middle. All  
18 three of those features do not belong in a  
19 residential and stable neighborhood like ours. To  
20 further describe our area, this section was farmland  
21 and began to be developed basically from large  
22 acreage farms in the 1920s. Three farmhouses are  
23 still there that are 100 years-plus. The historic  
24 property report highlights the Buisdale subdivision  
25 and the Fair Meadows subdivision and adjacent homes

1 between High School and Girls School Road represent  
2 a historic time within our state. Following the  
3 World War II in the 1950s and the early 60s, ranch  
4 style homes were being built along Rockville Road  
5 and filled in all of the open spaces. My house was  
6 built in 1956. This section of Indianapolis is one  
7 of the only intact representations of post-World War  
8 II planning and development. Our neighborhood is  
9 asking that this one-mile stretch be designed to  
10 maintain the historic and residential appearance.  
11 We would ask that you take another look -- no. I'm  
12 sorry. We would ask that another look be taken for  
13 the project 1800037, or remove that project entirely  
14 from the proposed plans. The plans, as they are now  
15 designed, belong in a commercial area, not in a  
16 neighborhood. One thing that we would like to  
17 consider is keeping the median open, but adding lots  
18 of yellow diagonal lines clearly showing where left  
19 turns can be made and clearly showing that this is  
20 not used for passing. The median will cause -- a  
21 raised median will cause extraordinary safety  
22 issues. It will -- our area is not situated to be  
23 like Avon where a motorist enters a main drive and  
24 then can freely go to any of the businesses.  
25 Restricting left turns for every driveway makes



1 motorists circle through the neighborhood side  
2 streets to find an outlet back to Rockville Road  
3 going in the correct direction. Then I want to  
4 comment that the two Bridgeport projects -- and I'll  
5 start with the number -- it's 1900-something. They  
6 lie within the other project that is west of  
7 Transfer Drive. And I do think that those should be  
8 completed first because they have infrastructure  
9 problems. And this would give our neighborhood  
10 association time to meet with INDOT representatives  
11 more on a one-to-one basis to collaborate on a more  
12 agreeable design for our area. We have expressed  
13 our concerns for three years, and none of our ideas  
14 or suggestions have been addressed. For example,  
15 the walking path will come right up to some porches,  
16 and that is not acceptable. Remember when Rockville  
17 Road was built, it was two lanes, and the houses sat  
18 far back from the road. Another thing that I would  
19 like to address is that I was surprised when we met  
20 on March the 8th that the current drawings did not  
21 show the completed added turn lane at eastbound High  
22 School Road. That project was begun and finished in  
23 2022. There are now five lanes eastbound  
24 approaching High School Road. There is a left turn  
25 lane, there are two lanes continuing east on

1 Rockville Road, there is one lane dedicated for  
2 southbound I-465, and there's one lane dedicated for  
3 northbound I-465. That project also included all new  
4 curb and gutter for a half mile west and replaced  
5 all the drainage and took one-and-a-half feet from  
6 each property to widen the curb lane. This project  
7 has positively changed the flow of traffic and  
8 eliminated delays. With that improvement alone,  
9 this project area does not need to be six lanes. In  
10 closing, I'd like to say, because I live on  
11 Rockville Road, and I am more and more aware of  
12 paying attention to the traffic, as you can imagine,  
13 and I have watched traffic day and night, in the  
14 mornings and the evenings. I do not see congestion  
15 problems between High School Road and Girls School  
16 Road, nor any rear-end crashes. Thank you.

17 JULIE THURMAN: That is the end of the speaker  
18 list that had signed up. Is there anyone else who  
19 would like to provide a public comment?

20 BETTY JUDD: My name is Betty Judd. I live on  
21 Rockville Road right at the corner of Rockville and  
22 Sigsbee where we already don't have a front yard  
23 because when they widened it, most of our yard was  
24 taken. Now, they want to put in a right-hand turn  
25 lane, so I really won't have a front yard. They're

**PC-36**

1 talking about being able to cut down or make turns  
2 in there easier. We have two huge boulders at the  
3 apex of our yard now to keep traffic out of it, and  
4 within a week, we've had two cars hit both rocks.  
5 You take away my front yard, the next time, it's  
6 going to be my porch or my house, and you don't  
7 think I'm not going to come down on somebody? This  
8 is ridiculous. As far as taking out the center turn  
9 lane, on a daily basis, we watch ambulances, fire  
10 trucks, emergency vehicles use that lane because the  
11 traffic along there now won't pull over for them.  
12 So you take out that middle turn lane, you're going  
13 to cut down response times for emergency situations.  
14 There again, that's a stupid idea. As homeowners,  
15 if you're going to widen it again, you're going to  
16 bring down the value of our homes, and it's just --  
17 I feel like we're beating our heads against a brick  
18 wall, and that you -- everybody says they're  
19 listening. That's about everybody's doing is just  
20 listening. You're not coming up and hearing what  
21 we're actually saying. This is a neighborhood.  
22 It's not Avon. It's not shopping stores back to  
23 back to back to back. We're a residential area.  
24 Please, if you don't do anything else for -- with  
25 the State money, scrape this project all together

1 and go use it somewhere where it's really needed  
2 because we don't want it, and we don't need it, and  
3 that's it.

4 WILLIAM JACKSON: I missed this whole meeting  
5 because I had plans tonight, so I am sorry, but I  
6 did want to pop in. I realized, like, it's 6:30,  
7 maybe people are still in here talking about this  
8 proposal. And I figured it was a rehashing of the  
9 last meeting in March where a bunch of the people in  
10 the neighborhood got together and expressed concern.  
11 I, myself -- I live on Eleanor. I don't live  
12 directly on Rockville Road, but my heart goes out to  
13 the people that do because of the proposal. I look  
14 at it, and I have common sense, and you guys showed  
15 us the accident areas. And taking away that middle  
16 lane, not only is it going to increase the risk of  
17 having those accidents on the corners of Rockville  
18 and High School and Rockville and Girls School  
19 because of the people making U-turns, it's going to  
20 increase the traffic flow, and you're also going to  
21 forget about the people that have to slow down in  
22 one of those three lanes that we're turning into a  
23 highway to pull into their driveways. Can you  
24 imagine? These people are going to be flying down  
25 Rockville because, woo-hoo, there's three lanes

**PC-37**

1 because we're in the Daytona, and there's Karen  
2 turning into her driveway. So -- and then if you're  
3 going the wrong way at the wrong time, then you've  
4 got to go down to Girls School, make a U-ey and I'm  
5 not going to be so blatant as to call it less than  
6 smart, but it is concerning, again, to the people  
7 that live on Rockville. I live on Eleanor. I get  
8 home. You know, I go down Walton Street just fine.  
9 And my bigger concern is the fiberoptic, and I know  
10 that's a totally different meeting. But if you saw  
11 the cables in front of my house, yeah, it'll -- I  
12 got to have faith. But anyway, I just wanted to  
13 come on record. I'm not going to show up late and  
14 take everybody hostage hearing about me getting on  
15 my soapbox about the fact that I do hope people are  
16 heard in this community. I've grown up on Rockville  
17 Road. I've lived on Rockville Road. I'm a  
18 west-sider. And this is a mistake, and I can't  
19 imagine people thinking that this is a good idea.  
20 Down towards the front of Menards -- I'll tell this  
21 story, and then I'll shut up, I promise. Me and  
22 Norma, my mom, go to Menards. Well, she didn't  
23 realize that we blocked off that entrance, and you  
24 do have to turn into McDonald's. Oh, Lord. So then  
25 we're heading down to Girls School Road, and I'm



1 thinking she's going to pull a U-ey to go back into  
2 Menards, and she turns left there. I don't -- what  
3 is that street? Is that Ronald Reagan?

4 UNIDENTIFIED FEMALE: Ronald Reagan.

5 WILLIAM JACKSON: And I'm, like, oh, shit,  
6 we're going to Plainfield, Norma, don't -- did you  
7 -- I -- you should have made a U-ey, so then we're  
8 -- you know, we're heading down -- I'm, like, pull  
9 in over here, turn in right here. And so by this  
10 time, I'm kind of stressed out. We're not used to  
11 these changes, so I just hope that -- we got to  
12 Menards, by the way. I got her paint. Her house  
13 looks beautiful. My turn since she's paid for my  
14 phone bill for the past 30 years. But anyway,  
15 that's beside the point. This is a mistake. I do  
16 want to let INDOT know this is a mistake, and it  
17 will not make the community safer. I don't know  
18 what amendments I missed, but hopefully, there's  
19 more amendments. Oh, we're doing -- we've got the  
20 same plan?

21 UNIDENTIFIED FEMALE: Pretty much.

22 UNIDENTIFIED MALE: Pretty much so.

23 WILLIAM JACKSON: Okay. I'm going to sit down  
24 now. Oh, I'm sorry. I'm William Jackson, 44  
25 Eleanor.

1 RENEÉ PACK: I'm going to have to -- I had hip  
2 replacement surgery about three weeks ago, so it's  
3 probably time for me to go home and rest. But  
4 tonight, you all, I heard three words that impacted  
5 me more than any other three words I've heard  
6 tonight. Hear us. Hear our neighbors. Those three  
7 words were, "We live here." We live here. These  
8 are our homes. I went to visit Karen a few weeks  
9 ago right there on Rockville Road. And you want to  
10 take more? Why? They're good. They're fine.  
11 They're living their hopes and dreams in their  
12 homes. They live here. We live here, and we ask  
13 that you hear us, and please, please, scrap this.  
14 Maybe whatever you're doing in Hendricks County is  
15 on them right now. But these are homes. These  
16 aren't businesses. This isn't McDonald's, Menards.  
17 These are homes. Thank you.

18 JULIE THURMAN: Anyone else that would like to  
19 talk?

20 KEN CUMMINS: I'm Ken Cummins. I was up here  
21 before and forgot that I had notes in my pocket.  
22 Old age gets to you. I've lived just north of  
23 Rockville Road there for 51-and-a-half years now. I  
24 don't know how many times I have come around on  
25 Heather, made a left turn onto Rockville Road. A

**PC-38****PC-39**

1 whole lot of times over the years, going to work,  
2 going to church, going to my parents' house. Made a  
3 lot of left turns right onto Rockville Road. Now,  
4 if I want to go east on Rockville Road, and this is  
5 put in like we see here -- let me just read what I  
6 need -- I have my notes on this. Okay. I go north  
7 on Spring Court, I turn right and go east on Green  
8 Springs, I take the 90-degree bend to go south on  
9 Green Springs, I turn left and go east on Cedar  
10 Bluff, turn left and go north on Heather Road.  
11 Instead of going south to Rockville, I've got to go  
12 north on Heather now, then turn right to go east on  
13 Daisy Lane, then another right and go south on  
14 Bauman, then I do a quick left and a right, take a  
15 35-foot jog on Bauman, then I make a left turn and  
16 go east on High School Road -- I'm sorry -- on Ohio  
17 Street, and then I make another right turn and go  
18 south on High School Road, then I can make a left  
19 turn at the stoplight at Rockville Road. Several  
20 people have mentioned us running around all through  
21 the residential areas to try to get to where we want  
22 to go. I appreciate that you have listened to us in  
23 other meetings and made left turns a little bit  
24 easier. All you did was solve 25 percent of the  
25 problems that you created by getting rid of our

1 center wide safety lane. Don't do it.

2 JULIE THURMAN: Anyone else who would care to  
3 speak?

4 TERRY ENGLE: My name's Terry Engle. I live on  
5 High School Road. If you're coming down Ohio Street  
6 and you miss the stoplight, you're in my front yard.  
7 The only thing I've seen tonight is -- maybe stop  
8 building restaurants at Avon. That might slow the  
9 traffic down of everybody going that way. I've  
10 heard nothing mentioned about fire engines, which is  
11 -- on Ohio Street, it's continual. I don't know  
12 where they're going to go. I guess they have their  
13 own route, but it seems like it's going to curtail  
14 them. I had six in front of my house one day when  
15 they had all the training around. So I think that  
16 needs to be addressed also, and I think all I've  
17 heard tonight it fix is you can use the U-turns, and  
18 that's a hell of a way to fix the problem. Thanks.

19 JULIE THURMAN: Do either of you two want to  
20 talk? Anyone else? Otherwise, we'll get ready to  
21 conclude the meeting.

22 ADELLE DUSOLD: All right. We are done, as  
23 Julie just said. I want to say thank you again.  
24 This is a really good turnout. I also wanted to say  
25 thank you for staying civil, basically. I go to a

**PC-40**

1 lot of these. I've been to, like, 20 in the past  
2 month, and they don't always go this way. They  
3 don't always stay civil, so thank you for that. And  
4 I also wanted to remind you that we've got the  
5 public comment forms in the back if you have  
6 additional comments you want to make. And we will  
7 be taking comments through July 21st, and you can do  
8 those through the project website, through INDOT4U.  
9 You can also see the project plans at the -- give me  
10 a second -- Indianapolis Public Library, the Wayne  
11 Township Branch, which I believe is right there on  
12 Girls School. Plans will be available there through  
13 the 21st, which is the end of the public comment  
14 section, and you can also find the plans at either  
15 the Crawfordsville INDOT district office or the  
16 Greenfield district office. And I think, in terms  
17 of which is closer for you guys, probably  
18 Greenfield. But with that, we will adjourn, and if  
19 you have extra questions or you want to interact  
20 with the project team, they are right over here. So  
21 once again, thank you, and have a good weekend.

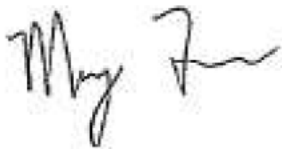
22 (MEETING CONCLUDED AT 6:55 P.M. (ET))  
23  
24  
25



CERTIFICATE OF REPORTER

STATE OF INDIANA

I do hereby certify that the meeting in the foregoing transcript was taken on the date, and at the time and place set out on the Title page here of by me and that the said matter was recorded digitally by me and then reduced to type written form under my direction, and constitutes a true record of the transcript as taken, all to the best of my skill and ability. I certify that I am not a relative or employee of either counsel, and that I am in no way interested financially, directly or indirectly, in this action.



MOLLY FISH,  
COURT REPORTER / NOTARY  
MY COMMISSION EXPIRES ON: 04/24/2031  
SUBMITTED ON: 07/17/2023

<p><b>Exhibits</b></p> <hr/> <p><b>PowerPoint Presentation 3:7</b> 7:24</p> <hr/> <p><b>1</b></p> <hr/> <p><b>1</b> 10:21,25 39:25</p> <p><b>1,900</b> 11:20 29:7 30:24 31:3,5</p> <p><b>1-19</b> 40:2</p> <p><b>1.3</b> 46:13</p> <p><b>100</b> 47:23</p> <p><b>106</b> 9:7</p> <p><b>11</b> 40:2</p> <p><b>12</b> 47:5</p> <p><b>15</b> 30:18</p> <p><b>1800037</b> 46:11 48:13</p> <p><b>19</b> 28:15</p> <p><b>1900-something</b> 49:5</p> <p><b>1920s</b> 47:22</p> <p><b>1950s</b> 48:3</p> <p><b>1956</b> 48:6</p> <hr/> <p><b>2</b></p> <hr/> <p><b>2</b> 40:1</p> <p><b>2018</b> 35:13</p> <p><b>2019</b> 8:13 34:24</p> <p><b>2020</b> 8:14</p> <p><b>2021</b> 8:17,19 40:3</p> <p><b>2022</b> 49:23</p> <p><b>2023</b> 20:7</p>	<p><b>2024</b> 20:11,13 28:15</p> <p><b>2025</b> 10:7 15:2 20:13</p> <p><b>2045</b> 10:9 14:22 15:3 40:7,9</p> <p><b>207</b> 18:12</p> <p><b>22</b> 8:20</p> <p><b>22nd</b> 28:3</p> <p><b>24</b> 13:16 14:18</p> <p><b>25</b> 56:24</p> <p><b>25,000</b> 14:9</p> <p><b>29</b> 26:13</p> <hr/> <p><b>3</b></p> <hr/> <p><b>3</b> 40:10</p> <p><b>30</b> 54:14</p> <p><b>31</b> 12:10</p> <p><b>32</b> 18:3</p> <p><b>35-foot</b> 56:15</p> <p><b>36</b> 8:2,9 22:9 23:23 34:4</p> <p><b>38</b> 14:17</p> <hr/> <p><b>4</b></p> <hr/> <p><b>4</b> 11:2</p> <p><b>40</b> 39:11 47:4</p> <p><b>44</b> 54:24</p> <p><b>465</b> 8:10 26:15 36:2</p> <p><b>4th</b> 27:20</p> <hr/> <p><b>5</b></p> <hr/> <p><b>51</b> 42:25</p> <p><b>51-and-a-half</b> 55:23</p>	<p><b>6</b></p> <hr/> <p><b>60s</b> 48:3</p> <p><b>6250</b> 46:20</p> <p><b>6455</b> 39:7</p> <p><b>65.3</b> 40:11</p> <p><b>67</b> 39:25 40:3, 15</p> <p><b>6:30</b> 52:6</p> <hr/> <p><b>7</b></p> <hr/> <p><b>70s</b> 43:2</p> <p><b>7250</b> 46:21</p> <p><b>74</b> 40:12</p> <p><b>74.7</b> 40:12</p> <hr/> <p><b>8</b></p> <hr/> <p><b>8</b> 38:9</p> <p><b>8th</b> 33:16 49:20</p> <hr/> <p><b>9</b></p> <hr/> <p><b>90-degree</b> 56:8</p> <p><b>900</b> 34:9</p> <p><b>95</b> 37:10</p> <p><b>9:45</b> 28:3</p> <hr/> <p><b>A</b></p> <hr/> <p><b>a.m.</b> 14:22</p> <p><b>abatement</b> 39:20,25 40:25 41:1</p> <p><b>accelerate</b> 42:1 43:10</p> <p><b>acceptable</b> 40:3 49:16</p> <p><b>access</b> 13:12 20:2 23:24 24:3 40:21 41:11,22</p>	<p><b>accessibility</b> 11:25</p> <p><b>accident</b> 52:15</p> <p><b>accidents</b> 44:2 52:17</p> <p><b>accommodate</b> 9:18 22:23 23:9,13,19</p> <p><b>accommodate</b> <b>d</b> 24:3</p> <p><b>accommodati</b> <b>ng</b> 42:2</p> <p><b>accommodati</b> <b>ons</b> 9:25 23:10</p> <p><b>accounting</b> 22:17</p> <p><b>acquired</b> 9:9 18:18</p> <p><b>acreage</b> 47:22</p> <p><b>acres</b> 18:12</p> <p><b>Act</b> 8:25</p> <p><b>action</b> 32:14</p> <p><b>active</b> 44:24</p> <p><b>activities</b> 9:5, 10 41:12</p> <p><b>actual</b> 17:24</p> <p><b>ADA</b> 9:18 23:9, 12</p> <p><b>add</b> 35:8</p> <p><b>added</b> 13:5,24 14:3,5,25 15:7, 18 17:7 18:22 19:3 23:4,15,22 35:8,15 49:21</p> <p><b>adding</b> 17:5,8 18:18,20 19:12 22:19,25 23:23 34:19 40:16 43:15 48:17</p> <p><b>addition</b> 15:23</p> <p><b>additional</b> 18:14 23:8</p> <p><b>address</b> 20:21 21:1,12 31:20</p>	<p>49:19</p> <p><b>addressed</b> 32:20,21 38:15 49:14 57:16</p> <p><b>addresses</b> 46:20</p> <p><b>addressing</b> 32:25 33:12 46:15</p> <p><b>Adelle</b> 5:3,4 7:20 57:22</p> <p><b>adjacent</b> 19:12 47:25</p> <p><b>admit</b> 27:16</p> <p><b>affected</b> 29:10 31:7</p> <p><b>afternoon</b> 5:3 10:12</p> <p><b>afternoons</b> 15:4</p> <p><b>age</b> 55:22</p> <p><b>agree</b> 32:17 45:2</p> <p><b>agreeable</b> 49:12</p> <p><b>alleviate</b> 35:2</p> <p><b>allowed</b> 38:11 40:15</p> <p><b>allowing</b> 22:18 41:15</p> <p><b>alphabet</b> 10:3</p> <p><b>Alternate</b> 13:23</p> <p><b>alternative</b> 8:7 12:25 13:1,5,7, 13,14 14:10,20 15:5 33:10</p> <p><b>alternatives</b> 12:24 13:18</p> <p><b>Amazon</b> 41:13</p> <p><b>ambulances</b> 51:9</p> <p><b>amendments</b> 54:18,19</p>
--	--	---	---	--



amenities 20:2	<b>AUDIENCE</b> 31:24	beginning 39:4	brick 51:17	cases 43:4
analysis 12:23 40:10	<b>Avenue</b> 35:5, 10 39:11	<b>BEGINS</b> 7:24	<b>bridge</b> 15:19 33:25	<b>categorical</b> 9:1 21:6
<b>Andrea</b> 26:21 27:2	<b>avenues</b> 24:24	<b>begun</b> 49:22	<b>Bridgeport</b> 10:9 49:4	<b>category</b> 30:8, 10
<b>Anna</b> 39:1 44:20,21,23	<b>average</b> 37:5	<b>behalf</b> 47:14	<b>bridges</b> 13:8	<b>causing</b> 38:23
<b>Apartments</b> 41:1	<b>Avon</b> 35:5,9, 23,24,25 36:1 37:12,19 45:8 48:23 51:22 57:8	<b>belong</b> 47:18 48:15	<b>bring</b> 51:16	<b>CD</b> 34:8
<b>apex</b> 51:3	<b>aware</b> 23:17 50:11	<b>bend</b> 56:8	<b>broke</b> 44:6,8	<b>Cedar</b> 56:9
<b>Apparently</b> 37:25	<b>awful</b> 37:14	<b>benefit</b> 32:5	<b>brought</b> 43:11	<b>center</b> 43:16, 18 45:6 51:8 57:1
<b>appearance</b> 48:10	<hr/> <b>B</b> <hr/>	<b>Betty</b> 50:20	<b>buffered</b> 47:9	<b>cetera</b> 36:17
<b>appendix</b> 40:2		<b>big</b> 17:11	<b>building</b> 57:8	<b>challenge</b> 40:7
<b>approach</b> 20:15		<b>bigger</b> 53:9	<b>built</b> 40:19 48:4,6 49:17	<b>challenges</b> 8:15
<b>approaching</b> 18:25 49:24	<b>babies</b> 38:9	<b>biggest</b> 30:23	<b>Buisdale</b> 47:24	<b>changed</b> 43:14 50:7
<b>approval</b> 28:13	<b>back</b> 22:24 23:25 27:13 34:24 35:12 42:13 43:12 49:2,18 51:22, 23 54:1	<b>bill</b> 54:14	<b>bunch</b> 52:9	<b>charge</b> 15:11 26:25
<b>architect</b> 40:13	<b>Bad</b> 37:5	<b>bit</b> 5:6 19:5 23:8 29:14 39:8,10 42:23 43:13 56:23	<b>buses</b> 18:23	<b>chart</b> 10:17,23
<b>area</b> 8:16,17 17:11 18:2 19:2,4,24 21:14 29:17 32:19 34:1 37:12,19 39:10 40:15 41:9 42:17 43:25 45:12 46:16,24 47:20 48:15,22 49:12 50:9 51:23	<b>bank</b> 47:6	<b>blatant</b> 53:5	<b>business</b> 31:7	<b>cheaper</b> 39:16
<b>areas</b> 10:21 11:9 33:23 35:4 40:4 42:20 52:15 56:21	<b>Barker</b> 25:5 33:3,4,5	<b>block</b> 29:22	<b>businesses</b> 31:12,15 47:2, 12 48:24 55:16	<b>check</b> 37:24
<b>assess</b> 10:19	<b>barrier</b> 36:9	<b>blocked</b> 53:23	<b>buying</b> 18:4 23:5,7	<b>Chick-fil-a</b> 45:10
<b>association</b> 46:23 47:14 49:10	<b>based</b> 9:19 17:7 20:10 40:6	<b>blocks</b> 38:21 42:22	<hr/> <b>C</b> <hr/>	<b>children</b> 25:25 36:16 38:8
<b>attended</b> 5:18	<b>basically</b> 8:10 10:7 11:5 12:25 13:15 17:18 19:8,19 26:23 47:21 57:25	<b>Blue</b> 12:20	<b>cables</b> 53:11	<b>church</b> 56:2
<b>attention</b> 10:22 11:4,13 21:20 50:12	<b>basis</b> 36:13 49:11 51:9	<b>Bluff</b> 56:10	<b>call</b> 5:21 17:16 53:5	<b>churches</b> 47:5
	<b>Bauman</b> 56:14,15	<b>Bob</b> 19:11 23:6	<b>capacity</b> 11:23 12:7 15:1 17:10 31:4	<b>circle</b> 49:1
	<b>beating</b> 51:17	<b>boogered</b> 46:1	<b>car</b> 37:15	<b>citizens</b> 37:1
	<b>beautiful</b> 54:13	<b>boots-on-the-ground</b> 34:14	<b>care</b> 57:2	<b>city</b> 23:11 30:19 36:1,4,7 37:25
	<b>began</b> 47:21	<b>bottled</b> 46:1	<b>Carmel</b> 12:10	<b>civil</b> 57:25
	<b>begin</b> 33:12 45:25	<b>bottom</b> 17:9	<b>Carol</b> 25:5 33:3,5 37:7	<b>clarification</b> 30:4
		<b>boulders</b> 51:2	<b>cars</b> 37:16 38:20,22 51:4	<b>clear</b> 24:1 43:8, 9
		<b>boundaries</b> 36:4 46:23	<b>case</b> 9:1,14 10:7 27:1 28:1, 10	<b>close</b> 11:7 37:16
		<b>boundary</b> 26:14		<b>closer</b> 41:8 44:14 46:8,9
		<b>box</b> 31:14		
		<b>breakdown</b> 42:5		
		<b>breaks</b> 14:11		



<b>closing</b> 50:10	42:5,17 52:10 53:9	<b>coordinating</b> 16:2	<b>crosswalks</b> 15:17	<b>dba</b> 40:3
<b>Club</b> 10:14		<b>corner</b> 19:10 36:19 50:21	<b>Cs</b> 10:4	<b>deal</b> 35:23,24 36:22
<b>Cole</b> 33:4 37:8 38:14	<b>concerns</b> 15:25 32:20,21, 25 49:13	<b>corners</b> 52:17	<b>CSX</b> 33:24	<b>debacle</b> 36:10
<b>collaborate</b> 49:11	<b>conclude</b> 20:7 57:21	<b>Coronado</b> 18:20	<b>culmination</b> 20:18	<b>decision</b> 27:14 37:4
<b>colleagues</b> 32:23	<b>concludes</b> 24:14	<b>correct</b> 33:20 49:3	<b>culvert</b> 9:24 11:12 15:22	<b>decision-</b> <b>making</b> 8:7
<b>collect</b> 16:18	<b>concrete</b> 36:9	<b>corridor</b> 8:16 9:13,16,25 12:1,3,12,21,24 13:12 15:7 23:12 35:5	<b>Cummins</b> 39:1 42:21 44:17 55:20	<b>decorum</b> 6:2
<b>collected</b> 16:20	<b>congestion</b> 9:21,23 10:14 13:9 14:7 35:1, 4,15 50:14	<b>cost</b> 11:3 41:4	<b>curb</b> 14:15 16:11,20 28:25 47:16 50:4,6	<b>dedicated</b> 50:1,2
<b>color</b> 11:5	<b>connecting</b> 23:14	<b>Council</b> 30:19	<b>curbs</b> 33:19,22 34:3,15 37:21	<b>define</b> 9:13
<b>comment</b> 5:22 8:18 20:16,17 21:10 24:16,18 30:4 35:19,21 39:20 44:6 49:4 50:19	<b>consideration</b> 34:17 47:7	<b>Councilor</b> 30:18	<b>current</b> 20:2 24:6 49:20	<b>delays</b> 9:22 34:22 50:8
<b>commented</b> 46:14	<b>considered</b> 26:14	<b>count's</b> 39:14	<b>curtail</b> 57:13	<b>deliveries</b> 41:14
<b>comments</b> 5:20,24 6:3,7 7:5 20:10,20,24 21:1,15 24:18, 24 27:7,8 28:19 30:1,11 39:17 46:10,18	<b>construct</b> 19:22	<b>Country</b> 10:14	<b>customer</b> 11:20 29:7	<b>delivery</b> 29:19 41:13
<b>commercial</b> 19:1 34:1 35:5 47:2,8,12 48:15	<b>constructed</b> 19:17 40:19	<b>counts</b> 17:7	<b>cut</b> 51:1,13	<b>DES</b> 46:11
<b>common</b> 52:14	<b>construction</b> 17:23 18:3 19:17 20:4,12 33:22 34:18,23	<b>county</b> 29:12 31:14 32:8,11 36:5 39:15,16 55:14	<hr/> <b>D</b> <hr/>	<b>describe</b> 14:13 47:20
<b>community</b> 5:12 23:25 25:23 31:16 39:8 53:16 54:17	<b>contact</b> 7:22	<b>couple</b> 27:6 28:19 34:18 42:22	<b>daily</b> 51:9	<b>description</b> 46:24
<b>commuter</b> 37:5	<b>contained</b> 16:21	<b>court</b> 7:11 24:22 26:6 56:7	<b>Daisy</b> 56:13	<b>design</b> 10:8 13:2 16:8 20:6, 9 34:17 40:6 47:15 49:12
<b>commuters</b> 45:7	<b>continual</b> 57:11	<b>crash</b> 9:20 11:8,11 42:18	<b>dangerous</b> 36:12 42:19	<b>designed</b> 48:9, 15
<b>compared</b> 13:17 34:5	<b>continue</b> 13:7, 9,10 25:22 38:16	<b>crashes</b> 10:17 11:3,4 13:10,16 14:16 29:3 32:6 35:2 50:16	<b>darn</b> 45:19	<b>designer</b> 23:19
<b>completed</b> 35:11 49:8,21	<b>continuing</b> 49:25	<b>Crawfordsville</b> 21:9	<b>data</b> 35:14	<b>designers</b> 47:6
<b>concern</b> 32:13 40:17 41:7,21	<b>continuous</b> 14:2,8	<b>created</b> 56:25	<b>date</b> 20:11,12 27:18,20,23,24 28:14	<b>designs</b> 7:3
	<b>contract</b> 28:14	<b>Creek</b> 9:24 11:12 15:23	<b>Dave</b> 17:1	<b>desirable</b> 10:5
	<b>conversation</b> 26:25	<b>criteria</b> 17:25 18:2 39:20,24 40:16 41:2 42:19	<b>David</b> 7:25 20:14	<b>desire</b> 20:17
	<b>coordinated</b> 16:7		<b>day</b> 37:2,3 50:13 57:14	<b>desktop</b> 34:10
			<b>days</b> 27:20 40:23	<b>details</b> 24:9
			<b>Daytona</b> 53:1	<b>deterioration</b> 9:23
			<b>db</b> 40:1,12,15	<b>determined</b> 41:2



<b>detrimental</b> 41:7	<b>documentatio n</b> 7:17	<b>Ds</b> 10:4,5	50:17	<b>exceeded</b> 40:3
<b>developed</b> 34:1 47:21	<b>documents</b> 9:2 46:13	<b>Dusold</b> 5:3,4 7:20 57:22	<b>endangered</b> 9:6	<b>exceeds</b> 14:19
<b>development</b> 35:6 48:8	<b>dogs</b> 36:17	<hr/>	<b>ENDS</b> 21:21	<b>exception</b> 33:24
<b>diagonal</b> 48:18	<b>DOT</b> 37:24	<b>E</b> <hr/>	<b>engineer</b> 14:12 15:11	<b>exclusion</b> 9:1 21:6
<b>dialogue</b> 6:5	<b>dots</b> 44:4	<b>e-mail</b> 20:22 24:21 28:3,7 37:23	<b>engineering</b> 10:19 12:22 43:3	<b>existing</b> 13:25 14:7 15:13,15 16:12 17:13,19 23:1 40:1 41:1
<b>Dianne</b> 33:4 37:8 38:14	<b>download</b> 21:10	<b>earlier</b> 14:24	<b>engineers</b> 10:20	<b>exit</b> 42:4
<b>difficult</b> 29:23 37:18	<b>DPW</b> 16:3 23:16	<b>earliest</b> 20:12	<b>engines</b> 57:10	<b>expansion</b> 23:12
<b>direction</b> 14:1, 6 15:8 17:2 18:15 19:19 22:24 43:5 49:3	<b>DPW's</b> 23:11	<b>early</b> 20:13 48:3	<b>Engle</b> 57:4	<b>explain</b> 32:3,4
<b>directly</b> 52:12	<b>drainage</b> 13:11 14:14 15:24 16:1,6, 12,15,17,18 19:8 33:17,19, 23 34:2,7,15 50:5	<b>easier</b> 51:2 56:24	<b>enormous</b> 36:10	<b>explained</b> 29:9 30:1
<b>director</b> 5:4 26:22	<b>draining</b> 16:15	<b>easily</b> 43:24	<b>enter</b> 42:4	<b>expressed</b> 27:17 49:12 52:10
<b>discussions</b> 9:4	<b>drawings</b> 49:20	<b>east</b> 5:6 8:10 22:25 39:10 49:25 56:4,7,9, 12,16	<b>enters</b> 48:23	<b>expressing</b> 27:19
<b>disgraceful</b> 45:4	<b>dreams</b> 55:11	<b>eastbound</b> 23:23 49:21,23	<b>entire</b> 18:12 37:3	<b>extraordinary</b> 48:21
<b>dishes</b> 33:23	<b>drive</b> 5:11 8:17 17:23 18:1,3 23:22,24 37:17 44:12 46:12 48:23 49:7	<b>echo</b> 30:19 32:22	<b>entrance</b> 53:23	<b>extremely</b> 5:8
<b>displaced</b> 13:1,14	<b>drive-through</b> 42:20	<b>effects</b> 41:7	<b>environment</b> 9:3	<hr/>
<b>disruptive</b> 12:12	<b>driven</b> 36:12	<b>efficiently</b> 10:11	<b>environmental</b> 8:5,23,25 20:9, 18,24 21:2,6 28:13 32:16,18, 19	<b>F</b> <hr/>
<b>distribution</b> 40:18	<b>driver</b> 37:2	<b>effort</b> 39:5	<b>error</b> 33:12	<b>facilitated</b> 26:24
<b>district</b> 21:9 26:13 30:18	<b>drivers</b> 36:25 42:9	<b>Eleanor</b> 52:11 53:7 54:25	<b>Es</b> 10:6	<b>facility</b> 9:18
<b>ditch</b> 16:13,16	<b>drives</b> 20:1 41:25	<b>elected</b> 32:4	<b>Evans</b> 19:11 23:6	<b>fact</b> 28:6 37:22 53:15
<b>ditches</b> 33:17, 18	<b>driveway</b> 28:24 37:25 38:2 48:25 53:2	<b>eliminated</b> 41:16 50:8	<b>evening</b> 24:23 46:15	<b>Fair</b> 47:25
<b>do-nothing</b> 13:7,18 14:20 15:5 30:8,10	<b>driveways</b> 41:22 42:4 52:23	<b>eliminating</b> 41:9	<b>evenings</b> 50:14	<b>faith</b> 53:12
<b>doable</b> 30:6	<b>driving</b> 40:17	<b>elimination</b> 47:16	<b>everybody's</b> 51:19	<b>families</b> 27:22
<b>document</b> 7:13,14 20:9, 18,25 21:2,7 27:9 33:13 34:8	<b>drove</b> 37:11 44:13	<b>emergency</b> 24:2 29:19 42:12 51:10,13	<b>exact</b> 31:13	<b>family</b> 31:9
		<b>encourage</b> 20:16 21:16	<b>examples</b> 18:16	<b>Farmer</b> 26:20 39:1 46:6,9
		<b>end</b> 6:1 7:2,8 20:15 38:19	<b>exceed</b> 10:25 40:15	<b>farmhouses</b> 47:22
				<b>farmland</b> 47:20
				<b>farms</b> 47:22



<b>feasibility</b> 41:3	<b>folks</b> 10:19 12:8,13,17 29:10,12 30:2	23:17 31:11 33:25 39:22 40:20 44:1,7 46:17,20,25 47:3 48:1 50:15 52:18 53:4,25	<b>Greenfield</b> 5:5 21:8	33:2 34:21 53:16 55:4,5 57:10,17
<b>features</b> 47:18	<b>follow</b> 25:18 26:18	<b>give</b> 5:22 6:3 24:16 25:2,3 43:18 46:23 49:9	<b>Greenwood</b> 44:13	<b>hearing</b> 5:17, 19 7:11 8:3,22 11:19 20:8 21:3 27:13,25 30:5 39:6 46:4 51:20 53:14
<b>Fedex</b> 41:14	<b>footprint</b> 17:13 18:15	<b>giving</b> 7:3 26:11	<b>Greg</b> 6:19	<b>heart</b> 52:12
<b>feedback</b> 7:5 31:19	<b>force</b> 36:11	<b>glad</b> 39:6	<b>grew</b> 39:10	<b>Heather</b> 42:23, 24 55:25 56:10, 12
<b>feel</b> 25:14,23 27:25 28:8,9 31:17,21,23 51:17	<b>Ford</b> 6:19 25:4 26:9,13 30:20	<b>glaring</b> 33:12	<b>grocery</b> 45:5	<b>held</b> 17:25 35:18
<b>feelings</b> 25:17	<b>forecasted</b> 9:21	<b>goal</b> 44:12	<b>grow</b> 38:7	<b>hell</b> 57:18
<b>feet</b> 50:5	<b>forget</b> 52:21	<b>goals</b> 23:11	<b>grown</b> 53:16	<b>Hendricks</b> 29:11 31:14 32:8,11 39:16 55:14
<b>FEMALE</b> 6:15 37:7 38:13 44:16 46:8 54:4,21	<b>forgot</b> 7:21 55:21	<b>good</b> 5:3,13 30:3 43:4,16 44:14 45:11 53:19 55:10 57:24	<b>guess</b> 30:1 34:19 45:16,22 57:12	<b>hey</b> 6:23 34:20 36:25
<b>FHWA</b> 39:25	<b>form</b> 21:10,13 41:20	<b>government</b> 39:3	<b>gutter</b> 14:15 16:11,20 50:4	<b>high</b> 9:20 10:2, 10,15 16:5 18:25 19:6,7,14 22:5,20,25 31:10 33:20 36:23 39:9,22 44:1,7 46:17, 19,24 47:3 48:1 49:21,24 50:15 52:18 56:16,18 57:5
<b>fiberoptic</b> 53:9	<b>formal</b> 5:19	<b>Governor</b> 26:17,21	<b>gutters</b> 34:4	<b>high-speed</b> 42:3
<b>figured</b> 52:8	<b>forms</b> 8:18 24:19	<b>Governor's</b> 27:11	<b>guys</b> 5:6,11 6:23 24:1,12,16 52:14	<b>higher</b> 11:9,11
<b>fill</b> 24:19,20	<b>forward</b> 27:15	<b>grade</b> 10:2 18:1	<b>half</b> 16:14 50:4	<b>highlights</b> 47:24
<b>filled</b> 48:5	<b>four-lane</b> 13:22	<b>grandchildren</b> 25:25	<b>hand</b> 5:25 30:5, 7	<b>highway</b> 33:18 52:23
<b>final</b> 7:14,17 19:6,24 28:13	<b>freely</b> 48:24	<b>granddaughte r</b> 37:14	<b>happen</b> 22:16 26:19 36:19	<b>highways</b> 28:22
<b>finalizing</b> 20:8	<b>frequency</b> 11:3	<b>graphics</b> 21:3	<b>happened</b> 36:19	<b>hip</b> 55:1
<b>find</b> 29:1 49:2	<b>front</b> 19:11 38:11 45:5 50:22,25 51:5 53:11,20 57:6, 14	<b>Grave</b> 41:7	<b>happy</b> 27:10	<b>historic</b> 9:7 47:23 48:2,10
<b>fine</b> 53:8 55:10	<b>frustration</b> 27:17,19	<b>great</b> 5:13 40:17 41:21 42:5 44:16	<b>hard</b> 15:6	<b>history</b> 9:20 11:8,11
<b>finished</b> 16:4 49:22	<b>full</b> 33:16	<b>greatly</b> 15:9	<b>hazardous</b> 9:9	
<b>fire</b> 51:9 57:10	<b>future</b> 10:16 15:5 40:5	<b>green</b> 43:24 56:7,9	<b>heading</b> 53:25 54:8	
<b>fit</b> 17:12	<b>FYI</b> 7:10	<b>greenest</b> 43:25	<b>heads</b> 28:7 51:17	
<b>fits</b> 18:1	<hr/> <b>G</b> <hr/>		<b>heard</b> 15:25 21:24 24:1 31:21,22,23	
<b>fix</b> 44:6,8 57:17,18	<b>gas</b> 19:9		<b>hear</b> 6:15,16 12:5 25:14 28:2,19 30:11 31:19 33:10 36:9 38:15 55:6,13	
<b>flashers</b> 42:12	<b>gave</b> 27:1		<b>heard</b> 15:25 21:24 24:1 31:21,22,23	
<b>fleet</b> 40:6	<b>Girls</b> 10:10,14 11:1,6 22:6,20			
<b>floor</b> 24:15				
<b>Florida</b> 44:12				
<b>flow</b> 50:7 52:20				
<b>flowing</b> 16:16				
<b>flying</b> 52:24				
<b>focus</b> 46:16				



<b>hit</b> 51:4	<b>illegal</b> 22:1	52:16,20	10:1,19,23,24 11:10 12:8 13:3,4,15,16, 19,23 14:12,18 15:1 22:5,10 42:18 44:3	57:2,19,23
<b>holiday</b> 27:20	<b>imagine</b> 50:12 52:24 53:19	<b>increasing</b> 11:23 31:4	<b>interstates</b> 32:8	<b>July</b> 27:20
<b>home</b> 31:9 53:8 55:3	<b>impact</b> 32:7	<b>indexes</b> 10:18	<b>introducing</b> 15:16	<b>June</b> 28:3,15
<b>homeowners</b> 51:14	<b>impacted</b> 33:11 55:4	<b>Indianapolis</b> 30:19 36:3,5,7 48:6	<b>invested</b> 32:10	<hr/> <b>K</b> <hr/>
<b>homes</b> 25:24 29:16 34:3 47:4,9,11,25 48:4 51:16 55:8,12,15,17	<b>impacts</b> 9:3	<b>INDOT</b> 5:5 10:18 13:7 16:4,24 25:9 26:11 27:13,15 29:5,8 35:21 36:2,3 49:10 54:16	<b>investments</b> 25:24	<b>Karen</b> 26:19,25 28:6 39:1 44:22 46:6,9 53:1 55:8
<b>honored</b> 30:15	<b>implementing</b> 25:13	<b>INDOT's</b> 8:2 11:15 21:8	<b>involved</b> 44:24 45:1	<b>keeping</b> 48:17
<b>hope</b> 39:19 53:15 54:11	<b>important</b> 5:9 9:11 10:20 12:19	<b>Indy</b> 12:20	<b>involvement</b> 8:12,21 9:5 11:17	<b>Ken</b> 38:25 42:21 44:17 55:20
<b>hopes</b> 55:11	<b>impression</b> 35:25	<b>information</b> 20:23 21:19 24:11 26:1	<b>irrevocably</b> 33:20	<b>Keystone</b> 12:10
<b>horrible</b> 10:8 33:15 45:6	<b>improve</b> 12:6, 13 13:2,15 14:6,14 19:14 42:18 44:3	<b>Information's</b> 21:17	<b>issue</b> 42:13	<b>kids</b> 38:7,11,22
<b>hostage</b> 53:14	<b>improved</b> 12:4,8,16,17 13:13 15:9 29:15 44:10	<b>infrastructure</b> 9:17 15:14 33:19 34:16 49:8	<b>issues</b> 33:10 48:22	<b>kind</b> 17:2 25:3 26:25 27:5 28:25 29:21 30:7,10,11 33:7 35:23 37:4 43:22 54:10
<b>hour</b> 10:13	<b>improvement</b> 50:8	<b>inherently</b> 36:12	<b>items</b> 12:3	<hr/> <b>L</b> <hr/>
<b>house</b> 48:5 51:6 53:11 54:12 56:2 57:14	<b>improvement's</b> 10:11	<b>inlets</b> 16:20	<b>iterated</b> 33:8	<b>lack</b> 9:24
<b>houses</b> 47:1 49:17	<b>improvements</b> 13:11,19 15:20, 24 16:6 19:8 21:23 44:10	<b>input</b> 8:15 9:3 12:22 30:22 31:18,23 33:23	<hr/> <b>J</b> <hr/>	<b>lane</b> 13:5 14:2, 5,25 15:8 18:14,19,21,22 19:3,12,14 23:22 28:25 29:22 41:8 42:3,5,6 43:2,6, 7,9,16 47:16 49:21,25 50:1, 2,6,25 51:9,10, 12 52:16 56:13 57:1
<b>huge</b> 51:2	<b>improves</b> 14:25	<b>intact</b> 48:7	<b>J.D.</b> 6:19 25:4 26:9,13 33:8	<b>lanes</b> 13:24 14:1,4,6 15:8 17:1,3,5,6,8,11 18:18 19:18 28:22 29:18 35:9,15 37:12, 13,19 38:6,7 40:17 43:5,8,9, 10,15 44:9 49:17,23,25
<b>human</b> 9:2	<b>improving</b> 11:25 14:18	<b>interchanges</b> 12:11	<b>Jackson</b> 52:4 54:5,23,24	
<b>hurried</b> 43:22	<b>inadequate</b> 10:15	<b>interest</b> 11:22, 24 12:4 31:4	<b>January</b> 24:7	
<hr/> <b>I</b> <hr/>	<b>included</b> 32:12 50:3	<b>interested</b> 27:10	<b>Jessica</b> 6:21, 22,23 30:16,18 31:2,25 33:8	
<b>I-465</b> 46:12 50:2,3	<b>includes</b> 9:4 41:12	<b>interests</b> 30:14	<b>job</b> 25:21 30:13 44:16	
<b>idea</b> 51:14 53:19	<b>including</b> 20:2 38:9	<b>intern</b> 34:12	<b>jog</b> 56:15	
<b>ideal</b> 27:23	<b>incorporated</b> 8:6	<b>intersection</b> 11:2 15:9 19:14	<b>Judd</b> 50:20	
<b>ideas</b> 49:13	<b>increase</b> 9:15	<b>intersections</b>	<b>Julie</b> 6:8,11,16, 22,24 14:12 15:10,12 20:14 21:22 26:4 33:3 38:25 44:20,22 50:17 55:18	
<b>IDOT</b> 40:9,24 41:2				
<b>iffy</b> 36:14				
<b>II</b> 48:3,8				
<b>ill-timed</b> 35:1				



50:9 52:22,25	35:19	longer 38:3	36:11,15 37:5	median 14:10
large 40:18 47:21	lie 47:12 49:6	looked 17:6 34:11	38:10,17,18	17:10 19:24
last-minute 5:24	life 37:3	Lord 53:24	41:24 42:7,12	37:23 47:17
Lastly 29:17 36:8	Lifetime 33:22	lost 44:15	43:17,19,20	48:17,20,21
late 20:11,13 43:2 53:13	light 36:23 38:19	lot 5:10,12,18 8:13,14,15	45:3 51:1 53:4	meet 17:24 49:10
launched 8:12	lighting 12:2	10:25 11:7,9,16	54:17 56:15,17, 18	meeting 8:21 26:16,17,20,23 27:3,17 28:4,5, 10,15 29:25
layer 15:21	lights 47:4	16:22 25:13	makes 36:13 37:3 48:25	33:9 34:24
leader 33:15	limit 12:17	27:3 32:10 34:5	making 18:1 21:23 22:14	35:18 43:12
learn 5:9 45:17	lined 47:1	42:10 43:21,22	24:3 28:24 42:7 52:19	44:5 52:4,9 53:10 57:21
learned 28:4,5 39:15	lines 48:18	46:19 56:1,3	MALE 31:1 54:22	meetings 8:19 28:12,16 35:17 56:23
leave 12:25 24:20 37:23 39:19 42:17,20 43:17	lining 47:4	lots 36:23 48:17	map 31:10	Meijer 45:5,9
led 26:25	list 7:6 25:1 28:11,16 50:18	loud 24:1	maps 18:5	member 28:21
left 13:14,25 14:8 17:5 19:21 22:8 23:23	listen 33:2	love 28:2	March 5:17 28:10 31:10	Menards 45:9 53:20,22 54:2, 12 55:16
43:14,15,17,19, 20 45:13 48:18, 25 49:24 54:2 55:25 56:3,9, 10,14,15,18,23	listened 7:4 43:13 56:22	lovely 37:22	43:12 44:5 49:20 52:9	mention 7:20
left-turn 14:2, 11 19:14 23:22	listening 31:18 32:13 51:19,20	M	Marion 39:15	mentioned 11:12 14:15
lefts 13:1	listens 33:9	made 8:8 10:12 23:17 33:14	mark 27:5	17:1 24:17 27:2 28:16 43:1 56:20 57:10
legal 5:19 22:2, 3	live 5:11 8:16 29:16 33:5 38:4,16,17 39:7 40:13,24 41:6, 23 42:21 44:19 46:7,10 50:10, 20 52:11 53:7 55:7,12 57:4	23:14 35:19,21, 23,24 42:6 44:6 45:6 46:19 48:19 54:7 55:25 56:2,23	materials 9:10	matters 30:23 32:23
legislative 26:22	lived 34:4 38:5 39:10,11 42:15, 25 53:17 55:22	mail 20:3,20 24:21 41:13	Mccormick 6:21,23 30:16, 18 31:2,25	Mcdonald's 45:10,14 53:24 55:16
length 46:13	lives 31:8	main 24:4 48:23	Merrimac 39:11	Meadows 47:25
letters 14:23	living 37:2 55:11	mainline 22:9	meshes 16:8	meaning 11:8
letting 20:11	local 16:2	maintain 13:8 48:10	messed 45:16	means 34:11
level 9:25 14:22 39:24 40:1,3	located 8:8	maintained 20:4	met 49:19	measure 10:1
levels 14:21 40:2,15	location 18:20	maintaining 19:18 20:1	Mickley 39:11	measured 40:2
library 21:8	locations 12:18 17:21 18:7,10,17 19:6 22:7 40:4	maintenance 12:1,2 19:15	microphone 31:1	measurement 10:17
	long 40:23 45:23	major 13:15 19:19 40:4	Middle 11:7 14:2 43:6 47:17 51:12 52:15	measurement s 40:1
		make 20:19,20 22:15,17 24:2, 18,24 27:14 28:17 29:1,23	mile 46:17,21 50:4	media 7:21,22 21:19
			miles 18:13 46:13	



<b>mind</b> 27:4	<b>moved</b> 38:8,10 43:1	50:13	<b>older</b> 11:13	29:6
<b>minimal</b> 18:14	<b>movement</b> 22:19 41:19	<b>noise</b> 9:9 39:20,24,25 40:1,2,3,5,9,11, 14,25 41:10	<b>one-and-a-half</b> 50:5	<b>overwhelmingly</b> 27:3
<b>minimize</b> 17:14	<b>movements</b> 22:18,23	<b>non-environmental</b> 32:21	<b>one-mile</b> 48:9	<hr/> <b>P</b> <hr/>
<b>minute</b> 36:18	<b>moving</b> 15:6 19:15 27:14 43:4	<b>Norma</b> 53:22 54:6	<b>one-to-one</b> 49:11	<b>p.m.</b> 10:12 15:3
<b>minutes</b> 38:2,3	<b>multiple</b> 22:7 24:18,24	<b>normal</b> 11:11 41:11	<b>ongoing</b> 20:4 39:5 41:19 42:13	<b>Pack</b> 6:19 25:3, 7 26:7,8,10,16, 24 28:18 30:12, 20 55:1
<b>missed</b> 6:25 23:3 52:4 54:18	<hr/> <b>N</b> <hr/>	<b>north</b> 12:14 19:7 42:22 47:9,13 55:22 56:6,10,12	<b>online</b> 20:22	<b>pages</b> 34:9
<b>Mission</b> 23:22, 24 36:21	<b>name's</b> 5:4 57:4	<b>northbound</b> 50:3	<b>open</b> 16:12,15 24:15 33:18 34:2 48:5,17	<b>paid</b> 54:13
<b>mistake</b> 53:18 54:15,16	<b>names</b> 33:15	<b>noted</b> 28:20 46:12	<b>opens</b> 15:2	<b>pain</b> 38:24
<b>mixes</b> 40:6	<b>Nana</b> 37:16	<b>notes</b> 55:21 56:6	<b>operate</b> 10:11	<b>paint</b> 54:12
<b>model</b> 40:5 41:1	<b>narrow</b> 36:16 41:25	<b>notifying</b> 28:3	<b>operation</b> 9:16	<b>pandemic</b> 8:14
<b>moderator</b> 8:1	<b>National</b> 8:24	<b>nuisance</b> 41:10	<b>opinion</b> 30:22	<b>paper</b> 20:20
<b>Modern</b> 8:2 33:13	<b>natural</b> 9:2,5	<b>number</b> 8:11 13:23 42:14 46:11 49:5	<b>opportunities</b> 8:11	<b>parallel</b> 12:14
<b>modernization</b> s 15:13	<b>necessitating</b> 19:9	<b>numbers</b> 10:20 31:6	<b>opportunity</b> 12:20 22:4 43:18	<b>parcel</b> 23:6 41:4,6
<b>modernize</b> 9:17	<b>needed</b> 9:13 17:24 18:2 19:4 52:1	<hr/> <b>O</b> <hr/>	<b>opposing</b> 22:13	<b>parcels</b> 18:4 23:6
<b>modernrockville.com</b> 21:5,18	<b>neglected</b> 34:8	<b>Observations</b> 42:6	<b>option</b> 13:6,24 14:5,17,19,24, 25 15:8 41:17	<b>parents'</b> 56:2
<b>modifying</b> 22:11	<b>neighbor</b> 38:8	<b>occur</b> 13:10	<b>options</b> 13:25 21:24 22:6 30:6	<b>parking</b> 42:10
<b>mom</b> 53:22	<b>neighborhood</b> 33:6 39:13,22, 24 42:16 44:19 46:22 47:1,14, 19 48:8,16 49:1,9 51:21 52:10	<b>office</b> 27:11 28:7	<b>orange</b> 17:20	<b>Parkway</b> 12:10 32:9
<b>moment</b> 14:13	<b>neighbors</b> 25:14,21 30:12 55:6	<b>officer</b> 44:25	<b>order</b> 7:8 19:3	<b>part</b> 5:9 7:13,16 11:14 17:12 20:24,25 21:23 23:11,13,21 35:16,20 36:1,3 43:13 44:9
<b>money</b> 51:25	<b>NEPA</b> 8:25	<b>officers</b> 36:24	<b>ordinary</b> 37:1	<b>participated</b> 11:18
<b>monitoring</b> 27:12	<b>Ness</b> 26:21	<b>offices</b> 21:9	<b>originally</b> 23:5	<b>participating</b> 11:19
<b>morning</b> 34:10	<b>newbie</b> 34:5	<b>officials</b> 6:12, 18 25:1 32:5	<b>originate</b> 35:3	<b>partnership</b> 28:9
<b>mornings</b> 10:9 50:14	<b>Nice</b> 46:4	<b>Ohio</b> 56:16 57:5,11	<b>outlet</b> 49:2	<b>passes</b> 39:21
<b>Morris</b> 47:12	<b>night</b> 40:23		<b>outlets</b> 16:17	<b>passing</b> 48:20
<b>motoring</b> 28:22			<b>outletted</b> 16:21	<b>past</b> 7:5 8:11 11:20 34:23 38:20 54:14
<b>motorist</b> 48:23			<b>output</b> 32:16	
<b>motorists</b> 49:1			<b>outreach</b> 8:13 20:6	
<b>move</b> 6:4 12:13 41:8,15			<b>overwhelming</b>	



<b>path</b> 15:17 17:3 18:21 49:15	<b>pipe</b> 11:13,15	<b>preferred</b> 8:7 13:6 14:8,10	21 25:11 27:4,8 29:7 32:2 33:15 34:25 35:8,10, 11,21 39:4 46:11,24 47:15 48:13 49:6,22 50:3,6,9 51:25	42:8,12
<b>pavement</b> 12:2 13:8	<b>place</b> 28:12 34:2 36:13 39:7,11	<b>preliminary</b> 23:4	<b>projected</b> 14:21	<b>purpose</b> 9:11, 12,15 28:1
<b>paying</b> 50:12	<b>places</b> 12:18	<b>presentation</b> 5:21 6:9 7:1,24 8:1,4 20:15 21:3,21 24:14 25:8 26:12 28:21 30:5 33:17	<b>projects</b> 5:9,10 16:2,3 23:15 49:4	<b>pushing</b> 19:23 36:15
<b>Peak</b> 39:7	<b>placing</b> 23:20	<b>pretty</b> 18:13 19:20 30:9 44:24 54:21,22	<b>promise</b> 53:21	<b>put</b> 22:6 29:4 38:18 44:9 50:24 56:5
<b>Peay</b> 39:1 44:21,23	<b>Plainfield</b> 54:6	<b>previous</b> 14:17,19 35:17	<b>properties</b> 9:8 16:24	<b>putting</b> 7:13 16:10 23:2,10
<b>pedestrian</b> 9:24 11:25 13:12	<b>plan</b> 23:4 46:3, 4 54:20	<b>previously</b> 21:25	<b>proposed</b> 18:8 48:14	<hr/> <b>Q</b> <hr/>
<b>pedestrians</b> 9:19 15:17	<b>planning</b> 25:12 33:13 48:8	<b>private</b> 16:23	<b>proposing</b> 16:17 24:10 37:13	<b>quantity</b> 40:18
<b>people</b> 6:3 8:15 12:6 20:16 27:21 29:16,23, 25 32:7 34:5 36:11,17 37:10 39:14 41:6,23 42:2,4 43:3 45:12,20 46:14 52:7,9,13,19, 21,24 53:6,15, 19 56:20	<b>plans</b> 23:18 24:5,7 48:14 52:5	<b>problem</b> 43:14 57:18	<b>protect</b> 41:4	<b>question</b> 27:5 35:16
<b>percent</b> 13:17 14:17,18 56:24	<b>playing</b> 7:1 36:17	<b>problems</b> 44:4 49:9 50:15 56:25	<b>provided</b> 8:14, 18 20:21	<b>questions</b> 20:25 21:1 32:17
<b>perform</b> 17:25	<b>Pluckebaum</b> 7:25 20:14	<b>procedure</b> 40:10	<b>public</b> 5:8,10, 16,19 6:12,18 8:3,12,20,21,22 9:4 11:16,19 12:22 20:6,8, 10,16,17 21:3,8 24:16,25 25:19 27:12,24 28:16, 22 50:19	<b>quick</b> 43:22 56:14
<b>permanent</b> 17:16 18:9,10 23:8 31:8	<b>pocket</b> 55:21	<b>proceeding</b> 34:25	<b>publicly</b> 24:22	<b>quickly</b> 6:4
<b>perpetuate</b> 12:20	<b>point</b> 18:8 24:5,6 44:15 45:3 46:3 54:15	<b>PROCEEDING</b> <b>S</b> 5:1	<b>pull</b> 42:9 43:7, 8,20 51:11 52:23 54:1,8	<hr/> <b>R</b> <hr/>
<b>person</b> 25:2	<b>Police</b> 36:24	<b>process</b> 5:19 8:6,23,24 11:19 27:14	<b>purchase</b> 19:4	<b>racetrack</b> 38:5
<b>personal</b> 25:17	<b>Policy</b> 8:25	<b>professional</b> 15:11 36:25 37:2	<b>purchases</b>	<b>Raceway</b> 8:9 26:15 35:5 36:3,6 45:15
<b>phase</b> 19:25 20:6,8	<b>pop</b> 52:6	<b>professionalis m</b> 27:16		<b>railroad</b> 47:11
<b>phases</b> 19:19	<b>porch</b> 51:6	<b>project</b> 6:5 8:4, 8,12,24 9:4,9, 11,20 11:15,17 12:9 14:12 15:2,11,18,25 16:1,4,5 17:12, 15,20 18:12 19:16 20:5 21:4,11,15,16, 17 23:3,11,16,		<b>railway</b> 33:25
<b>phone</b> 54:14	<b>porches</b> 49:15			<b>raise</b> 5:25 30:5, 6
<b>pick</b> 38:22	<b>portion</b> 8:22 35:9			<b>raised</b> 47:17 48:21
<b>pick-up</b> 20:3 29:20	<b>positive</b> 13:17 27:7			<b>ranch</b> 48:3
<b>pictures</b> 34:11 43:24	<b>positively</b> 50:7			<b>range</b> 11:2
<b>piece</b> 33:24	<b>post-world</b> 48:7			<b>ranging</b> 40:11
	<b>posted</b> 22:3 33:13			<b>read</b> 56:5
	<b>Potential</b> 40:5			<b>reading</b> 27:10
	<b>potentially</b> 16:23 20:13			<b>ready</b> 28:14 57:20
	<b>Powerpoint</b> 5:15 7:18			<b>Reagan</b> 32:9 40:21 54:3,4
	<b>prefer</b> 14:4			



<b>real</b> 34:13 36:14	<b>remove</b> 48:13	<b>respect</b> 32:24	<b>road</b> 8:2,9,10 10:10,15,24 11:1,6 12:15,16 15:3 16:5 18:25 19:6,7,15 22:25 23:1,17 25:11 26:15 29:10,17 31:7,9,13 32:12 33:6,21 34:6 36:6 38:18,20 39:9,21,22,23 40:9,14,20,22 41:11,23 42:14, 23 43:1,2,21 44:2 45:18,19 46:10,17,18,19, 20,21,25 48:1,4 49:2,17,18,22, 24 50:1,11,15, 16,21 52:12 53:17,25 55:9, 23,25 56:3,4, 10,16,18,19 57:5	<b>Ronald</b> 32:9 40:21 54:3,4
<b>realize</b> 53:23	<b>Renee</b> 6:19 25:3,7 26:7 33:8 55:1	<b>respected</b> 31:16	<b>Roade</b> 40:11	<b>room</b> 18:6,19 34:6
<b>realized</b> 52:6	<b>repeat</b> 39:23 45:1	<b>respond</b> 32:15	<b>roads</b> 5:11 10:10	<b>roundabouts</b> 12:11
<b>rear-end</b> 50:16	<b>replaced</b> 11:14,15 50:4	<b>responded</b> 32:22	<b>roadway</b> 11:23 13:4,8 16:10, 14,18 35:3 46:22 47:5	<b>route</b> 57:13
<b>reason</b> 33:9	<b>replacement</b> 15:22 55:2	<b>response</b> 32:15 51:13	<b>rocks</b> 51:4	<b>ruin</b> 44:8
<b>receive</b> 20:10 28:13	<b>replacing</b> 15:16	<b>responses</b> 11:21	<b>Rockville</b> 8:2,9 12:15,16 25:11 26:15 29:10,17 31:7,9 32:12 33:6,14 34:6 38:18 39:9,21 40:9,11,20,22 41:10,23 42:14, 22 43:1,20 44:2 46:10,20,21 47:10 48:4 49:2,16 50:1, 11,21 52:12,17, 18,25 53:7,16, 17 55:9,23,25 56:3,4,11,19	<b>running</b> 15:1 19:21 40:8 56:20
<b>received</b> 11:21 28:7	<b>report</b> 47:24	<b>rest</b> 55:3	<b>Rockwood</b> 41:1	<b>runs</b> 8:9
<b>recommended</b> 12:9	<b>reporter</b> 7:11 24:22 26:6 39:19	<b>restaurants</b> 57:8	<b>rode</b> 37:11	<b>rush</b> 10:12
<b>reconsider</b> 47:15,16,17	<b>represent</b> 25:21 26:13 30:13 48:1	<b>restricted</b> 22:14		
<b>record</b> 5:23 22:2 26:12 28:17 29:5 30:9 32:1 35:17 53:13	<b>representation</b> s 48:7	<b>Restricting</b> 48:25		<hr/> <b>S</b> <hr/>
<b>recorded</b> 5:23 7:13	<b>representative</b> 25:20 26:7,10, 16,24 28:18 30:12,20 39:18	<b>results</b> 40:10		<b>safely</b> 41:16 43:11
<b>recording</b> 7:15 24:23	<b>representative</b> s 35:22 39:3 49:10	<b>resurfaced</b> 34:7		<b>safer</b> 54:17
<b>records</b> 27:7	<b>request</b> 23:14 24:12	<b>retired</b> 40:13		<b>safety</b> 9:15 10:17 12:3 14:7 36:10 41:21 43:6,7,8,16 48:21 57:1
<b>red</b> 11:7 17:19 43:24 44:4	<b>request</b> 23:14 24:12	<b>retirement</b> 23:25 39:8		<b>samples</b> 12:5
<b>reduce</b> 13:16 14:7,16 29:3 32:6	<b>requests</b> 27:7	<b>review</b> 34:10, 14		<b>sat</b> 34:11 49:17
<b>reduced</b> 14:16	<b>reserve</b> 28:18 30:11	<b>revolve</b> 46:10		<b>schedule</b> 24:6
<b>referred</b> 8:25	<b>residence</b> 31:8	<b>revolved</b> 46:19		<b>school</b> 10:2, 10,15 11:1,6 16:5 18:24,25 19:6,7,15 22:5, 6,20,25 23:17 31:11 33:21,25 35:19 36:23 38:19 39:9,22 40:20 44:1,7,8 46:17,18,19,20, 25 47:3 48:1 49:22,24 50:15 52:18 53:4,25 56:16,18 57:5
<b>refining</b> 20:9	<b>residential</b> 34:3 39:21,23 40:15 41:9,11, 22 42:17 47:1, 8,19 48:10 51:23 56:21	<b>RHGNA</b> 44:25		<b>schools</b> 39:12
<b>regular</b> 36:13	<b>request</b> 23:14 24:12	<b>rid</b> 56:25		<b>scrap</b> 55:13
<b>rehashing</b> 52:8	<b>requests</b> 27:7	<b>ridiculous</b> 51:8		<b>scrape</b> 51:25
<b>reiterate</b> 36:8	<b>reserve</b> 28:18 30:11	<b>right-hand</b> 28:23 29:22 50:24		<b>screen</b> 13:24 21:13 43:22
<b>related</b> 8:2 9:3, 4,20 21:15	<b>residents</b> 31:11,15,21 32:4,24 33:11	<b>right-of-way</b> 9:8 16:24 17:15,16,17,18, 20,21,22 18:4, 7,9,11,14,17 19:5,9 23:5,8		
<b>relative</b> 34:5	<b>resolve</b> 9:14	<b>right-turn</b> 19:12,13		
<b>remember</b> 6:20 49:16		<b>risk</b> 52:16		
<b>remind</b> 5:16				



<b>screenshot</b> 28:6	<b>shop</b> 45:9	<b>signed</b> 5:20 7:7 39:18 50:18	<b>south</b> 12:14 19:1,11 23:7 47:13 56:8,11, 13,18	<b>stated</b> 34:23 41:22
<b>section</b> 6:7 9:7 14:8 16:11,13, 25 17:2,9 31:13 34:25 35:3 36:8 46:22 47:20 48:6	<b>shopping</b> 35:4,7 45:5,12 51:22	<b>Sigsbee</b> 18:21 50:22	<b>southbound</b> 50:2	<b>statement</b> 33:14
<b>sections</b> 13:4, 21,22	<b>short-term</b> 42:7	<b>similar</b> 12:9 15:3	<b>southern</b> 26:14	<b>statements</b> 20:19
<b>segments</b> 10:24	<b>shoulder</b> 14:3 16:12 41:9,15, 24 42:1,7,11	<b>simple</b> 43:17	<b>southside</b> 47:10	<b>states</b> 40:25
<b>select</b> 27:24	<b>shoulders</b> 41:16	<b>sister</b> 44:12	<b>space</b> 18:2	<b>station</b> 19:10 42:8,11
<b>selection</b> 27:18,19	<b>show</b> 10:12 11:11 14:22,24 20:23 21:13 29:7 42:19 49:21 53:13	<b>sit</b> 54:23	<b>spaces</b> 48:5	<b>status</b> 20:5
<b>semis</b> 36:22	<b>showed</b> 11:22 14:24 44:5 52:14	<b>sites</b> 21:19	<b>speak</b> 7:9,10, 15 24:21 25:19 26:5 27:11 57:3	<b>stay</b> 21:16 39:13
<b>Senate</b> 26:14 30:14	<b>showing</b> 5:8 48:18,19	<b>situated</b> 48:22	<b>speaker</b> 7:6 50:17	<b>staying</b> 57:25
<b>senator</b> 25:20 26:12 30:19	<b>shown</b> 11:6	<b>situation</b> 15:3	<b>Special</b> 26:19	<b>stepping</b> 25:25
<b>sense</b> 45:21 52:14	<b>shows</b> 11:5 15:6 17:2	<b>situations</b> 51:13	<b>species</b> 9:7	<b>stewards</b> 32:18
<b>separate</b> 35:8	<b>shut</b> 53:21	<b>six-inch</b> 37:21	<b>spend</b> 32:25	<b>stop</b> 28:1 36:22 38:20 47:4 57:7
<b>servant</b> 25:20	<b>side</b> 17:4 19:1, 7,11,21,22,25 23:1 36:16 37:12 47:5 49:1	<b>six-lane</b> 47:15	<b>spoke</b> 37:8	<b>stoplight</b> 56:19 57:6
<b>service</b> 10:1 14:21,23 20:3 38:5 41:12,13 42:8,10	<b>sideroad</b> 22:13	<b>slide</b> 9:12 14:22 33:16	<b>Spring</b> 56:7	<b>stoplights</b> 47:3,13
<b>services</b> 5:5 41:14	<b>sideroads</b> 22:10	<b>slides</b> 43:21 44:5	<b>Springport</b> 42:22	<b>stopped</b> 41:18
<b>set</b> 22:1	<b>sides</b> 47:2	<b>sliver</b> 19:1	<b>Springs</b> 56:8,9	<b>stops</b> 42:7
<b>sewer</b> 16:22	<b>sidewalk</b> 15:18 16:19 17:4 19:4 22:25 23:1,9,15,18,20	<b>slope</b> 17:24	<b>square</b> 29:3	<b>storage</b> 18:23
<b>shaking</b> 37:16	<b>sign</b> 6:14 7:9 38:20	<b>slow</b> 29:1 41:24 42:3 43:18 52:21 57:8	<b>stable</b> 39:13 47:19	<b>store</b> 45:5
<b>shape</b> 41:20	<b>signal</b> 22:12, 21,22	<b>slowing</b> 28:24	<b>stage</b> 24:7	<b>stores</b> 31:14 51:22
<b>share</b> 25:10 27:10	<b>signalized</b> 22:4,10	<b>small</b> 18:11 29:14 33:24	<b>stakeholder</b> 5:5 8:13,19	<b>storm</b> 16:22
<b>sheet</b> 21:14	<b>signals</b> 12:6 15:15	<b>smart</b> 53:6	<b>stand</b> 5:22 30:13	<b>story</b> 53:21
<b>sheets</b> 24:11		<b>soapbox</b> 53:15	<b>standards</b> 9:19	<b>straight</b> 22:2
<b>shifting</b> 19:20		<b>social</b> 21:19	<b>start</b> 34:17 49:5	<b>streams</b> 9:6
<b>Shiloh</b> 9:23 11:12 15:23 35:9		<b>solution</b> 42:16	<b>started</b> 5:15 6:9 7:17	<b>street</b> 12:2 33:6 34:13 36:19,20 43:19 47:2,10,12 53:8 54:3 56:17 57:5,11
<b>shit</b> 54:5		<b>solutions</b> 33:10	<b>starting</b> 20:12	<b>streets</b> 12:14, 15 36:16 47:5 49:2
		<b>solve</b> 56:24	<b>state</b> 26:6,12, 13 30:14 36:24 48:2 51:25	<b>stressed</b> 54:10
		<b>solving</b> 43:13		
		<b>sons</b> 39:12		
		<b>sooner</b> 24:13		
		<b>sounds</b> 40:12		



<b>stretch</b> 48:9	<b>system</b> 16:22	<b>thinking</b> 53:19 54:1	<b>totally</b> 34:8 53:10	23 19:3 22:15, 16 23:23 28:23, 25 29:1 41:24 42:11 43:14,15 44:9 49:21,24 50:24 51:8,12 53:24 54:9,13 55:25 56:7,9, 10,12,15,17,19
<b>strip</b> 33:18 44:1,7 47:8	<b>T</b>	<b>thought</b> 6:24 29:4 44:14	<b>touch</b> 21:16	<b>turn-lane</b> 16:5
<b>strong</b> 11:22, 24 12:3	<b>table</b> 39:25 40:1,10 44:18	<b>thoughts</b> 25:17 26:1 30:22	<b>tow</b> 36:24	<b>turned</b> 42:24
<b>structure</b> 15:20,21	<b>takes</b> 38:1	<b>threatened</b> 9:6	<b>town</b> 35:24,25	<b>turning</b> 22:9 36:20,21 52:22 53:2
<b>study</b> 35:12, 13,14 40:25	<b>taking</b> 17:22 18:10,11 25:9 28:12 29:12 51:8 52:15	<b>Thurman</b> 6:11, 16,22,24 14:13 15:10,12 21:22 26:4 33:3 38:25 44:20,22 50:17 55:18 57:2,19	<b>Township</b> 21:7 39:12	<b>turnout</b> 5:13 57:24
<b>stupid</b> 51:14	<b>talk</b> 15:12 55:19 57:20	<b>tie</b> 23:20	<b>tracks</b> 47:11	<b>turns</b> 22:8,13 43:17,19,20 45:14 48:19,25 51:1 54:2 56:3, 23
<b>style</b> 48:4	<b>talked</b> 37:21	<b>time</b> 6:6 7:12 15:6 21:25 25:10,18 32:25 34:6 37:9 40:16 44:11 45:13 48:2 49:10 51:5 53:3 54:10 55:3	<b>traffic</b> 9:15 10:13 12:13,19 13:9 14:9,25 15:6,15 17:7 19:16,18,21,22, 23,25 29:23 32:6,11 35:7, 12,14 36:15 38:19 39:14,20, 24 40:9,11,17, 21,22,25 41:15, 17,18,19 42:1 43:11 45:6 50:7,12,13 51:3,11 52:20 57:9	<b>TV</b> 37:9
<b>subdivision</b> 47:24,25	<b>talking</b> 25:15 32:19 33:1 51:1 52:7	<b>timed</b> 38:4	<b>traffic's</b> 46:1	<b>two-</b> 43:2
<b>submit</b> 29:25 35:10	<b>tasked</b> 26:16	<b>timeline</b> 20:5	<b>trail</b> 16:19	<b>two-lane</b> 13:21
<b>successful</b> 32:2	<b>team</b> 6:5 26:11 27:15 47:15	<b>times</b> 34:7,24 36:20 40:22 42:9,24 43:7 45:7 51:13 55:24 56:1	<b>training</b> 57:15	<b>Tyler</b> 26:20
<b>successfully</b> 41:21	<b>technical</b> 40:13	<b>timing</b> 12:7 22:12	<b>Transfer</b> 46:12 49:7	<b>typical</b> 16:25
<b>suggest</b> 34:13	<b>Telling</b> 32:5	<b>titled</b> 46:11	<b>trash</b> 20:3 29:20 41:12	<b>U</b>
<b>suggested</b> 35:20	<b>temporary</b> 17:16,18,21,22 18:4,7	<b>today</b> 8:3,8,21 25:15 27:12 40:19	<b>travel</b> 13:5,24 14:4,5,25 15:7 29:18 35:8,15 41:8 42:3,5	<b>U-EY</b> 53:4 54:1, 7
<b>suggestions</b> 49:14	<b>ten</b> 45:6	<b>tonight</b> 5:7 6:18 7:22 10:21 24:14,20 26:2, 11 27:18 30:2, 3,5,24 38:3 52:5 55:4,6 57:7,17	<b>Transfer</b> 46:12 49:7	<b>U-TURN</b> 22:3, 7,15,18 38:17, 18
<b>summer</b> 37:15	<b>Tenth</b> 47:10	<b>told</b> 37:10	<b>trail</b> 16:19	<b>U-TURNS</b> 22:1,2,3,4,11, 19 36:11,13 52:19 57:17
<b>support</b> 25:22 27:4 29:6,8	<b>Terry</b> 57:4	<b>total</b> 18:12	<b>training</b> 57:15	<b>U.S.</b> 8:2,9 12:10 22:9 23:23
<b>supposed</b> 28:9	<b>thankful</b> 30:21		<b>Transfer</b> 46:12 49:7	<b>unable</b> 46:2
<b>surface</b> 15:21 16:19	<b>Tharp</b> 33:4 39:2,7		<b>trash</b> 20:3 29:20 41:12	<b>underneath</b> 34:15
<b>surgery</b> 55:2	<b>that'll</b> 9:18 11:18		<b>travel</b> 13:5,24 14:4,5,25 15:7 29:18 35:8,15 41:8 42:3,5	<b>understand</b> 27:23 33:9 40:8,24 43:23
<b>surprised</b> 49:19	<b>There'll</b> 15:19		<b>traveled</b> 29:14	
<b>surrounds</b> 35:4	<b>thing</b> 23:21 26:4 29:5 30:23 43:4 44:19 48:16 49:18 57:7		<b>treat</b> 31:12,13	
<b>survey</b> 23:2 29:12	<b>things</b> 27:2 28:20 29:21 32:10 39:16 43:14,23 44:3		<b>truck</b> 40:17,21 42:6,9	
<b>surveyed</b> 40:5			<b>trucks</b> 36:24 42:14 51:10	
<b>surveys</b> 11:20 29:7 30:24 31:3			<b>true</b> 38:13	
<b>switch</b> 19:23			<b>turn</b> 6:8 12:18, 21 13:14 15:10 17:5,7,11 18:18,19,20,22,	

<b>understanding</b> 21:25	<b>voices</b> 32:23	<b>weeks</b> 29:25 30:2 55:2,8	<b>wrong</b> 33:20 35:1 40:16 42:16 45:20 53:3
<b>undesirable</b> 10:6	<b>volume</b> 40:18, 22	<b>weight</b> 29:15	
<b>UNIDENTIFIE</b>	<b>volumes</b> 14:9	<b>west</b> 8:10 33:24,25 39:8 49:6 50:4	<hr/> <b>Y</b> <hr/>
<b>D</b> 6:15 31:1 37:7 38:13 44:16 46:8 54:4,21,22	<hr/> <b>W</b> <hr/>	<b>west-sider</b> 53:18	<b>yard</b> 38:11 50:22,23,25 51:3,5 57:6
<b>updated</b> 24:11	<b>wait</b> 22:22 41:17 42:11 43:8,9	<b>Westlake</b> 35:18	<b>year</b> 10:8 40:7
<b>updates</b> 7:3,19 15:15	<b>walking</b> 36:17 49:15	<b>wetlands</b> 9:6	<b>years</b> 34:2,4, 19,20 39:11 40:5 42:25 49:13 54:14 55:23 56:1
<b>updating</b> 24:5	<b>wall</b> 51:18	<b>wide</b> 57:1	<b>years-plus</b> 47:23
<b>UPS</b> 41:14	<b>Walton</b> 33:5 36:20,22 53:8	<b>wide-open</b> 43:5	<b>yellow</b> 11:8 43:25 48:18
<b>utilities</b> 34:22	<b>wanted</b> 5:7 6:12,17 12:6, 13,17,19 28:17 29:4 37:11 45:22 46:3 53:12 57:24	<b>widen</b> 15:20 50:6 51:15	<b>you-all</b> 28:5
<b>utilize</b> 17:11 41:15,23	<b>wanting</b> 24:2	<b>widened</b> 43:3 50:23	<hr/> <b>Z</b> <hr/>
<b>utilizes</b> 40:22	<b>War</b> 48:3,7	<b>wider</b> 17:10	<b>Zimmerman</b> 26:22 28:11
<b>utilizing</b> 40:20	<b>Warehouse</b> 40:21	<b>William</b> 52:4 54:5,23,24	
<hr/> <b>V</b> <hr/>	<b>warehousing</b> 40:18	<b>Wilson</b> 6:19	
<b>vacation</b> 27:21	<b>watch</b> 51:9	<b>wiping</b> 43:15	
<b>validate</b> 40:10	<b>watched</b> 39:12,13 50:13	<b>woo-hoo</b> 52:25	
<b>values</b> 10:25 11:5	<b>watching</b> 28:20	<b>word</b> 25:22	
<b>vans</b> 29:20	<b>water</b> 16:9,23	<b>words</b> 55:4,5,7	
<b>vehicle</b> 40:6	<b>Wayne</b> 21:7 39:12	<b>work</b> 8:16 10:1 11:16 23:19 25:10 32:3 41:20 45:18 56:1	
<b>vehicles</b> 29:19 40:8 42:6 51:10	<b>ways</b> 24:18	<b>worked</b> 24:9	
<b>vehicular</b> 41:13	<b>website</b> 7:2 21:4,11,18 33:14	<b>working</b> 7:4,16 16:8 19:24	
<b>versus</b> 11:23 16:11	<b>week</b> 40:23 51:4	<b>works</b> 26:21	
<b>video</b> 7:24 21:2,21 24:17	<b>weekend</b> 27:20	<b>World</b> 48:3	
<b>view</b> 21:5,19	<b>weekly</b> 41:12	<b>worse</b> 9:22 10:4,16 13:9,11 45:7,25	
<b>Virgil</b> 33:4 38:25 39:2,6		<b>worth</b> 45:18	
<b>virtual</b> 8:1		<b>writing</b> 30:24	
<b>visit</b> 44:12 55:8		<b>written</b> 21:15	
<b>vocal</b> 33:7			





## Public Comments

Des. No. 1800035, 1800037, 1900340, 1900341, 2002284

July 6, 2023 Public Meeting



**July 6, 2023 - INDOT Public Meeting- Modern Rockville**

**I understand the reason for this meeting is to hear alternative solutions to the issues concerning the residents that will be impacted by this project.**

**I would like to begin by addressing a glaring error in the planning document posted on the Modern Rockville website and a statement made by the new project leader at the May 8 meeting. Both state this section has open ditches and no drainage infrastructure. The area referred to in this project does NOT have open ditches with no drainage. The only stretch of this roadway with open ditches is a small area west of the CSX bridge to the bridge west of Country Club Road. The remaining roadway detailed in this project has curbs and drainage built into the roadway. I have lived here for 36 years and over that time Rockville Road has been resurfaced and drainage neglected causing your "desktop review" to be false. Your engineers have obviously not walked this area (other than a person taking pictures) to know what the true state of the structure is. I recommend a 'boots on the ground' review be made prior to any final plans.**

**As I have stated in the past (many, many, many times) I believe proceeding with this project is very ill advised and totally wrong. The congestion and crash issues you say you are trying to solve do not originate in this section of roadway. The congestion surrounds the shopping and commercial corridor from Ronald Reagan Parkway to Avon Ave. I know there is a separate project to add travel lanes to that portion just as you have done to the section from Raceway Road to Ronald Reagan. I submit that the project be completed, and a new traffic/crash study be performed prior to initiating the 'Modern Rockville' project. I believe you will find substantial differences in your data which will render your current approach of making 6 high speed travel lanes through a residential area both unnecessary as well as dangerous to the residents.**

**In conclusion I want to reiterate what you have and will be hearing from others tonight. Taking away the center turn lane and adding a concrete median to the center of stretch of roadway will cause an enormous safety debacle. You will be forcing people to make U-turns at the limited breaks within the concrete median and at the stoplights. U-turns are inherently dangerous and will cause way more crashes and more of those crashes will result in more than fender-bender collisions. You will also be pushing traffic onto the narrow side streets within the neighborhood where children are playing, residents are walking their dogs, and visiting with neighbors. This added traffic on our neighborhood streets will destroy our neighborhood and your project will result in a blighted area where property values will plummet, and tax dollars will disappear.**

**Carol Barker -** [REDACTED]



# INDOT PUBLIC Comment Form

Name: JOE ETTER

Email: [REDACTED]

Address: 7029 JACKSON ST.

Phone: [REDACTED]

INDPLS IN 46241

### PLEASE CHECK ALL THAT APPLY

- I work along Rockville Road/U.S. 36
- I live along <sup>SOUTH OF</sup> Rockville Road/U.S. 36
- I don't live or work along Rockville Road/U.S. 36, but I am interested in the project
- I own a business along Rockville Road/U.S. 36
- I travel along Rockville Road/U.S. 36 frequently

### How often do you typically travel along Rockville Road/U.S. 36?

- Several times a day
- 3-5 times per month
- Daily
- Monthly
- 3-5 times per week
- A few times a year

### INDOT PUBLIC COMMENT

Do you feel informed about the Modern Rockville project? *Circle your answer.* **YES** **NO**

Have you previously submitted comments on the Modern Rockville plans? **YES** **NO**

*Circle your answer.*

### Comments for public record

THIS PROJECT WILL ADVERSELY AFFECT PROPERTY VALUES  
OF THE PEOPLE WHO LIVE ON ROCKVILLE ROAD. INDOT  
SHOULD PAY FAIR MARKET VALUE TO THE PROPERTY  
OWNERS. IN 15 YEARS, YOU WILL BE DOING  
THIS AGAIN, BUT THEN YOU WILL WANT 8 LANES.



Written comments may be submitted in person or by mail within the comment period to  
 David Pluckebaum of Corradino LLC, 200 S. Meridian St., Suite 330, Indianapolis, IN 46225.  
 Comments can also be emailed to [dpluckebaum@corradino.com](mailto:dpluckebaum@corradino.com).





# INDOT PUBLIC Comment Form

Name: Charles W Farmer

Email: \_\_\_\_\_

Address: 6520 Rockville Road

Phone: [REDACTED]

## PLEASE CHECK ALL THAT APPLY

- I work along Rockville Road/U.S. 36
  I own a business along Rockville Road/U.S. 36  
 I live along Rockville Road/U.S. 36
  I travel along Rockville Road/U.S. 36 frequently  
 I don't live or work along Rockville Road/U.S. 36, but I am interested in the project

### How often do you typically travel along Rockville Road/U.S. 36?

- Several times a day
  Daily
  3-5 times per week  
 3-5 times per month
  Monthly
  A few times a year

## INDOT PUBLIC COMMENT

**Do you feel informed about the Modern Rockville project?** Circle your answer. YES  NO

**Have you previously submitted comments on the Modern Rockville plans?** YES  NO

Circle your answer.

### Comments for public record

I feel like everything about the project is not what the residents want. The area is residential not commercial, the residents don't want the fiasco that was produced in Avon for a commercial area. We watched for 3 years the building of the project by a firm that was not really committed to getting the project done in a timely fashion or working to keep the traffic and the project moving along safely. You never knew in advance with signage what the flow pattern would be on a daily basis. I worked road construction when I was younger and we keep the projects moving on a daily basis.



Written comments may be submitted in person or by mail within the comment period to David Pluckebaum of Corradino LLC, 200 S. Meridian St., Suite 330, Indianapolis, IN 46225.

Comments can also be emailed to [dpluckebaum@corradino.com](mailto:dpluckebaum@corradino.com).



# INDOT PUBLIC Comment Form

Name: Greg Katter

Email: [REDACTED]

Address: 8754 Trumpeter Dr  
Indianapolis IN 46234

Phone: [REDACTED]

## PLEASE CHECK ALL THAT APPLY

- I work along Rockville Road/U.S. 36
  I own a business along Rockville Road/U.S. 36  
 I live along Rockville Road/U.S. 36
  I travel along Rockville Road/U.S. 36 frequently  
 I don't live or work along Rockville Road/U.S. 36, but I am interested in the project

## How often do you typically travel along Rockville Road/U.S. 36?

- Several times a day
  Daily
  3-5 times per week  
 3-5 times per month
  Monthly
  A few times a year

## INDOT PUBLIC COMMENT

Do you feel informed about the Modern Rockville project? Circle your answer. **YES** NO

Have you previously submitted comments on the Modern Rockville plans? **YES** NO

Circle your answer.

### Comments for public record

1. Plans still ignore Biolife Drive Near Kroger @ Country Club
2. Complete lack of pedestrian Crossing infrastructure between High School and Girls School.
3. Has project needs been evaluated if only Do improvements at Country Club, Girls School, and High School? Safety concerns and improved flow may be met.



Written comments may be submitted in person or by mail within the comment period to David Pluckebaum of Corradino LLC, 200 S. Meridian St., Suite 330, Indianapolis, IN 46225. Comments can also be emailed to [dpluckebaum@corradino.com](mailto:dpluckebaum@corradino.com).



# memo

## Company name

To: Indiana Department of Transportation (INDOT)  
 From: Virgil Tharp, 6455 Peak Place, Indianapolis IN 46214  
 CC: RHGNA Neighborhood Association & Summit Place West HOA  
 Date: July 6, 2023  
 Re: Public Comments for the Modern Rockville Road project

## Comments: FHWA Traffic Noise Abatement Criteria

Rockville Road (US36) passes thru a Residential Neighborhood from High School Road to Girls School Road. The criteria for traffic noise level per Table 1, FHWA Noise Abatement Criteria (NAC) is 67 dBA for Residential Area. Per Table 2, Existing Noise Level Measurement Locations (Appendix 1-19) measured noise levels taken May 11, 2021 exceeded the 67 dBA acceptable noise level at six (6) measurement locations out of the nine (9) noise meter locations. Potential Noise Level Model for future years is based on Design Hourly Volumes (DHV) and vehicle fleet mixes for the year 2045. The INDOT *Traffic Noise Analysis Procedure*, Table 3, TNM Validation Results, traffic noise from Rockville Road (US 36) ranged from 65.3 dBA to 74.7 dBA. The current roadway noise measurement is either at the high end or exceeds acceptable 67 dBA noise level criteria.

- Great concern for truck traffic volume when a large quantity of distribution warehousing is constructed or being built utilizing Rockville Road to access via Girls School Road and Ronald Regan Parkway for truck traffic access.
- Warehouse truck traffic volume utilizes Rockville Road at all times over a day, seven days per week.
- INDOT Noise Abatement study states that traffic noise abatement modeled for the existing Rockwood Apartments and was determined not to meet INDOT criteria for "feasibility". If current traffic noise exceeds acceptable 67 dBA, then why not incorporate noise abatement criteria in the project scope.
- Great concern with the noise criteria study when shoulders are being converted to throughfare traffic lanes. This criterion is placing the source of traffic noise closer to residential structures.

Rockville Road (US 36) is the only access for normal residential activities. This includes weekly trash service, vehicular mail delivery service, and Amazon/UPS/FEDEX delivery. These normal residential activities are conducted by stopping on the existing shoulders. Additionally, the current shoulders provide safe deceleration and acceleration from residential driveways to right hand travel lanes. The proposed design will replace the shoulder (breakdown lane) with a traffic lane.

- Great concern regarding the safety for normal residential services being conducted in a traffic lane. This especially means that traffic will either follow the service vehicles or maneuver around stopped vehicles.
- Great concern regarding the safety of residential access to driveways when deceleration and acceleration must be done in a travel lane.
- Great concern about the conversion of the breakdown lane to a travel lane. Observations have been made of truck vehicles making short term stops on the shoulder (breakdown lane) to make purchases at the service station convenience store.





# INDOT PUBLIC Comment Form

Name: Linda Turk Email: \_\_\_\_\_  
 Address: 10911 Rockville Rd. Phone: \_\_\_\_\_

**PLEASE CHECK ALL THAT APPLY**

- I work along Rockville Road/U.S. 36
- I live along Rockville Road/U.S. 36
- I don't live or work along Rockville Road/U.S. 36, but I am interested in the project
- I own a business along Rockville Road/U.S. 36
- I travel along Rockville Road/U.S. 36 frequently

**How often do you typically travel along Rockville Road/U.S. 36?**

- Several times a day
- Daily
- 3-5 times per month
- Monthly
- 3-5 times per week
- A few times a year

**INDOT PUBLIC COMMENT**

**Do you feel informed about the Modern Rockville project?** *Circle your answer.* YES NO  
**Have you previously submitted comments on the Modern Rockville plans?** YES NO  
*Circle your answer.*

**Comments for public record**

I live on Rockville Rd. Our ~~area~~; we  
have paper delivered mail Trash Pickup  
deliveries, also you turn that into a  
travel lane, it will be difficult to get  
into our drive way. Plus how will we  
be able to turn ~~if~~ if you change that.



Written comments may be submitted in person or by mail within the comment period to David Pluckebaum of Corradino LLC, 200 S. Meridian St., Suite 330, Indianapolis, IN 46225. Comments can also be emailed to [dpluckebaum@corradino.com](mailto:dpluckebaum@corradino.com).



# INDOT PUBLIC Comment Form

Name: RON TARK Email: \_\_\_\_\_  
 Address: 6911 Rockville Road Phone: \_\_\_\_\_  
6909 Rockville Road

### PLEASE CHECK ALL THAT APPLY

- I work along Rockville Road/U.S. 36
- I live along Rockville Road/U.S. 36
- I don't live or work along Rockville Road/U.S. 36, but I am interested in the project
- I own a business along Rockville Road/U.S. 36
- I travel along Rockville Road/U.S. 36 frequently

### How often do you typically travel along Rockville Road/U.S. 36?

- Several times a day
- Daily
- 3-5 times per week
- 3-5 times per month
- Monthly
- A few times a year

### INDOT PUBLIC COMMENT

Do you feel informed about the Modern Rockville project? *Circle your answer.* YES **NO**

Have you previously submitted comments on the Modern Rockville plans? YES **NO**  
*Circle your answer.*

### Comments for public record

MAIL TRASH pickup ENTRE IN my home,

---

---

---

---

---

---

---

---

---

---



Written comments may be submitted in person or by mail within the comment period to David Pluckebaum of Corradino LLC, 200 S. Meridian St., Suite 330, Indianapolis, IN 46225. Comments can also be emailed to [dpluckebaum@corradino.com](mailto:dpluckebaum@corradino.com).

From: Brad Houston <[REDACTED]>  
Sent: Friday, July 21, 2023 6:01:12 PM  
To: Tom Spalding <[REDACTED]>  
Subject: Re: Us36

Thank you. At this late point, I'm choosing to repeat my concerns to you directly. My wife, Jill, and I have owned the property at 8853 Rockville Rd. for 33 years. It has served as a dental practice for the past (almost) 30 years. I appreciate the attempt to increase safety along the corridor, but am concerned with the restricted access to our dental practice that the proposed medians will create. This barrier will undoubtedly decrease access to our practice--particularly to our elderly and disabled patients. In fact, I feel it will create a more dangerous situation for those patients accessing our practice from the East, necessitating a left turn. I worked with a civil engineer to address these concerns. I previously submitted my comments, as requested. I received no feedback from this survey. I received very little advance notice of the recent July 6 meeting (I had made prior plans on this date and was out of town).

The information made available subsequent to the July 6 meeting was extremely limited.

I would appreciate the opportunity to have our consulting engineer add input to your proposed plan.

Thank you,

Brad Houston

**From:** [REDACTED]

**Date:** July 21, 2023 at 6:37:05 PM EDT

**To:** Dave Pluckebaum [REDACTED] Tom Spalding

**Subject:** Re: Modern Rockville - Comment

One more comment, if I may.

Presuming the project moves forward, when it comes time to do the work, get in, do the work efficiently and continuously, don't disappear for months with the road left in a horrific state, and get out. This comment is based on observation of the work on Rockville between Target and Bridgeport. That project has taken far too long. One excuse was days due to utilities so please do the advance planning and research and coordination needed to avoid similar issues on this stretch.



## Traffic Related Comments

Sub Topic	Comment Numbers	General Comment(s)	Response
US 36/Rockville Road	CF-6, CF-24, PC-2, PC-21, PC-22, PC-32, PC-33, PC-35	Additional lanes on Rockville Road are not needed because traffic congestion is only around the traffic signals.	The added travel lanes will significantly increase the capacity of the signalized intersections and the corridor, which will improve traffic operations and progression throughout the corridor. (Appendix I-82 to I-85). The added travel lanes alternative (preferred) provides better-performing traffic operations than the displaced left intersections alternative, which focuses on signalized intersection improvements.
	CF-15, CF-20, EL-9, PC-4, PC-9, PC-17, PC-22, PC-23, PC-34, PC-37	Additional lanes on Rockville Road will cause more traffic congestion.	The added travel lanes will significantly increase the capacity of the signalized intersections and the corridor, which will improve traffic operations and progression through the corridor. (Appendix I-82 to I-85).
	CF-7, EL-1, EL-14	Additional lanes on Rockville Road will reduce traffic congestion on Rockville Road and adjacent streets.	The added travel lanes will significantly increase the capacity of the signalized intersections and the corridor, which will improve traffic operations and progression through the corridor. (Appendix I-82 to I-85).
	CF-2, CF-19, CF-20, CF-25, CF-26, CF-27, EL-2, EL-4, EL-9, PC-2, PC-23, PC-28, PC-32	The loss of a road shoulder will impede delivery trucks, mail, and trash services.	The roadway shoulder is not designed for commercial parking purposes. Per Chapter 45 of the Indiana Design Manual a shoulder is defined as “the portion of the roadway contiguous with the travelled way for accommodation of a stopped vehicle, for emergency use...” Within the Indianapolis metropolitan area there are numerous examples of state and local roads with adjacent property driveway access that have curbs along the outside travel lane instead of shoulders.
	CF-11, EL-2, PC-4, PC-21, PC-23	Questions on the validity of traffic studies based on the dates.	To avoid the unrealistically low traffic volumes that would have occurred if traffic data for the project were collected during the COVID 19 pandemic, traffic data from prior to the pandemic was utilized and grown to the future 2045 design year volumes, utilizing growth rates from the Indianapolis Metropolitan Planning Organization’s regional travel demand model.



	CF-20, CF-21, EL-2, EL-3, PC-17, PC-21, PC-30	Delay the project until completion and traffic changes from the added travel lanes project in Hendricks County or Ronald Reagan Expressway project.	The western terminus at Raceway Road also serves as the eastern terminus for a separate US 36 roadway improvement project (lead Des. 1601072) that is currently being constructed and includes improvements at the U.S. 36 intersection with Raceway Road. Although these projects share a common terminus, each project satisfies its own purpose and need regardless of the completion of the other. Neither project addresses the traffic and safety deficiencies within the other project's corridor. Current construction of Des. 1601072 does not predetermine the alternative analysis and selection of the preferred alternative for the subject project, nor predetermine the alternatives for other projects. This project can function properly and address the purpose and need without the need for other projects, based on the termini chosen. The subject project's preferred alternative was determined due to the predicted congestion benefit in the Engineering Assessment Report for this corridor (Appendix I-81) with input from public questionnaires specific to this portion of US 36 in Marion County (Appendix G-29).
	CF-21, PC-30	Congestion and crash issues originate on US 36 west of the project area.	Traffic operation improvement west of the project area has been identified as an independent purpose and need and does not address traffic issues in this portion of US 36 in Marion County (refer to response for "Delay the project until completion and traffic changes from the added travel lanes project in Hendricks County or Ronald Reagan Expressway project.") Information regarding forecasted congestion and delay is presented in the Purpose and Need section of the environmental document, public presentations (Appendix G-46 and G-58) and the Engineering Assessment Report (Appendix I-72 to I-101).
Adjacent Streets	CF-1, CF-3, CF-15, CF-20, CF-21, EL-3, EL-4, EL-5, EL-6, EL-7, PC-4, PC-5, PC-10, PC-17, PC-19, PC-20, PC-22, PC-30, PC-39	Concern that additional lanes on Rockville Road will worsen traffic in adjacent neighborhood streets.	Improvements to areas outside the project area are beyond the scope of the Modern Rockville project. Improved traffic operations on US 36 are expected to reduce the need for US 36 traffic to utilize neighborhoods as shortcuts.

## Safety Related Comments

Sub Topic	Comment Numbers	General Comment(s)	Response
Vehicle Safety	CF-19, CF-21, CF-25, EL-2, EL-8, EL-9, EL-10, EL-11, EL-12, PC-2, PC-18, PC-23, PC-28, PC-30, PC-32	Additional lanes or removal of shoulders on Rockville Road will cause more crashes.	As typical for INDOT projects such as the subject project, RoadHAT software was used to analyze the existing crash history within the study area. Crash data was obtained from the Automated Reporting Information Exchange System (ARIES) that contains information from the original crash reports. RoadHAT generates an index of crash frequency (Icf) and index of crash cost (Icc). All of the signalized intersections and all of the corridor segments (except one) between signalized intersections had higher than anticipated Icf and Icc values than expected for this type of facility, when comparing to statewide average. Safety of the existing facility (the do nothing alternative) is a concern and is part of the project's Purpose and Need. RoadHAT analyzes historic crash data but does not predict future crash activity. As typical for INDOT projects such as the subject project, FHWA's Interactive Highway Safety Design Model (IHSDM) was used to predict the safety and operational effects of geometric design alternatives. Design data, including cross-sectional geometry, is an input for IHSDM. For this project, IHSDM predicts the preferred alternative will reduce the total number of crashes, from the base year (2025) to the design year (2045), by 865 (38.1%) when compared to the do nothing alternative. The displaced left intersections alternative would not have added travel lanes. While IHSDM analysis (Appendix I-197 and I-231) predicts the displaced left intersections alternative will reduce total crashes when compared to the do nothing alternative, it is predicted to not reduce total crashes as much as the preferred alternative.
	CF-1, CF-2, CF-6, CF-18, CF-19, EL-10, EL-11, EL-12, EL-13, PC-2, PC-3,	Additional lanes on Rockville Road will not address higher traffic speed.	The preferred alternative speed limit will be the same as the existing speed limit, 45 miles per hour.

	PC-4, PC-5, PC-9, PC-10, PC-11, PC-22, PC-26		
	CF-7, EL-1	Removal of median lane and shoulders will improve safety.	This comment is consistent with the IHSDM analysis performed as part of this project. (Refer to response for “Additional lanes or removal of shoulders on Rockville Road will cause more crashes” above.)
	CF-21, PC-2, PC-30, PC-33, PC-35, PC-37	Removal of the median lane and addition of a concrete median will decrease safety.	IHSDM analysis performed as part of this project indicates that the preferred alternative is projected to decrease crash frequency. (Refer to response for “Additional lanes or removal of shoulders on Rockville Road will cause more crashes” above.) The concrete median is expected to reduce the frequency of head-on and broadside collisions. Raised medians are common throughout the Indianapolis metropolitan region. The Indiana Design Manual provides guidance on how to incorporate raised medians into a project.
	CF-15, EL-6, EL-7, PC-5, PC-10, PC-19, PC-20, PC-22, PC-23, PC-30	Safety concerns in adjacent streets from increased traffic.	Improvements to areas outside the project area are beyond the scope of the Modern Rockville project. Improved traffic operations on US 36 are expected to reduce the need for US 36 traffic to utilize neighborhoods as shortcuts.
	CF-21, EL-8, EL-10, EL-11, EL-12, EL-13, PC-2, PC-17, PC-30, PC-31, PC-37	U-turns will be dangerous	U-turns are legal in Indiana unless specifically posted as no U-turns allowed. The US 36 eastbound and westbound left turn lanes will operate on a protected phase only, meaning that a green left turn arrow will be provided while the opposing through traffic will have a red ball and will be stopped. Also, the northbound and southbound minor road approaches will have a no right on red condition. This will allow eastbound and westbound US 36 motorists to make left turns or U-turns in a protected operation.
	PC-36	We have two boulders in the front yard to keep traffic out of it – if those boulders are removed a car crash will hit my porch or house.	The added right-turn lane at this property is expected to increase safety for right turns into Sigsbee Street. This turn lane and the multi-purpose pathway north of it are both being constructed entirely within existing INDOT ROW. New permanent ROW is being purchased at this property, but construction within the new

			ROW is limited to grading to accommodate the multi-use pathway. See Appendix B-144 for plan sheets.
Emergency Response	CF-4, CF-13, CF-15, EL-6, EL-7, EL-10, EL-11, EL-12, PC-10, PC-11, PC-15, PC-18, PC-20, PC-36, PC-40	Raised medians or lack of roadside shoulders on Rockville Road will inhibit emergency response times.	The raised medians have been designed to be “mountable” by emergency vehicles.
	PC-20	Concern about impact on accessibility to fire hydrants.	Roads with curbs along the outside travel lane, and fire hydrants behind the curb line, are common in the Indianapolis metropolitan area.
Crash Data	CF-6, CF-21, PC-2, PC-4, PC-18, PC-21, PC-22, PC-30, PC-35	Crash data do not justify safety improvements.	As typical for INDOT projects such as the subject project, RoadHAT software was used to analyze the existing crash history within the study area. Crash data was obtained from the Automated Reporting Information Exchange System (ARIES) that containing information from the original crash reports. RoadHAT generates an index of crash frequency (Icf) and index of crash cost (Icc). All of the signalized intersections and all of the corridor segments (except one) between signalized intersections had a higher than anticipated Icf and Icc values than expected for this type of facility when comparing to statewide average. Safety of the existing facility (do nothing alternative) is a concern and part of the projects Purpose and Need.
Pedestrian Safety	CF-10, CF-11, CF-20, EL-1, EL-13, PC-1, PC-4, PC-8, PC-10, PC-11, PC-19	Safety concerns for sidewalk or bike lanes.	Pedestrian and bicycle mobility and safety will be maintained or upgraded to ADA standards as is required by projects using federal funding. No pedestrian facilities currently exist along this corridor, with the exception of a 1300-foot segment east of Transfer Drive on the north side of US 36. The project will result in improvements to pedestrian mobility, including new sidewalk and a multi-use path.
	CF-10, CF-17, CF-20, CF-24, PC-8, PC-10	Safety concerns for pedestrian crossing. Support or concerns about pedestrian mobility.	No pedestrian facilities currently exist along this highway corridor, with the exception of a 1300-foot segment east of Transfer Drive

			on the north side of US 36. A new north-south pedestrian crossing will be added on the east side of Raceway Road.
Safety During Construction	CF-16, CF-23, EL-17, PC-26	Maintain clearly defined lanes and safe and timely maintenance of traffic during construction.	During the construction phase of this project, INDOT will have a project supervisor to fulfill compliance with lane markings and traffic configuration phasing as designated in Maintenance of Traffic plans (Appendix B-25 to B-90).

### Environmental Related Comments

Sub Topic	Comment Numbers	General Comment(s)	Response
Pedestrian Access	CF-5, CF-11, PC-4, PC-35	Opposition to a bike path/sidewalk near homes.	Pedestrian and bicycle mobility and safety will be maintained or upgraded to ADA standards as is required by projects using federal funding.
Residential Property	CF-5, CF-9, CF-15, EL-14, PC-3, PC-7, PC-8, PC-9, PC-13, PC-36, PC-38	Concerns about loss of property	The project requires approximately 0.207 acre of permanent right-of-way (ROW) adjacent to US 36 from residential and commercial properties. The project also requires approximately 0.366 acre of temporary ROW adjacent to US 36 from residential and commercial properties. ROW acquisition is primarily for driveway reconstruction and occurs in two major areas – a section between Coronado Road and the East Fork of White Lick Creek and another section between Girls School Road and High School Road. Only 0.146 acre of temporary residential (lawn and driveway) ROW will be used for this project and no permanent residential ROW will be acquired.
	CF-5, CF-21, CF-22, EL-1, EL-3, EL-6, EL-7, EL-10, EL-11, EL-12, EL-13, PC-1, PC-3, PC-5, PC-7, PC-8, PC-9, PC-13, PC-19, PC-22, PC-30	Concerns about property value	There is no definitive evidence that this project will increase or decrease property values. Right-of-way acquisition has been minimized. Total pavement width has also been reduced to a maximum of 3 feet wider than the existing pavement width.



	CF-9, CF-15, EL-4, EL-8, PC-7, PC-8, PC-36	Concerns about roadway being closer to property	Roadway pavement will be placed within the existing right-of-way (ROW). Additional ROW acquisition is primarily for driveway reconstruction and occurs in two major areas – a section between Coronado Road and the East Fork of White Lick Creek and another section between Girls School Road and High School Road. ROW is minimized where possible by utilizing slightly narrower lane width (11 feet instead of 12 feet) for left and center travel lanes and by converting the paved shoulder with open ditch drainage to a curb and gutter with a closed drainage system. These techniques keep the total roadway width to approximately 3 feet wider than the existing roadway width.
	CF-2, CF-4, CF-17, CF-26, CF-27, EL-8, EL-9, EL-13, PC-2, PC-8, PC-9, PC-10, PC15, PC-22, PC-26, PC-35	Access to/from residential property	Improved traffic operations are expected to maintain adequate access to properties while reducing the need for US 36 traffic to utilize neighborhoods as shortcuts. The project solicited input from the public regarding where median gaps should be placed (Appendix G-29 to G-35). Sufficient access for properties and services are expected to continue after project completion.
Business Access	CF-17, EL-15, EL-16, PC-15, PC-17	Access to/from business property	Improved traffic operations are expected to maintain adequate access to properties while reducing the need for US 36 traffic to utilize neighborhoods as shortcuts. The project solicited input from the public regarding where median gaps should be placed (Appendix G-29 to G-35). Sufficient access for properties and services are expected to continue after project completion.
Noise Pollution	CF-25, EL-4, EL-10, EL-11, EL-12, PC-32	Concerns about more noise pollution with the proposed added travel lanes.	This project was subject to INDOT’s FHWA-approved 2011 <i>Traffic Noise Analysis Procedures</i> . A noise report was prepared and approved by INDOT for this project. Noise abatement has not been found to be feasible based on the need for interrupted sections (due to driveways and intersections) which render noise barriers unable to meet the minimum 5.0 dBA reduction required (Appendix I-27 to I-29).
Air Quality	PC-12	The project will cause the use of more gas.	This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic (MSAT) concerns. As such, this project will not result in changes in traffic volumes,

			vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative. Moreover, Environmental Protection Agency (EPA) regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES2014 model forecasts a combined reduction of over 90 percent in the total annual emissions rate for the priority MSAT from 2010 to 2050 while vehicle-miles of travel are projected to increase by over 45 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.
Drainage	CF-11, EL-1, EL-13, PC-1, PC-18, PC-23	Drainage is a problem along and adjacent to the Rockville Road corridor.	The project includes hydraulics analysis and design that is being reviewed by INDOT. INDOT will apply for all necessary Marion County drainage permits.
	PC-3	Drainage is not a problem along and adjacent to the Rockville Road corridor.	The project includes hydraulics analysis and design that is being reviewed by INDOT. INDOT will apply for all necessary Marion County drainage permits.
Public Notice	CF-10, EL-10, EL-11, EL-12, EL-16, PC-9, PC-28	Complaint about notification for the public meeting.	Notice of the public hearing was published in the Indianapolis Star beginning February 22, 2023 and accessible on indystar.com, the INDOT District website, and the project website beginning February 22, 2023. Notice was published in social media (e.g. Twitter, Facebook) beginning January 31, 2023. Notice for the second public hearing was published in the Indianapolis Star beginning June 21, 2023 and accessible on indystar.com, the INDOT District website, and the project website beginning June 21, 2023. Notice was published in social media beginning June 23, 2023.
Availability of Environmental Document	PC-9, PC-16	Complaint about availability of the public document.	The environmental documentation and preliminary design information were available to view at the following locations: 1. The Wayne Branch of the Indianapolis Public Library, located at 198 S. Girls School Road, Indianapolis, IN 46231. 2. INDOT District Office, 32 S Broadway St, Greenfield, IN 46140.

			3. INDOT District Office, 300 N. Crawfordsville, IN 47933. The environmental document and other information on the project was available online through the project sponsor’s website, <a href="https://www.modernrockville.com">https://www.modernrockville.com</a> . In addition, the public could contact INDOT via a toll-free number, 855-INDOT4U (468-6848).
--	--	--	--

**Design Related Comments**

Sub Topic	Comment Numbers	General Comment(s)	Response
Lane Configurations	CF-3, CF-4, CF-13, CF-18, CF-19, CF-20, CF-21, EL-4, EL-5, EL-13, EL-15, PC-2, PC-3, PC-10, PC-12, PC-17, PC-18, PC-19, PC-20, PC-22, PC-23, PC-28, PC-30, PC-31, PC-33, PC-34, PC-35, PC-37, PC-38	Opposition to the removal of the median two-way left turn lane (TWLTL) and replacement with a raised median.	The current annual average daily traffic (AADT) for the corridor is greater than 35,000 vehicles per day (VPD). When the mainline traffic volume is high, vehicles turning left from the adjacent properties to access the mainline use the center TWLTL as a refuge and make the movement in two steps instead of one, which is undesirable from a safety standpoint. Chapter 46 of the Indiana Design Manual discusses TWLTL use and states “For an AADT greater than 25,000, a raised median may be more appropriate. For a 6-lane highway, a raised median is recommended.”
	CF-2, CF-3, CF-4, CF-13, CF-26, EL-4, EL-5, EL-8, EL-13, EL-14, PC-2, PC-3, PC-10, PC-11, PC-15, PC-17, PC-20, PC-23, PC-31, PC-33, PC-34, PC-35	Concerns regarding loss of left turns in or out of driveways.	See comment for “Opposition to the removal of the median two-way left turn lane (TWLTL) and replacement with a raised median” above. See also comments for “U-turns will be dangerous” in the Safety Related Comments or “Concerns about where U-turns will occur and legality of U-turns” in Design Related Comments.
	CF-11, PC-16, PC-31	Concerns about narrower lanes.	New right-of-way (ROW) is minimized where possible by utilizing slightly narrower lane width (11 feet instead of 12 feet) for left and center travel lanes. This is allowed per the Indiana Design Manual for this type of facility.
	CF-1, CF-6, CF-8, CF-19, CF-21, EL-3, EL-8, EL-9, EL-10, EL-11, EL-12, EL-13, PC-1, PC-2, PC-3, PC-4, PC-5, PC-9, PC-16,	Prefer four lanes to six lanes	The added travel lanes will significantly increase the capacity of the corridor, which will improve traffic operations (Appendix I-82 to I-85).

	PC-21, PC-22, PC-28, PC-30, PC-34, PC-35		
	CF-7, EL-1, EL-14	Prefer six lanes to four lanes	The added travel lanes will significantly increase the capacity of the corridor, which will improve traffic operations (Appendix I-82 to I-85).
	EL-13, PC-35	The area needs better striping of the existing roads.	Any of the roadway improvements proposed in this project will be striped to current INDOT standards.
Traffic Operation	CF-3, CF-20, CF-21, EL-8, EL-10, EL-11, EL-12, EL-13, EL-15, PC-2, PC-17, PC-30, PC-31	Concerns about where U-turns will occur and legality of U-turns.	U-turns are legal in Indiana unless specifically posted as no U-turns allowed. The US 36 eastbound and westbound left turn lanes will operate on a protected phase only, meaning that a green left turn arrow will be provided while the opposing through traffic will have a red ball and will be stopped. Also, the northbound and southbound minor road approaches will have a no right on red condition. This will allow eastbound and westbound US 36 motorists to make left turns or U-turns in a protected operation.
Access	EL-8, EL-9	Driveways should be widened for access in and out.	Driveway entrances will be reconstructed as part of this project to meet current INDOT standards for this type of facility. Temporary ROW acquisition is primarily for driveway entrance reconstruction.
Alternatives and Design Suggestions	CF-18, PC-24, PC-25	Consider plans for two diversionary routes.	Improvements to areas outside the project area are beyond the scope of the Modern Rockville project.
	EL-5	Need for a traffic signal at Heather Drive	A traffic signal at this location will not be included in this project.
	CF-11, PC-12	Need for improvements at Rockville Road and Washington Street.	Improvements to areas east of the project area are beyond the scope of the Modern Rockville project.
	CF-4, CF-13, PC-10, PC-12, PC-15, PC-20	Access concerns at Mission Drive and the Summit Place West apartments.	A dedicated eastbound left turn lane at Mission Drive is being added to the proposed improvements included in the preferred alternative.

	PC-5, PC-23	Girl's School Road needs improvements.	Improvements to Girl's School Road beyond the US 36 intersection are beyond the scope of the Modern Rockville project.
	CF-24	Plans ignore Biolife Drive near Kroger at Country Club Road	Plan sheets which include the reconstruction of the drive at Country Club Road leading to BioLife Plasma Services are found in Appendices B-18, B-72, and B-151.
Survey	CF-21, PC-2, PC-30	Belief that survey did not occur. Questions about open ditches and drainage infrastructure.	Notice of survey was issued beginning on January 14, 2020 (Appendix G-2). Survey information and site visits by qualified professionals were used to produce plan sheets of the project area (Appendix B-8 to B-211), the Waters of the U.S. Report (Appendix F), threatened and endangered species coordination (Appendix C-18 to C-41) and other components of the environmental investigation and design. Roadside ditches were identified within the Waters of the U.S. Report (Appendix F-13 to F-16) and drainage detail plans are in Appendix B-123 to B-153.



## Miscellaneous Comments

Sub Topic	Comment Numbers	General Comment(s)	Response
	CF-12, CF-14, CF-18, PC-21	Reference to the submission of previous comments.	Thank you for participation in the public comment process.
	CF-14, EL-16, PC-36	Concern that previous comments were not adopted.	Thank you for participation in the public comment process. Stakeholder meeting presentation materials are in Appendix G-43 to G-75. During stakeholder meetings, the public shared concerns about potential impacts that road improvements would have on the residential character of Rockville Road between Girls School Road and I-465, including vehicle speeds and turn movements for private driveways. Project team members answered questions and the public offered a variety of solutions including alternatives for major intersections such as dual left-turn lanes and roundabouts. The potential solutions were fully considered and weighed equally with other forms of public input in the refinement and selection of the preferred alternative. See the <a href="#">Public Information Meetings</a> section of Part I Public Involvement (pages 2-3) of the Categorical Exclusion document for more information.
	CF-21, PC-30	The reason for the hearing is to hear alternative solutions to the issues concerning the residence that will be impacted by this project.	The stated purpose of the public hearing is to offer all interested person an opportunity to comment on the Draft Categorical Exclusion (CE) for the roadway and bridge improvements on U.S. 36 (Rockville Road) from Raceway Road to the I-465 southbound ramps. (Appendix G-79). Details on the alternative selection may be found in the Project Description (Preferred Alternative) section of the CE and the Engineering Assessment Report (I-72 to I-101).
	PC-9, PC-28, PC-29	Online survey results should be weighted differently based on local or nonlocal residency.	The purpose of this project is to improve traffic operations and increase safety on U.S. 36. INDOT's commitment to these purposes must extend to both local and commuting members of the public. Therefore, no comment is treated differently based on geography.