

I-65 and US 52 Interchange Improvement Project  
(Des. No. 2200176)  
Public Hearing Comment Summary and Responses– June 17, 2024

Public Comments			
Comment No.	Name/ Organization/ Comment Date	Comment	Response
1	Thomas Melville June 3, 2024 (website and emailed comment)	I have spoken to INDOT and Structurepoint and it seems my comments have fallen on deaf ears. I am a retired State Police Officer and was a founding father, if you will, for Indiana's IN-TIME initiative. This initiative worked with all First Responders to help them "Work together in the sandbox" again. The main thrust of our initiative was, and still is, to keep traffic moving with the least amount of interference. This US52 & I-65 new interchange, to assist Eli Lilly with their additional traffic, is going to strangle I-65 traffic in the Lebanon area when there is an incident on I-65 north of Milepost 141. Currently Law Enforcement can detour traffic onto US52 northbound by blocking I-65NB lanes with no additional manpower. Southbound I-65 traffic, when detoured, can drive south on US52 and exit right back onto I-65 with no Law Enforcement manpower. When you build this new interchange and close exit 141 Law Enforcement will need at least 4 additional officers to direct traffic at your new interchange to get traffic through your new maze. Once you take this Milepost 141 interchange away we will NEVER get it back. I would ask for INDOT and Structurepoint to examine another alternative interchange that has never been presented, and I think the cost would be significantly cheaper and provide a better solution. I have no issue with the new interchange. My complaint is the closing of the US52 exit at Milepost 141.	<p>The existing I-65/US 52 interchange is being removed because it would be too close to the proposed I-65 northbound exit ramp and the I-65 southbound entrance ramps, which would cause potential conflicts between merging and diverging traffic. Although this access point will be removed, a new improved access point will be provided at the new interchange north that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52.</p> <p>Additionally, the aging infrastructure at the existing I-65/US 52 interchange has structural concerns and does not meet current design standards, which results in sight distance issues. Rebuilding the existing interchange to correct these issues, as well as long-term maintenance of this interchange location in addition to the new interchange north, would significantly increase cost. Non-local drivers would also likely experience confusion due to the presence of two separate US 52 interchanges, especially with one interchange only providing partial access.</p> <p>As noted in the Purpose and Need section of the Alternative Analysis in Appendix A of the approved EA, level of Service (LOS) is a scale (A through F) which classifies operating conditions of roads. In general, the operating conditions of roads are considered acceptable if found to operate at LOS D or better. Currently, the I-65/US 52 interchange operates at a LOS B and is expected to continue to have an acceptable LOS in 2025 under existing conditions. However, the increase in traffic volumes after 2025 is expected to result in a portion of the existing I-65/US 52 interchange to operate at an unacceptable LOS. By 2035, the I-65 northbound (NB) off-ramp to US 52 is anticipated to operate at a LOS F (unacceptable) in</p>

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			<p>the AM peak hours and will continue to operate at a LOS F in 2045. Although not an unacceptable LOS, the I-65 southbound (SB) on-ramp from US 52 is anticipated to operate at a LOS D in the PM peak hours in 2035, which is the minimum acceptable LOS. By 2045, a decreasing trend in the LOS is apparent with the I-65 SB on-ramp from US 52 anticipated to operate at a LOS D in both the AM and PM peak hours.</p> <p>The new interchange will be a Diverging Diamond Interchange (DDI), which is a type of interchange in which the two directions of traffic on a non-highway road cross to the opposite side on both sides of a bridge. When entering the DDI, drivers cross over to the left side of the bridge, guided by signals, signs and pavement markings. DDIs are designed to be safer, more efficient and more cost effective than traditional diamond interchanges.</p> <p>The DDI accommodates high volumes of left turns at signalized interchanges by eliminating the need for left-turn phase signals. On the non-highway crossing road, traffic crosses over from the right side to the left side of the road at the ramp terminals. Two-phase traffic signals are installed at the crossovers. Once on the left side of the road, vehicles can turn left onto highway ramps without stopping and without conflicting with through traffic.</p> <p>More information on DDIs can be found at:</p> <ul style="list-style-type: none"><li>• <a href="https://www.in.gov/indot/traffic-engineering/diverging-diamond-interchange/">https://www.in.gov/indot/traffic-engineering/diverging-diamond-interchange/</a></li><li>• <a href="https://safety.fhwa.dot.gov/intersection/crossover/">https://safety.fhwa.dot.gov/intersection/crossover/</a></li></ul> <p>Specifically, the new I-65/US 52 interchange is designed to primarily facilitate the flow of traffic to/from I-65 and US 52. I-65 traffic has a 2-lane exit ramp toward the DDI. At the DDI, there are dual left-turn lanes for vehicles turning to head westbound on US 52. Continuing along US 52 westbound</p>
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			<p>through the DDI, there is a Green-T intersection to the west with two (2) free-flowing lanes for the westbound thru movement. US 52 eastbound traffic (toward I-65 southbound) at the DDI has a 2-lane, free-flowing entrance ramp onto I-65 southbound. This free-flow condition is similar to the existing interchange. Additionally, the new interchange is intended to benefit all users in the area. Drivers who specifically use the movements to/from I-65 and US 52 may have to stop for a very short period of time in the future compared to now, but this allows full access to/from I-65 for all drivers instead of the existing partial access that is only beneficial to those traveling in the currently available directions. The new interchange also is anticipated to have an acceptable LOS compared to the unacceptable LOS anticipated in the future for the existing interchange.</p> <p>In the event of a crash on I-65 with traffic for I-65 northbound detouring via the new interchange, the 2-phase signal operations of the DDI can be manually operated by an officer to hold/extend green for the northbound-to-westbound movements such that vehicles will not have to stop when going through the interchange. Traffic for I-65 southbound detouring via the new interchange will be able to maintain the free-flowing conditions that exist today.</p> <p>Thank you for your comment.</p>
2	Jennifer Reagan June 17, 2024 (website comment)	While I understand the desire to “upgrade” the existing 52 exit and entrance with a new one north of 300 N to allow for northbound re-entry to 65, its current design is awful. I can currently exit 65 and enter 52 AT SPEED and with crossing of any other traffic lanes. It is the perfect way to transition from a 3 lane interstate to a 2 lane highway. No stoplight, roundabout or double diverging diamond will EVER be better than the current flyover ramp. Taking away the flyover and making me decelerate, sit at a light of some sort, turn, and get back up to speed is going to cost me gas	The existing I-65/US 52 interchange is being removed because it would be too close to the proposed I-65 northbound exit ramp and the I-65 southbound entrance ramps, which would cause potential conflicts between merging and diverging traffic. Although this access point will be removed, a new improved access point will be provided at the new interchange north that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52.

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		<p>and time and is environmentally unsound as compared to the flyover. The flyover also keeps traffic MOVING during peak travel times whereas this new ramp will cause delays on 52 and 65 when traffic is thick or there's been an accident on one, which happens quite frequently. Putting this in is solely for Lilly, don't bother saying otherwise. It's not needed. Using 47 as a northbound re-entry is more than sufficient. A new interchange isn't going to solve any issue with people using 39 and Lebanon surface streets when 65 is backed up.</p>	<p>Additionally, the aging infrastructure at the existing I-65/US 52 interchange has structural concerns and does not meet current design standards, which results in sight distance issues. Rebuilding the existing interchange to correct these issues, as well as long-term maintenance of this interchange location in addition to the new interchange north, would significantly increase cost. Non-local drivers would also likely experience confusion due to the presence of two separate US 52 interchanges, especially with one interchange only providing partial access.</p> <p>As noted in the Purpose and Need section of the Alternative Analysis in Appendix A of the approved EA, level of Service (LOS) is a scale (A through F) which classifies operating conditions of roads. In general, the operating conditions of roads are considered acceptable if found to operate at LOS D or better. Currently, the I-65/US 52 interchange operates at a LOS B and is expected to continue to have an acceptable LOS in 2025 under existing conditions. However, the increase in traffic volumes after 2025 is expected to result in a portion of the existing I-65/US 52 interchange to operate at an unacceptable LOS. By 2035, the I-65 northbound (NB) off-ramp to US 52 is anticipated to operate at a LOS F (unacceptable) in the AM peak hours and will continue to operate at a LOS F in 2045. Although not an unacceptable LOS, the I-65 southbound (SB) on-ramp from US 52 is anticipated to operate at a LOS D in the PM peak hours in 2035, which is the minimum acceptable LOS. By 2045, a decreasing trend in the LOS is apparent with the I-65 SB on-ramp from US 52 anticipated to operate at a LOS D in both the AM and PM peak hours.</p> <p>The new interchange will be a Diverging Diamond Interchange (DDI), which is a type of interchange in which the two directions of traffic on a non-highway road cross to the opposite side on both sides of a bridge. When entering the DDI, drivers cross over to the left side of the bridge, guided by</p>
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			<p>signals, signs and pavement markings. DDIs are designed to be safer, more efficient and more cost effective than traditional diamond interchanges.</p> <p>The DDI accommodates high volumes of left turns at signalized interchanges by eliminating the need for left-turn phase signals. On the non-highway crossing road, traffic crosses over from the right side to the left side of the road at the ramp terminals. Two-phase traffic signals are installed at the crossovers. Once on the left side of the road, vehicles can turn left onto highway ramps without stopping and without conflicting with through traffic.</p> <p>More information on DDIs can be found at:</p> <ul style="list-style-type: none"><li>• <a href="https://www.in.gov/indot/traffic-engineering/diverging-diamond-interchange/">https://www.in.gov/indot/traffic-engineering/diverging-diamond-interchange/</a></li><li>• <a href="https://safety.fhwa.dot.gov/intersection/crossover/">https://safety.fhwa.dot.gov/intersection/crossover/</a></li></ul> <p>Specifically, the new I-65/US 52 interchange is designed to primarily facilitate the flow of traffic to/from I-65 and US 52. I-65 traffic has a 2-lane exit ramp toward the DDI. At the DDI, there are dual left-turn lanes for vehicles turning to head westbound on US 52. Continuing along US 52 westbound through the DDI, there is a Green-T intersection to the west with two (2) free-flowing lanes for the westbound thru movement. US 52 eastbound traffic (toward I-65 southbound) at the DDI has a 2-lane, free-flowing entrance ramp onto I-65 southbound. This free-flow condition is similar to the existing interchange. Additionally, the new interchange is intended to benefit all users in the area. Drivers who specifically use the movements to/from I-65 and US 52 may have to stop for a very short period of time in the future compared to now, but this allows full access to/from I-65 for all drivers instead of the existing partial access that is only beneficial to those traveling in the currently available directions. The new interchange also is anticipated to have an acceptable LOS compared to the</p>
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			<p>unacceptable LOS anticipated in the future for the existing interchange.</p> <p>In the event of a crash on I-65 with traffic for I-65 northbound detouring via the new interchange, the 2-phase signal operations of the DDI can be manually operated by an officer to hold/extend green for the northbound-to-westbound movements such that vehicles will not have to stop when going through the interchange. Traffic for I-65 southbound detouring via the new interchange will be able to maintain the free-flowing conditions that exist today.</p> <p>Thank you for your comment.</p>
<p>3</p>	<p>Tammy Woodruff  3330 N US 52  Lebanon, IN  June 17, 2024  (verbal comment)</p>	<p>Hi. My name is Tammy Woodruff. I live at 3330 North State Road 52 here in Lebanon with my husband and our children. The reason why I'm here tonight is not necessarily to say I don't want this exit. I understand the need for this exit because of Eli Lilly, because of the LEAP project, and we all know that's a whole other subject. What I am here for tonight is for the safety of my family and the other residents that are directly impacted to this construction. So I sat here tonight, and I watched this previously before online. And it kind of baffled me that half of this presentation tonight was all about the environmental impacts. In the packet, it says the goals are to be -- to construct the project in a way that is safe during construction for contractors as well as the traveling public. I'd like to see where this states the safety for everybody that has lived in their homes that are directly impacted to this for the past multiple decades. We live on the southbound lanes of 52. So we do have a median that crosses over the southbound lanes to get into our driveway. And I can tell you that two of our children have had cars totaled because people didn't see their turn signal. The most recent one was four months ago. And my husband always said his greatest fear was that one day,</p>	<p>The project construction limits on US 52 begin approximately 500 feet south of the driveway for 3330 N US 52. At this point, US 52 will be realigned to travel in an east/west direction to the new interchange with I-65. This realignment will introduce a curve just south of this property's driveway. The speed limit of this section of US 52 will be reduced from the existing 60 miles per hour (mph) to 40 mph. In addition, this curve will reduce drivers speed that are heading in either direction. Installation of a median turn lane at this location would impact the existing drainage ditch within the median and would conflict with clear zone requirements. The project will be modified to include signage in the area of the new US 52 curve (west of the new interchange) that indicates the presence of residential driveways that should alert drivers of potential turns by other vehicles. Addition of a median turn lane would be outside the limits and scope of this project. However, this comment has been sent to INDOT Crawfordsville District for future consideration.</p> <p>Thank you for your comment.</p>

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		<p>our kids were going to get hit, and they were going to get put into oncoming traffic. That's exactly what happened four months ago because the gentleman didn't see her turn signal that she had turned on a mile previously. Thank the Lord, she is fine. Has a new car. But we have had more near misses trying to get into our driveway. There's times I want to cry, and I want to say -- I want to put a sign out in the median that says we live here. There is enough room on that median on 52 to put a turn lane for us and for others that are affected on 52. What's going to happen is this construction is going to happen. And I understand the complete need, but 52 is used as a detour of 65. How many times has anybody tried to get home from work and they have to take 52 to get to Lafayette because 65 is shut down always at the Lebanon exits? 52 is the detour. Do you think this is going to be any different? We just watched half of a presentation on environmental impacts. Well, I understand that that's important. What about the impacts to everybody that is directly affected? I didn't get a letter -- I got a letter that said come to a public hearing. I didn't get a letter when the State saying this is how we are going to keep your family safe when all of this new traffic is coming because of the LEAP project and because of Eli Lilly. So the State can afford to put in multiple stoplights. They can afford to make construction and put in a new turn lane off of 52 onto 300 so that the construction trucks can get through. I want you, the State of Indiana, to help protect my family because right now, with the entire LEAP project, I can't sell my home. I can't move. We have been there for decades. So I'm asking the State of Indiana – before any of this construction happens -- there's plenty of room in that median. I want a turn lane so I can get off of the interstate and I can turn left into my driveway and I know that my kids are safe; we are safe. And what's going to happen -- there's no stop sign. So if you look at the map that happens, you're going to get off the interstate to the</p>	
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		<p>north on 52. Right where that swoop happens, that is our driveway. And they're going to get off the interstate, and they're going to -- at 40 mile an hour, they're just going to go. The speed limit on 52 is 60 miles an hour, and we all know that doesn't happen. And everybody gets mad because we turn on our turn signal. And we get people honking at us, giving us the finger because we're just trying to turn into our driveway. So thank you all, but I think there's a serious gap in the analysis. And I understand the environment. I understand that we have to do this for the companies. But nowhere in this packet or that presentation did it have any impact whatsoever to the safety of the people that actually live there. Thank you.</p>	
<p>4</p>	<p>Steven Isenhower  246 Old Witt Road  June 17, 2024  (verbal comment)</p>	<p>Steven Isenhower. I live at 246 Old Witt Road. I'm concerned about the mobility of the traffic. They say -- you say that the purpose of the project is to improve mobility to areas east and west of 65 on the north side of Lebanon. However, it will decrease mobility for a bulk of the people in Lebanon and Thorntown that use the current interchange. You're going to dead end U.S. -- Lafayette Road. People that want to go north -- and I hear friends that say they go to Lafayette. They use U.S. 52. They go out Lafayette Road and up and over. Both of these roads are already busy because it's going to force traffic on Witt Road and State Road 39 instead of going on Lafayette Road. Both of these roads are already busy and will get even busier with completion of the Lilly project and any future development in the surrounding area between State Road 39 and I-65. Users also would like -- from Thorntown going south of U.S. 52, wanting to go to Lebanon, will be forced to do the same. Either go over to 39 or use Witt Road. It seems that since the bulk of the existing ramps system has been recently rebuilt and replaced, it would be cost effective to maintain them for future users. Also this would not require any new right-of-way or utility relocation. Your proposal makes Lafayette</p>	<p>The existing I-65/US 52 interchange is being removed because it would be too close to the proposed I-65 northbound exit ramp and the I-65 southbound entrance ramps, which would cause potential conflicts between merging and diverging traffic. Although this access point will be removed, a new improved access point will be provided at the new interchange north that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52. Additionally, Lafayette Avenue traffic will still be able to utilize the I-65 and SR 32 interchange that is approximately 1.25 miles south of the existing Lafayette Avenue entrance.</p> <p>Additionally, the aging infrastructure at the existing I-65/US 52 interchange has structural concerns and does not meet current design standards, which results in sight distance issues. Rebuilding the existing interchange to correct these issues, as well as long-term maintenance of this interchange location in addition to the new interchange north, would significantly increase cost. Non-local drivers would also likely experience confusion due to the presence of two separate US 52 interchanges, especially with one interchange only providing partial access.</p>

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		<p>Road a dead-end road. And how does that improve mobility? So who's going to rebuild Witt Road? Will Witt Road require more lanes? Who will rebuild State Road 39? Thank you.</p>	<p>As noted in the Purpose and Need section of the Alternative Analysis in Appendix A of the approved EA, level of Service (LOS) is a scale (A through F) which classifies operating conditions of roads. In general, the operating conditions of roads are considered acceptable if found to operate at LOS D or better. Currently, the I-65/US 52 interchange operates at a LOS B and is expected to continue to have an acceptable LOS in 2025 under existing conditions. However, the increase in traffic volumes after 2025 is expected to result in a portion of the existing I-65/US 52 interchange to operate at an unacceptable LOS. By 2035, the I-65 northbound (NB) off-ramp to US 52 is anticipated to operate at a LOS F (unacceptable) in the AM peak hours and will continue to operate at a LOS F in 2045. Although not an unacceptable LOS, the I-65 southbound (SB) on-ramp from US 52 is anticipated to operate at a LOS D in the PM peak hours in 2035, which is the minimum acceptable LOS. By 2045, a decreasing trend in the LOS is apparent with the I-65 SB on-ramp from US 52 anticipated to operate at a LOS D in both the AM and PM peak hours.</p> <p>During the traffic analysis, the roadway network was incorporated into evaluating the existing and new interchange with a study area that extended north of SR 47, east of SR 39, west of US 52, and south of SR 32. Existing traffic volumes on Lafayette Avenue are significantly lower compared to the traffic demand for other access movements. Although removing Lafayette Avenue is inconvenient for the drivers that use it, accessing the new interchange will only add a few minutes of travel to those drivers and the new interchange will provide the access and capacity for the higher demand traffic movements. The new interchange is anticipated to have an acceptable LOS compared to the unacceptable LOS anticipated in the future for the existing interchange.</p> <p>Thank you for your comment.</p>
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<p>5</p>	<p>Carla Phillips  897 W Henry Road  June 17, 2024  (verbatim comment)</p>	<p>Hi. My name is Carla Phillips. I live at 897 West Henry Road. Sorry. So I'm kind of new to this. We just moved up here, but my only concern is I know that this diamond thing that's going to happen -- we have one of -- there's one down off of 70. And can I just -- I just want to comment that it's the most confusing thing ever, and I'm hoping that maybe you can make it easier. Thanks.</p>	<p>A Diverging Diamond Interchange (DDI) is a type of interchange in which the two directions of traffic on a non-highway road cross to the opposite side on both sides of a bridge. When entering the DDI, drivers cross over to the left side of the bridge, guided by signals, signs and pavement markings. DDIs are designed to be safer, more efficient and more cost effective than traditional diamond interchanges.</p> <p>The DDI accommodates high volumes of left turns at signalized interchanges by eliminating the need for left-turn phase signals. On the non-highway crossing road, traffic crosses over from the right side to the left side of the road at the ramp terminals. Two-phase traffic signals are installed at the crossovers. Once on the left side of the road, vehicles can turn left onto highway ramps without stopping and without conflicting with through traffic.</p> <p>More information on DDIs can be found at:</p> <ul style="list-style-type: none"> <li>• <a href="https://www.in.gov/indot/traffic-engineering/diverging-diamond-interchange/">https://www.in.gov/indot/traffic-engineering/diverging-diamond-interchange/</a></li> <li>• <a href="https://safety.fhwa.dot.gov/intersection/crossover/">https://safety.fhwa.dot.gov/intersection/crossover/</a></li> </ul> <p>Thank you for your comment.</p>
<p>6</p>	<p>Melissa Osborne  June 17, 2024  (verbatim comment)</p>	<p>Hey, in case anybody doesn't know who I am, my house is associated with this shit. I live on 52. The little bend that you're all thinking is such a great idea, you get to drive 18-foot from my front house -- the front of my house. So you guys – This poor lady out here, Tammy, is worried about the safety of her family, and the State cared about it. I want to know when the State is going to care about my family because I don't see any of it happening. Nobody's come to us. Nobody asked us what we wanted. They just assumed they could take it. If it was anybody else's property, I'm sure you girls would all have a fit if it was your family's. But let's make sure Lilly is taken care of. 300's been there -- I am 50 years old. And it has been there my entire life, and we have managed to get to and fro without</p>	<p><u>Right-of-way Acquisition:</u> All right-of-way will be acquired in accordance with applicable federal and state procedures. Those procedures include specific requirements for appraisals, review appraisals, and negotiations. Impacts to properties, including landscaping value and effects to property value, will be considered as part of this process. Compliance with these procedures will assure the fair and equitable treatment of affected residents and businesses. The acquisition and relocation program will be conducted in accordance with 49 CFR 24 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) as amended. Acquisition and relocation information can also be viewed at:  <a href="https://www.fhwa.dot.gov/real_estate/index.cfm">https://www.fhwa.dot.gov/real_estate/index.cfm</a></p>

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	<p>any problems. And now all of a sudden, the INDOT thinks they can come through and just disrupt people after people, and you expect us to lay down and take it. Now, I don't know about you guys, but my neighbor -- her husband just had a stroke. Her son's in a wheelchair. He's in hospice. So she's having to deal with this because you guys are wanting some of her front. My neighbor on the other side, he's getting a packet too. But ain't nobody bothered to come out and say hey, we have analyzed your situations. Forget about the environmental. But we've analyzed your family's, and we've decided this isn't a good idea. And as for your taking crap, Parr's house already went to the IEDC months ago so the only properties left are ours because everybody else left. It's our properties now that are going to have the value affected. And I believe you guys in your little packets to my neighbors, it says in there, oh, the IEDC -- we're not basing our fair market value off of that. And another thing. You poor folks are worried about 39. Has anybody noticed there's a little article from Gentry? The -- INDOT is wanting to pay Lebanon to take over 39 clear out to Pikes Crossing. Do you know what Sheridan did when they did that? Sheridan went in and eminent domained all the businesses along their main drag and all the homeowners because they needed to make it bigger. So people on 39, you better be watching your backs because they're coming for us all at this stage of the game. It's not about country life anymore. It's about what can we put -- none of these jobs are going to us. None of us want these jobs. We'd like to be left alone. I want to be left alone. It's my property. I'm not a freaking tenant. The last time I checked, I had the right to life, liberty, and the pursuit of happiness. Your little environmental studies and your little ohs, we're going to take all this shit into consideration, you didn't take a freaking thing into consideration. Nobody did. Nobody went and asked anybody what their lives were like. And</p>	<p>Thank you for your comment.</p>
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		<p>you use the word "taking." Yes, that's what -- legal definition is taking, and that's what your Indiana senators and your Republicans and your Democrats are doing. They're taking. You do not own your property. I don't care where you live. You don't own it. You're just a tenant. I don't care what color you are. I don't care what job you have. You are just a tenant. You people on 39, 52, 32, 47, you are all in danger of having your properties taken. You are all in danger of losing your property values since you have worked your entire lives for. That little piece of trash is mine, and you're not getting it without one hell of a fucking fight.</p>	
<p>7</p>	<p>Carolyn Mendell  June 17, 2024  (verbal comment)</p>	<p>I'm Carolyn Mendell at 3475 North State Road 52. We're the old people that Melissa referred to. My husband's back there on the walker, and our son is in Homewood. And we use 300 a lot to get to Homewood two or three times a day. And as she had said, we were never asked or notified by anybody until we received an offer from INDOT, not from the IEDC. I didn't realize there was so much difference between the two, but there is, and that difference is many. On the offer we received, we were told for our appraisals and comparables, that we could not look at what the IEDC purchased because that's a separate indemnity [sic]. Has no affect on us, although the farm next to us butts up right next to ours. I always thought that had some effect. But the effect is they don't want to give us any money, per se, because they can take ours by eminent domain. So the difference is – and many -- by eminent domain compared to what people receive from the IDEC [sic]. Now, I stated before we've been through land acquisitions from high lines to part of our property for highways. We've been through this before. When we came here, we looked at where 52 was, where 65 was, where the waterlines were, where the high lines were, trying to prepare ourselves to be able to move in and stay until our demise. Our demise may be a lot</p>	<p><u>Right-of-way Acquisition:</u> All right-of-way will be acquired in accordance with applicable federal and state procedures. Those procedures include specific requirements for appraisals, review appraisals, and negotiations. Compliance with these procedures will assure the fair and equitable treatment of affected residents and businesses. The acquisition and relocation program will be conducted in accordance with 49 CFR 24 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) as amended. Acquisition and relocation information can also be viewed at:  <a href="https://www.fhwa.dot.gov/real_estate/index.cfm">https://www.fhwa.dot.gov/real_estate/index.cfm</a></p> <p><u>I-65 and US 52 Interchange Signals:</u> The traffic signals at the interchange will be installed at the crossovers on each side of the interchange, as well as the ramp terminals for the I-65 southbound to US 52 exit ramps and the I-65 northbound to US 52 exit ramps. Entrance ramps to I-65 will be free flow. These signal locations can be seen in Appendix B, B-37 of this FONSI Request.</p> <p><u>Pedestrian Facilities:</u> Pedestrian facilities will extend from the new CR 325 N and Witt Road intersection west to the new US 52 and Old US 52 intersection.</p>

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	<p>sooner than we thought, but our move may have to be a lot sooner than we thought. I understand with the Lilly project that there's going to be a lot more traffic. And as Mrs. Woodrum -- Woodruff stated, I am concerned how we get in and out. I did have some questions -- and I understand that you will not be answering questions -- as to where the light is off of 52 and 65 coming onto 52 and where the pedestrian starts and ends. Are we going to have a pedestrian path all the way across 52 to the bike area or -- I don't understand where this pedestrian path is. I really hadn't heard about that until this presentation. We haven't been able to follow this as closely as we should have so maybe all of you know the answers to those questions. I think it would have been nice if those three houses where they say that -- you know, there's only one house impacted that's moving. And Melissa is young and very upset, but their house is from here to about -- no farther than the end of this row to where the road is coming across. And I think for anybody in this room, anybody, that would have a deep impact upon you and your family and your safety. And it's really not fair that they're saying only one house is being moved. I am upset that they're taking our frontage and our trees. And possibly if the highway moves back, then the utilities will move back. So there's the possibility that we're going to lose 25 trees, not from INDOT necessarily, not getting money but the environment. If you sit at the top of our hill and look down, it's a wonderful view. Today in 95-degree weather, we could go down and sit on our golf cart and get a wonderful breeze because we have trees there. That's one reason we bought the property. That may all be gone. It's not just IDOT -- INDOT. I'm sorry. It's as things are moved, it affects everything. And we don't -- we're concerned when the highway comes around, the waterlines, as things move down -- when we moved in -- before we moved in, we spent a lot of money, had a large</p>	<p><u>Drainage:</u> As this project was developed, improved drainage and detention was considered throughout design. The project was designed to allow water to runoff the roadway. This runoff will be captured by drainage ditches along the roadways and stormwater detention ponds (dry ponds) within the interchange infields that will be constructed. Drainage will not be redirected off site. The project will require an IDEM Construction Stormwater General Permit (CSGP), which will include requirements for stormwater and erosion management. Coordination with the Boone County Surveyor has been ongoing throughout project development concerning drainage.</p> <p>Thank you for your comment.</p>
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		<p>company from Zionsville to come in and move ground so that our son could roll out in the lower part of our home and not have any ramps. He would have total access.</p> <p>Well, if that water changes because of the way the interchange is put in -- nobody wants to take our home. Nobody wants to pay us for that. It's always been dry. If that changes and water starts coming in our home, everybody's going to say, well, that happens. A lot of times, things -- I'm not an engineer, have no knowledge of engineering. But I know that when things are built, dirt is moved, water flows in a different way. So I'm very concerned about what will happen with the water. Is it going to flow down through our property? Part of 52 -- my husband has been asking the county for years to look at it because it's kind of caving in because water from the Jackson farms and other farms around us go through our property. And we don't really know -- they say that there's still going to be a turn-around and there's going to be a ditch through there. Where is that water going to flow from as the highway is made to go through? And on -- all of those people who live on Witt Road -- and this is, I guess, a new 325 road is what it's going to be. It -- how will it affect our homes as far as the water? We don't know. I asked them if the elevation of the road is going to change, and they said no, that wouldn't change. But if water comes in, where is it going to flow to? Is it just going to go under the ditch and over -- is it going to go across and over to our neighbor's? I mean, one of that sold out. But I mean, like, where the Loves live and across, is water going to flow into their property? You know, we don't know what it's going to affect, and I don't know that the INDOT knows what this road is going to affect. I think there are just a lot more questions. I don't understand exactly why we didn't use 300 when it was already an established road and now we're going to have a new road, 325. But I just had a lot of questions. And when I responded to the offer we had, I</p>	
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		<p>said I had a lot of questions. And the answer I received from INDOT was until you respond with an offer, we're not going to answer your questions. We can't respond with an offer because we don't know what they're taking. We don't know how it's going to affect us, and we don't know how it's going to affect any of you. If they have all these plans and they're going to eliminate it down to one, what is going to happen to the ground around it, to the homes around it? I don't know where any of you live, including you. I'm sorry. But -- So we haven't been here in Boone County very long, but I just think there's a lot of unanswered questions. And when I've written, I haven't gotten any written response and -- except that's not true. I've received a few e-mails. But there are a lot of questions that I think each of you as homeowners and as taxpayers need to ask. I don't even know the right questions to ask, but I think there are a lot of unanswered questions. Thank you.</p>	
8	<p>Wanda Garst          6446 W 400 N,          Thorntown, IN          June 17, 2024          (written comment)</p>	<p>The current plan to close the existing 52-65 interchange will greatly hinder the local traffic. I highly encourage you to alter the plans and leave the Lafayette Ave entrance to 65/52 open, as well as the southbound 52/65 entrance open for local traffic. Signs reflecting this may be put up. Local traffic only and weight limits placed on the bridge will allow it to be used for many more years.</p>	<p>The existing I-65/US 52 interchange is being removed because it would be too close to the proposed I-65 northbound exit ramp and the I-65 southbound entrance ramps, which would cause potential conflicts between merging and diverging traffic. Although this access point will be removed, a new improved access point will be provided at the new interchange north that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52.</p> <p>Additionally, the aging infrastructure at the existing I-65/US 52 interchange has structural concerns and does not meet current design standards, which results in sight distance issues. Rebuilding the existing interchange to correct these issues, as well as long-term maintenance of this interchange location in addition to the new interchange north, would significantly increase cost. Non-local drivers would also likely experience confusion due to the presence of two separate US 52</p>

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			<p>interchanges, especially with one interchange only providing partial access.</p> <p>As noted in the Purpose and Need section of the Alternative Analysis in Appendix A of the approved EA, level of Service (LOS) is a scale (A through F) which classifies operating conditions of roads. In general, the operating conditions of roads are considered acceptable if found to operate at LOS D or better. Currently, the I-65/US 52 interchange operates at a LOS B and is expected to continue to have an acceptable LOS in 2025 under existing conditions. However, the increase in traffic volumes after 2025 is expected to result in a portion of the existing I-65/US 52 interchange to operate at an unacceptable LOS. By 2035, the I-65 northbound (NB) off-ramp to US 52 is anticipated to operate at a LOS F (unacceptable) in the AM peak hours and will continue to operate at a LOS F in 2045. Although not an unacceptable LOS, the I-65 southbound (SB) on-ramp from US 52 is anticipated to operate at a LOS D in the PM peak hours in 2035, which is the minimum acceptable LOS. By 2045, a decreasing trend in the LOS is apparent with the I-65 SB on-ramp from US 52 anticipated to operate at a LOS D in both the AM and PM peak hours.</p> <p>The new interchange will be a Diverging Diamond Interchange (DDI), which is a type of interchange in which the two directions of traffic on a non-highway road cross to the opposite side on both sides of a bridge. When entering the DDI, drivers cross over to the left side of the bridge, guided by signals, signs and pavement markings. DDIs are designed to be safer, more efficient and more cost effective than traditional diamond interchanges.</p> <p>The DDI accommodates high volumes of left turns at signalized interchanges by eliminating the need for left-turn phase signals. On the non-highway crossing road, traffic crosses over from the right side to the left side of the road at the ramp</p>
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			<p>terminals. Two-phase traffic signals are installed at the crossovers. Once on the left side of the road, vehicles can turn left onto highway ramps without stopping and without conflicting with through traffic.</p> <p>More information on DDIs can be found at:</p> <ul style="list-style-type: none"> <li>• <a href="https://www.in.gov/indot/traffic-engineering/diverging-diamond-interchange/">https://www.in.gov/indot/traffic-engineering/diverging-diamond-interchange/</a></li> <li>• <a href="https://safety.fhwa.dot.gov/intersection/crossover/">https://safety.fhwa.dot.gov/intersection/crossover/</a></li> </ul> <p>Specifically, the new I-65/US 52 interchange is designed to primarily facilitate the flow of traffic to/from I-65 and US 52. I-65 traffic has a 2-lane exit ramp toward the DDI. At the DDI, there are dual left-turn lanes for vehicles turning to head westbound on US 52. Continuing along US 52 westbound through the DDI, there is a Green-T intersection to the west with two (2) free-flowing lanes for the westbound thru movement. US 52 eastbound traffic (toward I-65 southbound) at the DDI has a 2-lane, free-flowing entrance ramp onto I-65 southbound. This free-flow condition is similar to the existing interchange. Additionally, the new interchange is intended to benefit all users in the area. Drivers who specifically use the movements to/from I-65 and US 52 may have to stop for a very short period of time in the future compared to now, but this allows full access to/from I-65 for all drivers instead of the existing partial access that is only beneficial to those traveling in the currently available directions. The new interchange also is anticipated to have an acceptable LOS compared to the unacceptable LOS anticipated in the future for the existing interchange.</p> <p>Thank you for your comment.</p>
9	Derek Babcock June 28, 2024 (website comment)	I am the Chief Deputy of the Thorntown Police Department. Our dept regularly assists BCSO and ISP on calls involving I65 and US52. I want to be clear, I am not against the new interchange as it will be necessary for the	The existing I-65/US 52 interchange is being removed because it would be too close to the proposed I-65 northbound exit ramp and the I-65 southbound entrance ramps, which would cause potential conflicts between merging and diverging

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	<p>growth of the area. Its a great idea and I am sure will benefit the companies coming in. However, I am completely against the closure of the US52 ramps. The closure of the ramps will be devastating for our community. Specifically when a major incident or emergency requires a detour of I65 in either direction. Currently when I65 southbound between Lafayette and Lebanon gets closed for an incident, all traffic is diverted onto US52 to continue traveling southbound. When northbound I65 from Lebanon gets closed, all traffic is easily diverted onto US52 northbound. During these events, I typically work the stoplight at US52 and SR47 to keep traffic flowing as best as we can. If this light is not staffed, traffic backs up quickly on US52 and Google Maps and other GPS programs will begin diverting traffic through Thorntown to bypass the traffic backup. This includes semis running into signs, yards and other damages. This causes the town to quickly gridlock as Thorntown can not handle I65 traffic. Therefore the light at 52/47 must be staffed. Without this light being controlled traffic backs up to Clinton County line or 300N in very little time usually within an hour. I say all this because if the ramp further down the pipeline is closed, even with the new interchange, it will simply not keep up with the traffic flow requirements. You can not put a stoplight or interchange on I65 traffic flow and expect it to keep up with the demand. This traffic must remain flowing to be effective. Gridlock impacts everyone including first responders. If I am fighting a subject in Thorntown, help is usually coming from Lebanon. Easily can be 8-12 minutes of me alone. This interchange will delay that response further as officers now have to navigate the junction AND gridlock traffic. (Worst case scenario I know) Or a cardiac arrest... Every second counts there. When I65 shuts down North of Lebanon everyone is easily diverted onto US52 NB and I help then again. This helps the whole community</p>	<p>traffic. Although this access point will be removed, a new improved access point will be provided at the new interchange north that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52.</p> <p>Additionally, the aging infrastructure at the existing I-65/US 52 interchange has structural concerns and does not meet current design standards, which results in sight distance issues. Rebuilding the existing interchange to correct these issues, as well as long-term maintenance of this interchange location in addition to the new interchange north, would significantly increase cost. Non-local drivers would also likely experience confusion due to the presence of two separate US 52 interchanges, especially with one interchange only providing partial access.</p> <p>As noted in the Purpose and Need section of the Alternative Analysis in Appendix A of the approved EA, level of Service (LOS) is a scale (A through F) which classifies operating conditions of roads. In general, the operating conditions of roads are considered acceptable if found to operate at LOS D or better. Currently, the I-65/US 52 interchange operates at a LOS B and is expected to continue to have an acceptable LOS in 2025 under existing conditions. However, the increase in traffic volumes after 2025 is expected to result in a portion of the existing I-65/US 52 interchange to operate at an unacceptable LOS. By 2035, the I-65 northbound (NB) off-ramp to US 52 is anticipated to operate at a LOS F (unacceptable) in the AM peak hours and will continue to operate at a LOS F in 2045. Although not an unacceptable LOS, the I-65 southbound (SB) on-ramp from US 52 is anticipated to operate at a LOS D in the PM peak hours in 2035, which is the minimum acceptable LOS. By 2045, a decreasing trend in the LOS is apparent with the I-65 SB on-ramp from US 52 anticipated to operate at a LOS D in both the AM and PM peak hours.</p>
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		<p>just by keeping traffic flowing. Gridlock in Lebanon is expected to some degree, but the issue will be a whole lot worse when this off ramp is no longer an option and all 65 traffic is forced to use this interchange. The ramps at 52/65 are a huge ASSET for people from Purdue games in Lafayette down to our community. They are already in place. If we have the funding to build a whole new interchange we certainly can find the funds to maintain what we have in place now. The interchange is going to be busier than you think and the ramps on US52/65 are the much needed strain relief you will come to love! I would love the opportunity to answer any questions you may have from our smaller town and community. Please do not get rid of them!</p>	<p>The new interchange will be a Diverging Diamond Interchange (DDI), which is a type of interchange in which the two directions of traffic on a non-highway road cross to the opposite side on both sides of a bridge. When entering the DDI, drivers cross over to the left side of the bridge, guided by signals, signs and pavement markings. DDIs are designed to be safer, more efficient and more cost effective than traditional diamond interchanges.</p> <p>The DDI accommodates high volumes of left turns at signalized interchanges by eliminating the need for left-turn phase signals. On the non-highway crossing road, traffic crosses over from the right side to the left side of the road at the ramp terminals. Two-phase traffic signals are installed at the crossovers. Once on the left side of the road, vehicles can turn left onto highway ramps without stopping and without conflicting with through traffic.</p> <p>More information on DDIs can be found at:</p> <ul style="list-style-type: none"> <li>• <a href="https://www.in.gov/indot/traffic-engineering/diverging-diamond-interchange/">https://www.in.gov/indot/traffic-engineering/diverging-diamond-interchange/</a></li> <li>• <a href="https://safety.fhwa.dot.gov/intersection/crossover/">https://safety.fhwa.dot.gov/intersection/crossover/</a></li> </ul> <p>Specifically, the new I-65/US 52 interchange is designed to primarily facilitate the flow of traffic to/from I-65 and US 52. I-65 traffic has a 2-lane exit ramp toward the DDI. At the DDI, there are dual left-turn lanes for vehicles turning to head westbound on US 52. Continuing along US 52 westbound through the DDI, there is a Green-T intersection to the west with two (2) free-flowing lanes for the westbound thru movement. US 52 eastbound traffic (toward I-65 southbound) at the DDI has a 2-lane, free-flowing entrance ramp onto I-65 southbound. This free-flow condition is similar to the existing interchange. Additionally, the new interchange is intended to benefit all users in the area. Drivers who specifically use the movements to/from I-65 and US 52 may have to stop for a very</p>
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10	Nan Stephenson June 28, 2024 (website comment)	Please leave the interchange at 141 alone. We need that access to 52.	<p>The existing I-65/US 52 interchange is being removed because it would be too close to the proposed I-65 northbound exit ramp and the I-65 southbound entrance ramps, which would cause potential conflicts between merging and diverging traffic. Although this access point will be removed, a new improved access point will be provided at the new interchange north that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52.</p> <p>Additionally, the aging infrastructure at the existing I-65/US 52 interchange has structural concerns and does not meet current design standards, which results in sight distance issues. Rebuilding the existing interchange to correct these issues, as well as long-term maintenance of this interchange location in addition to the new interchange north, would significantly increase cost. Non-local drivers would also likely experience confusion due to the presence of two separate US 52</p>

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11	Brooke Metzger June 28, 2024 (website comment)	Please keep the on and off ramps at the 141 mile marker at 65/52. They are essential for police, fire, and medical emergency personnel as these on/off ramps provide a more direct route. Also emergency closures on 65(which	The existing I-65/US 52 interchange is being removed because it would be too close to the proposed I-65 northbound exit ramp and the I-65 southbound entrance ramps, which would cause potential conflicts between merging and diverging

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		<p>occur OFTEN) will flood rerouted traffic onto 52/the new diverging diamond interchange which sounds like a nightmare for safety and navigation! Again, please KEEP the on/off ramps at mile marker 141 at 52/65. Thank you.</p>	<p>traffic. Although this access point will be removed, a new improved access point will be provided at the new interchange north that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52.</p> <p>Additionally, the aging infrastructure at the existing I-65/US 52 interchange has structural concerns and does not meet current design standards, which results in sight distance issues. Rebuilding the existing interchange to correct these issues, as well as long-term maintenance of this interchange location in addition to the new interchange north, would significantly increase cost. Non-local drivers would also likely experience confusion due to the presence of two separate US 52 interchanges, especially with one interchange only providing partial access.</p> <p>As noted in the Purpose and Need section of the Alternative Analysis in Appendix A of the approved EA, level of Service (LOS) is a scale (A through F) which classifies operating conditions of roads. In general, the operating conditions of roads are considered acceptable if found to operate at LOS D or better. Currently, the I-65/US 52 interchange operates at a LOS B and is expected to continue to have an acceptable LOS in 2025 under existing conditions. However, the increase in traffic volumes after 2025 is expected to result in a portion of the existing I-65/US 52 interchange to operate at an unacceptable LOS. By 2035, the I-65 northbound (NB) off-ramp to US 52 is anticipated to operate at a LOS F (unacceptable) in the AM peak hours and will continue to operate at a LOS F in 2045. Although not an unacceptable LOS, the I-65 southbound (SB) on-ramp from US 52 is anticipated to operate at a LOS D in the PM peak hours in 2035, which is the minimum acceptable LOS. By 2045, a decreasing trend in the LOS is apparent with the I-65 SB on-ramp from US 52 anticipated to operate at a LOS D in both the AM and PM peak hours.</p>
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12	<p>Aaron Doke          June 28, 2024          (website comment)</p>	<p>The on ramp from 52 to 65 and the exit ramp from 65 to 52 need to stay. These need to be the priority for emergency traffic flow. The new stop light needs to function as a flashing yellow during emergency traffic diversion as well. Please do not remove the ramps, please! Traffic is already horrible during emergency diversion onto 52 with the numerous stop lights already added on 52. Ideally this project should add an “on-ramp” lane into 52 NB so traffic from new interchange trying to go north off the county road can merge onto 52 NB without having to stop. There is no way traffic will be able to flow on or off 65 with the new one-lane planned interchange alone. It won’t matter if there are round-a-bouts or stop lights at the new interchange, it will not flow. It will have to be 2-lane ramps to even think about moving traffic like the current interchanges do and you still have to worry about interstate traffic merging into county road traffic. Plus when there is an accident between Lebanon and Lafayette</p>	<p>The existing I-65/US 52 interchange is being removed because it would be too close to the proposed I-65 northbound exit ramp and the I-65 southbound entrance ramps, which would cause potential conflicts between merging and diverging traffic. Although this access point will be removed, a new improved access point will be provided at the new interchange north that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52.</p> <p>Additionally, the aging infrastructure at the existing I-65/US 52 interchange has structural concerns and does not meet current design standards, which results in sight distance issues. Rebuilding the existing interchange to correct these issues, as well as long-term maintenance of this interchange location in addition to the new interchange north, would significantly increase cost. Non-local drivers would also likely experience confusion due to the presence of two separate US 52</p>

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		<p>on 65, half of the time it is just north of the current 65 and 52 interchange. Having the new interchange alone will put it right in the bad area potentially blocking northbound traffic flow completely. We don't want traffic trying to divert in Lebanon out IN32 and IN39 and through the back roads. They are not suitable for interstate traffic and will only lead to more wrecks as people get frustrated trying to get where they are going. I see it everyday. We already have a perfectly fine and working interchange at 65 and 52, don't remove it!!</p>	<p>interchanges, especially with one interchange only providing partial access.</p> <p>As noted in the Purpose and Need section of the Alternative Analysis in Appendix A of the approved EA, level of Service (LOS) is a scale (A through F) which classifies operating conditions of roads. In general, the operating conditions of roads are considered acceptable if found to operate at LOS D or better. Currently, the I-65/US 52 interchange operates at a LOS B and is expected to continue to have an acceptable LOS in 2025 under existing conditions. However, the increase in traffic volumes after 2025 is expected to result in a portion of the existing I-65/US 52 interchange to operate at an unacceptable LOS. By 2035, the I-65 northbound (NB) off-ramp to US 52 is anticipated to operate at a LOS F (unacceptable) in the AM peak hours and will continue to operate at a LOS F in 2045. Although not an unacceptable LOS, the I-65 southbound (SB) on-ramp from US 52 is anticipated to operate at a LOS D in the PM peak hours in 2035, which is the minimum acceptable LOS. By 2045, a decreasing trend in the LOS is apparent with the I-65 SB on-ramp from US 52 anticipated to operate at a LOS D in both the AM and PM peak hours.</p> <p>The new interchange will be a Diverging Diamond Interchange (DDI), which is a type of interchange in which the two directions of traffic on a non-highway road cross to the opposite side on both sides of a bridge. When entering the DDI, drivers cross over to the left side of the bridge, guided by signals, signs and pavement markings. DDIs are designed to be safer, more efficient and more cost effective than traditional diamond interchanges.</p> <p>The DDI accommodates high volumes of left turns at signalized interchanges by eliminating the need for left-turn phase signals. On the non-highway crossing road, traffic crosses over from the right side to the left side of the road at the ramp</p>
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			<p>terminals. Two-phase traffic signals are installed at the crossovers. Once on the left side of the road, vehicles can turn left onto highway ramps without stopping and without conflicting with through traffic.</p> <p>More information on DDIs can be found at:</p> <ul style="list-style-type: none"><li>• <a href="https://www.in.gov/indot/traffic-engineering/diverging-diamond-interchange/">https://www.in.gov/indot/traffic-engineering/diverging-diamond-interchange/</a></li><li>• <a href="https://safety.fhwa.dot.gov/intersection/crossover/">https://safety.fhwa.dot.gov/intersection/crossover/</a></li></ul> <p>Specifically, the new I-65/US 52 interchange is designed to primarily facilitate the flow of traffic to/from I-65 and US 52. I-65 traffic has a 2-lane exit ramp toward the DDI. At the DDI, there are dual left-turn lanes for vehicles turning to head westbound on US 52. Continuing along US 52 westbound through the DDI, there is a Green-T intersection to the west with two (2) free-flowing lanes for the westbound thru movement. US 52 eastbound traffic (toward I-65 southbound) at the DDI has a 2-lane, free-flowing entrance ramp onto I-65 southbound. This free-flow condition is similar to the existing interchange. Additionally, the new interchange is intended to benefit all users in the area. Drivers who specifically use the movements to/from I-65 and US 52 may have to stop for a very short period of time in the future compared to now, but this allows full access to/from I-65 for all drivers instead of the existing partial access that is only beneficial to those traveling in the currently available directions. The new interchange also is anticipated to have an acceptable LOS compared to the unacceptable LOS anticipated in the future for the existing interchange.</p> <p>In the event of a crash on I-65 with traffic for I-65 northbound detouring via the new interchange, the 2-phase signal operations of the DDI can be manually operated by an officer to hold/extend green for the northbound-to-westbound movements such that vehicles will not have to stop when going</p>
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			<p>through the interchange. Traffic for I-65 southbound detouring via the new interchange will be able to maintain the free-flowing conditions that exist today.</p> <p>Thank you for your comment.</p>
13	Denise Parks June 28, 2024 (website comment)	I do not understand why, just because a new interchange is being built, the old one will be demolished! MANY people use the Lafayette Ave road onto I65 or HW52. It makes no sense to get rid of one interchange just because another is being built. There is going to be enough traffic to warrant having both. It also makes no sense to have this traffic drive through mores areas (mostly residential) to access I65 or HW52.	<p>The existing I-65/US 52 interchange is being removed because it would be too close to the proposed I-65 northbound exit ramp and the I-65 southbound entrance ramps, which would cause potential conflicts between merging and diverging traffic. Although this access point will be removed, a new improved access point will be provided at the new interchange north that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52. Additionally, Lafayette Avenue traffic will still be able to utilize the I-65 and SR 32 interchange that is approximately 1.25 miles south of the existing Lafayette Avenue entrance.</p> <p>Additionally, the aging infrastructure at the existing I-65/US 52 interchange has structural concerns and does not meet current design standards, which results in sight distance issues. Rebuilding the existing interchange to correct these issues, as well as long-term maintenance of this interchange location in addition to the new interchange north, would significantly increase cost. Non-local drivers would also likely experience confusion due to the presence of two separate US 52 interchanges, especially with one interchange only providing partial access.</p> <p>As noted in the Purpose and Need section of the Alternative Analysis in Appendix A of the approved EA, level of Service (LOS) is a scale (A through F) which classifies operating conditions of roads. In general, the operating conditions of roads are considered acceptable if found to operate at LOS D or better. Currently, the I-65/US 52 interchange operates at a LOS B and is expected to continue to have an acceptable LOS in 2025 under existing conditions. However, the increase in</p>

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14	Carla Phillips June 28, 2024 (website comment)	Can we leave the Lafayette road to 52 alone and just close off 52 south? It will help traffic issues.	The existing I-65/US 52 interchange is being removed because it would be too close to the proposed I-65 northbound exit ramp and the I-65 southbound entrance ramps, which would cause potential conflicts between merging and diverging traffic. Although this access point will be removed, a new improved access point will be provided at the new interchange north that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52. Additionally, Lafayette Avenue traffic will still be able to utilize the I-65 and

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			<p>SR 32 interchange that is approximately 1.25 miles south of the existing Lafayette Avenue entrance.</p> <p>Additionally, the aging infrastructure at the existing I-65/US 52 interchange has structural concerns and does not meet current design standards, which results in sight distance issues. Rebuilding the existing interchange to correct these issues, as well as long-term maintenance of this interchange location in addition to the new interchange north, would significantly increase cost. Non-local drivers would also likely experience confusion due to the presence of two separate US 52 interchanges, especially with one interchange only providing partial access.</p> <p>As noted in the Purpose and Need section of the Alternative Analysis in Appendix A of the approved EA, level of Service (LOS) is a scale (A through F) which classifies operating conditions of roads. In general, the operating conditions of roads are considered acceptable if found to operate at LOS D or better. Currently, the I-65/US 52 interchange operates at a LOS B and is expected to continue to have an acceptable LOS in 2025 under existing conditions. However, the increase in traffic volumes after 2025 is expected to result in a portion of the existing I-65/US 52 interchange to operate at an unacceptable LOS. By 2035, the I-65 northbound (NB) off-ramp to US 52 is anticipated to operate at a LOS F (unacceptable) in the AM peak hours and will continue to operate at a LOS F in 2045. Although not an unacceptable LOS, the I-65 southbound (SB) on-ramp from US 52 is anticipated to operate at a LOS D in the PM peak hours in 2035, which is the minimum acceptable LOS. By 2045, a decreasing trend in the LOS is apparent with the I-65 SB on-ramp from US 52 anticipated to operate at a LOS D in both the AM and PM peak hours.</p> <p>During the traffic analysis, the roadway network was incorporated into evaluating the existing and new interchange</p>
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15	<p>Carolyn Koontz          June 28, 2024          (website comment)</p>	<p>Keep exit 141 open</p>	<p>The existing I-65/US 52 interchange is being removed because it would be too close to the proposed I-65 northbound exit ramp and the I-65 southbound entrance ramps, which would cause potential conflicts between merging and diverging traffic. Although this access point will be removed, a new improved access point will be provided at the new interchange north that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52.</p> <p>Additionally, the aging infrastructure at the existing I-65/US 52 interchange has structural concerns and does not meet current design standards, which results in sight distance issues. Rebuilding the existing interchange to correct these issues, as well as long-term maintenance of this interchange location in addition to the new interchange north, would significantly increase cost. Non-local drivers would also likely experience confusion due to the presence of two separate US 52 interchanges, especially with one interchange only providing partial access.</p> <p>As noted in the Purpose and Need section of the Alternative Analysis in Appendix A of the approved EA, level of Service (LOS) is a scale (A through F) which classifies operating</p>

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<p>16</p>	<p>Robert Couchman          June 28, 2024          (website comment)</p>	<p>This is a suggestion on 52 ramp onto 65 closure after new interchange is built . Leaving that exit open would be very beneficial to State Highway during snow removal also local residents to get onto highway from Hazelrigg Rd as well ppl living south of new interchange. I myself work with Co Hwy Dept and know for last 23 yrs getting to roads very important. You also have Zore’s towing that be beneficial too as well instead drive north on 52 to 325 and back to interstate. And I be helpful for transporting from hospitals to Indy with straight shot . I know the new interchange will move lots of traffic and also cause more accidents. So please consider leaving 52 exit onto 65 SB          Thank you</p>	<p>The existing I-65/US 52 interchange is being removed because it would be too close to the proposed I-65 northbound exit ramp and the I-65 southbound entrance ramps, which would cause potential conflicts between merging and diverging traffic. Although this access point will be removed, a new improved access point will be provided at the new interchange north that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52.</p> <p>Additionally, the aging infrastructure at the existing I-65/US 52 interchange has structural concerns and does not meet current design standards, which results in sight distance issues. Rebuilding the existing interchange to correct these issues, as well as long-term maintenance of this interchange location in addition to the new interchange north, would significantly increase cost. Non-local drivers would also likely experience confusion due to the presence of two separate US 52 interchanges, especially with one interchange only providing partial access.</p> <p>A Diverging Diamond Interchange (DDI) is a type of interchange in which the two directions of traffic on a non-highway road cross to the opposite side on both sides of a bridge. When entering the DDI, drivers cross over to the left side of the bridge, guided by signals, signs and pavement markings. DDIs are designed to be safer, more efficient and more cost effective than traditional diamond interchanges.</p> <p>The DDI accommodates high volumes of left turns at signalized interchanges by eliminating the need for left-turn phase signals. On the non-highway crossing road, traffic crosses over from the right side to the left side of the road at the ramp terminals. Two-phase traffic signals are installed at the crossovers. Once on the left side of the road, vehicles can turn left onto highway ramps without stopping and without conflicting with through traffic.</p>
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17	<p>Steven Isenhower          246 Old Witt Road          July 1, 2024          (written Comment)</p> <p>*see Comment No. 4          for verbal comment</p>	<p>I beseech you to maintain most of the existing access points at the current I-65/US 52 interchange. This includes US 52 WB, Indianapolis Ave. to US 52 WB and US 52 EB to SB I-65. To avoid interfering with the new interchange it is recommended to not provide for the Lafayette Ave. to I-65 NB movement. The bulk of the roadway to accomplish this has been replaced in the last 4 or 5 years. This can all be accomplished within the existing Right-of-Way. The US 52 EB bridge deck will probably need to be replaced. Also the pin connections on this bridge should be redesigned and replaced.</p> <p>Following through with these recommendations would maintain the most convenient access for travelers to and from the Thorntown and Lafayette areas to and from Lebanon. The closure of the ramp from Lafayette Ave. to US 52 WB will force that traffic onto Witt Road and/or SR 39 to access US 52 and I-65. Both of these roads are frequently already overloaded. As stated in the proposal the Leap project will add to this congestion.</p>	<p>The existing I-65/US 52 interchange is being removed because it would be too close to the proposed I-65 northbound exit ramp and the I-65 southbound entrance ramps, which would cause potential conflicts between merging and diverging traffic. Although this access point will be removed, a new improved access point will be provided at the new interchange north that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52. Additionally, Lafayette Avenue traffic will still be able to utilize the I-65 and SR 32 interchange that is approximately 1.25 miles south of the existing Lafayette Avenue entrance.</p> <p>Additionally, the aging infrastructure at the existing I-65/US 52 interchange has structural concerns and does not meet current design standards, which results in sight distance issues. Rebuilding the existing interchange to correct these issues, as well as long-term maintenance of this interchange location in addition to the new interchange north, would significantly increase cost. Non-local drivers would also likely experience confusion due to the presence of two separate US 52 interchanges, especially with one interchange only providing partial access.</p> <p>As noted in the Purpose and Need section of the Alternative Analysis in Appendix A of the approved EA, level of Service (LOS) is a scale (A through F) which classifies operating conditions of roads. In general, the operating conditions of roads are considered acceptable if found to operate at LOS D or better. Currently, the I-65/US 52 interchange operates at a</p>

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18	Joe Barrett July 2, 2024 (website comment)	It would be a huge mistake to close the existing interchange. If an additional interchange is required, that's fine. The proposals that close the existing ramps will cause major issues when there's an I65 closure due to accident (happens frequently) and on Purdue football days! The majority of US52 users are traveling between	The existing I-65/US 52 interchange is being removed because it would be too close to the proposed I-65 northbound exit ramp and the I-65 southbound entrance ramps, which would cause potential conflicts between merging and diverging traffic. Although this access point will be removed, a new improved access point will be provided at the new interchange

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		<p>Indy a West Lafayette, closing the existing ramps would significantly impede that traffic.</p>	<p>north that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52.</p> <p>Additionally, the aging infrastructure at the existing I-65/US 52 interchange has structural concerns and does not meet current design standards, which results in sight distance issues. Rebuilding the existing interchange to correct these issues, as well as long-term maintenance of this interchange location in addition to the new interchange north, would significantly increase cost. Non-local drivers would also likely experience confusion due to the presence of two separate US 52 interchanges, especially with one interchange only providing partial access.</p> <p>As noted in the Purpose and Need section of the Alternative Analysis in Appendix A of the approved EA, level of Service (LOS) is a scale (A through F) which classifies operating conditions of roads. In general, the operating conditions of roads are considered acceptable if found to operate at LOS D or better. Currently, the I-65/US 52 interchange operates at a LOS B and is expected to continue to have an acceptable LOS in 2025 under existing conditions. However, the increase in traffic volumes after 2025 is expected to result in a portion of the existing I-65/US 52 interchange to operate at an unacceptable LOS. By 2035, the I-65 northbound (NB) off-ramp to US 52 is anticipated to operate at a LOS F (unacceptable) in the AM peak hours and will continue to operate at a LOS F in 2045. Although not an unacceptable LOS, the I-65 southbound (SB) on-ramp from US 52 is anticipated to operate at a LOS D in the PM peak hours in 2035, which is the minimum acceptable LOS. By 2045, a decreasing trend in the LOS is apparent with the I-65 SB on-ramp from US 52 anticipated to operate at a LOS D in both the AM and PM peak hours.</p> <p>The new interchange will be a Diverging Diamond Interchange (DDI), which is a type of interchange in which the two</p>
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19	Terry Barrett July 2, 2024 (website comment)	Bad idea.... Leave it ALONE.... We need that exit...	<p>The existing I-65/US 52 interchange is being removed because it would be too close to the proposed I-65 northbound exit ramp and the I-65 southbound entrance ramps, which would cause potential conflicts between merging and diverging traffic. Although this access point will be removed, a new improved access point will be provided at the new interchange north that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52.</p> <p>Additionally, the aging infrastructure at the existing I-65/US 52 interchange has structural concerns and does not meet current design standards, which results in sight distance issues. Rebuilding the existing interchange to correct these issues, as well as long-term maintenance of this interchange location in addition to the new interchange north, would significantly increase cost. Non-local drivers would also likely experience confusion due to the presence of two separate US 52 interchanges, especially with one interchange only providing partial access.</p>

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			<p>As noted in the Purpose and Need section of the Alternative Analysis in Appendix A of the approved EA, level of Service (LOS) is a scale (A through F) which classifies operating conditions of roads. In general, the operating conditions of roads are considered acceptable if found to operate at LOS D or better. Currently, the I-65/US 52 interchange operates at a LOS B and is expected to continue to have an acceptable LOS in 2025 under existing conditions. However, the increase in traffic volumes after 2025 is expected to result in a portion of the existing I-65/US 52 interchange to operate at an unacceptable LOS. By 2035, the I-65 northbound (NB) off-ramp to US 52 is anticipated to operate at a LOS F (unacceptable) in the AM peak hours and will continue to operate at a LOS F in 2045. Although not an unacceptable LOS, the I-65 southbound (SB) on-ramp from US 52 is anticipated to operate at a LOS D in the PM peak hours in 2035, which is the minimum acceptable LOS. By 2045, a decreasing trend in the LOS is apparent with the I-65 SB on-ramp from US 52 anticipated to operate at a LOS D in both the AM and PM peak hours.</p> <p>The new interchange will be a Diverging Diamond Interchange (DDI), which is a type of interchange in which the two directions of traffic on a non-highway road cross to the opposite side on both sides of a bridge. When entering the DDI, drivers cross over to the left side of the bridge, guided by signals, signs and pavement markings. DDIs are designed to be safer, more efficient and more cost effective than traditional diamond interchanges.</p> <p>The DDI accommodates high volumes of left turns at signalized interchanges by eliminating the need for left-turn phase signals. On the non-highway crossing road, traffic crosses over from the right side to the left side of the road at the ramp terminals. Two-phase traffic signals are installed at the crossovers. Once on the left side of the road, vehicles can turn</p>
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			<p>left onto highway ramps without stopping and without conflicting with through traffic.</p> <p>More information on DDIs can be found at:</p> <ul style="list-style-type: none"> <li>• <a href="https://www.in.gov/indot/traffic-engineering/diverging-diamond-interchange/">https://www.in.gov/indot/traffic-engineering/diverging-diamond-interchange/</a></li> <li>• <a href="https://safety.fhwa.dot.gov/intersection/crossover/">https://safety.fhwa.dot.gov/intersection/crossover/</a></li> </ul> <p>Specifically, the new I-65/US 52 interchange is designed to primarily facilitate the flow of traffic to/from I-65 and US 52. I-65 traffic has a 2-lane exit ramp toward the DDI. At the DDI, there are dual left-turn lanes for vehicles turning to head westbound on US 52. Continuing along US 52 westbound through the DDI, there is a Green-T intersection to the west with two (2) free-flowing lanes for the westbound thru movement. US 52 eastbound traffic (toward I-65 southbound) at the DDI has a 2-lane, free-flowing entrance ramp onto I-65 southbound. This free-flow condition is similar to the existing interchange. Additionally, the new interchange is intended to benefit all users in the area. Drivers who specifically use the movements to/from I-65 and US 52 may have to stop for a very short period of time in the future compared to now, but this allows full access to/from I-65 for all drivers instead of the existing partial access that is only beneficial to those traveling in the currently available directions. The new interchange also is anticipated to have an acceptable LOS compared to the unacceptable LOS anticipated in the future for the existing interchange.</p> <p>Thank you for your comment.</p>
20	John Frank July 2, 2024 (website comment)	Please leave 141 as it is . The ramp works for free flow traffic ! Too many changes is Not good !!	The existing I-65/US 52 interchange is being removed because it would be too close to the proposed I-65 northbound exit ramp and the I-65 southbound entrance ramps, which would cause potential conflicts between merging and diverging traffic. Although this access point will be removed, a new improved access point will be provided at the new interchange

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			<p>north that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52.</p> <p>Additionally, the aging infrastructure at the existing I-65/US 52 interchange has structural concerns and does not meet current design standards, which results in sight distance issues. Rebuilding the existing interchange to correct these issues, as well as long-term maintenance of this interchange location in addition to the new interchange north, would significantly increase cost. Non-local drivers would also likely experience confusion due to the presence of two separate US 52 interchanges, especially with one interchange only providing partial access.</p> <p>As noted in the Purpose and Need section of the Alternative Analysis in Appendix A of the approved EA, level of Service (LOS) is a scale (A through F) which classifies operating conditions of roads. In general, the operating conditions of roads are considered acceptable if found to operate at LOS D or better. Currently, the I-65/US 52 interchange operates at a LOS B and is expected to continue to have an acceptable LOS in 2025 under existing conditions. However, the increase in traffic volumes after 2025 is expected to result in a portion of the existing I-65/US 52 interchange to operate at an unacceptable LOS. By 2035, the I-65 northbound (NB) off-ramp to US 52 is anticipated to operate at a LOS F (unacceptable) in the AM peak hours and will continue to operate at a LOS F in 2045. Although not an unacceptable LOS, the I-65 southbound (SB) on-ramp from US 52 is anticipated to operate at a LOS D in the PM peak hours in 2035, which is the minimum acceptable LOS. By 2045, a decreasing trend in the LOS is apparent with the I-65 SB on-ramp from US 52 anticipated to operate at a LOS D in both the AM and PM peak hours.</p> <p>The new interchange will be a Diverging Diamond Interchange (DDI), which is a type of interchange in which the two</p>
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			<p>directions of traffic on a non-highway road cross to the opposite side on both sides of a bridge. When entering the DDI, drivers cross over to the left side of the bridge, guided by signals, signs and pavement markings. DDIs are designed to be safer, more efficient and more cost effective than traditional diamond interchanges.</p> <p>The DDI accommodates high volumes of left turns at signalized interchanges by eliminating the need for left-turn phase signals. On the non-highway crossing road, traffic crosses over from the right side to the left side of the road at the ramp terminals. Two-phase traffic signals are installed at the crossovers. Once on the left side of the road, vehicles can turn left onto highway ramps without stopping and without conflicting with through traffic.</p> <p>More information on DDIs can be found at:</p> <ul style="list-style-type: none"><li>• <a href="https://www.in.gov/indot/traffic-engineering/diverging-diamond-interchange/">https://www.in.gov/indot/traffic-engineering/diverging-diamond-interchange/</a></li><li>• <a href="https://safety.fhwa.dot.gov/intersection/crossover/">https://safety.fhwa.dot.gov/intersection/crossover/</a></li></ul> <p>Specifically, the new I-65/US 52 interchange is designed to primarily facilitate the flow of traffic to/from I-65 and US 52. I-65 traffic has a 2-lane exit ramp toward the DDI. At the DDI, there are dual left-turn lanes for vehicles turning to head westbound on US 52. Continuing along US 52 westbound through the DDI, there is a Green-T intersection to the west with two (2) free-flowing lanes for the westbound thru movement. US 52 eastbound traffic (toward I-65 southbound) at the DDI has a 2-lane, free-flowing entrance ramp onto I-65 southbound. This free-flow condition is similar to the existing interchange. Additionally, the new interchange is intended to benefit all users in the area. Drivers who specifically use the movements to/from I-65 and US 52 may have to stop for a very short period of time in the future compared to now, but this allows full access to/from I-65 for all drivers instead of the</p>
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			existing partial access that is only beneficial to those traveling in the currently available directions. The new interchange also is anticipated to have an acceptable LOS compared to the unacceptable LOS anticipated in the future for the existing interchange.  Thank you for your comment.
Agency Comments			
Comment No.	Organization/ Comment Date	Comment	Response
21	USEPA June 26, 2024 (written comment)	<u>Environmental Justice - A.1:</u> Page 43 of the Draft EA stated, “Based upon the scope of the project, the identified populations will not experience a disproportionately high and adverse impact from the project.” Under EO 14096, environmental justice is now evaluated based simply on disproportionate and adverse impacts. The Fact Sheet accompanying EO 140962 states, “The Executive Order [EO 14096] uses the term ‘disproportionate and adverse’ as a simpler, modernized version of the phrase ‘disproportionately high and adverse’ used in Executive Order 12898. Those phrases have the same meaning but removing the word “high” eliminates potential misunderstanding that agencies should only be considering large disproportionate effects.” EPA recommends modifying references to “disproportionately high [emphasis added]” to refer to the current language in EO 14096.	Noted.
22	USEPA June 26, 2024 (written comment)	<u>Environmental Justice – A.2.a.1:</u> Provide additional information to better understand direct, indirect, and cumulative effects to communities with EJ concerns and to identify possible measures to mitigate disproportionate effects. EO 14096 Section 3(a)(ix)(B) directs agencies to carry out NEPA reviews in a manner that considers the best available science and information on any disparate health effects arising from exposure to pollution and other environmental hazards, such as information on race,	Wider community impacts are discussed in Section H – Community Impacts of the approved EA: “The project will have temporary negative socioeconomic impacts on the community, including temporary inconveniences commonly associated with construction such as noise, fugitive dust, increased travel delays, and utility disruptions. However, these impacts are temporary and will cease upon completion of the project.

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		<p>national origin, age, disability status, among others, of the individuals exposed. In addition, Section 3(a)(i) directs agencies to “identify, analyze, and address disproportionate and adverse human health and environmental effects (including risks) and hazards of Federal activities, including those related to climate change and cumulative impacts of environmental and other burdens on communities with environmental justice concerns.” For example, the Draft EA’s identification of communities in the EJ analysis (pages 41-43) only considers communities in census tracts and block groups that intersect the project area (Appendix J). The analysis overlooks communities that may be affected by temporary and long-term effects (e.g., temporary traffic delays and utilities disruptions) that will occur outside of the immediate Project area. Additionally, EPA recommends using block groups rather than census tracts in the analysis and to also consider including information on people with disabilities.</p>	<p>Permanent socioeconomic effects are not expected. The proposed project is not anticipated to negatively affect community cohesion since access is being maintained to all properties and will provide a new location to cross over I-65. Transportation within the community and access to community resources will not be affected. Minimal impacts are anticipated to the local tax base, property value, and community events, since the majority of the project will occur along I-65 and US 52 and the project will improve mobility for the surrounding area. The temporary socioeconomic impacts discussed here do not outweigh the benefits the project will bring to the community by providing improved mobility, direct access, and LOS D or better at the I-65/US 52 interchange.”</p> <p>Evaluation of impacts to Environmental Justice populations followed INDOT policies and guidelines.</p> <p>The project will comply with the June 1, 2021 INDOT Americans with Disabilities Act (ADA) Transition Plan (<a href="https://www.in.gov/indot/files/21-ADA-Transition-Plan.pdf">https://www.in.gov/indot/files/21-ADA-Transition-Plan.pdf</a>).</p>
23	USEPA June 26, 2024 (written comment)	<p><u>Environmental Justice – A.2.a.2:</u> Evaluate the effects of the proposed Project on communities with EJ concerns and sensitive receptors (e.g., children, people with asthma, elderly, etc.) Page 42 of the Draft EA indicated the presence of sensitive receptors (e.g., Under Age 5 at the 70-80th percentile; Over Age 64 at the 80-90th percentile) located in the Project area.</p>	<p>Disadvantaged Communities (DAC) are discussed in Section H – Community Impacts of the Approved EA: “The part of the project located in the Over Age 64 DAC’s area is designed for temporary maintenance of traffic crossovers and no permanent changes will be made within the DAC. The part of the project located in the Under Age 5 DAC’s area is designed to remove the northbound Lafayette Avenue to I-65 northbound entrance ramp. However, the project does not impact any schools or childcare facilities.” Please see the Approved EA for the full discussion.</p> <p>Additionally, the project will provide direct access to the areas east and west of I-65, north of Lebanon. Providing this access is anticipated to redirect vehicles that previously were traveling through low-speed residential areas and downtown Lebanon, which is anticipated to reduce traffic volume through</p>

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			the areas where the Under Age 5 DAC is located. The project will also provide a full access interchange that has clear directional signage that will meet driver expectations for the Over Age 64 DAC.
24	USEPA June 26, 2024 (written comment)	<u>Environmental Justice – A.2.a.3:</u> EJSCREEN indicated that chemical releases (sourced from EPA’s Toxics Release Inventory [TRI]) and Particulate Matter 2.55 (PM2.5) near the Project site are at or near the 80th percentile for the State. Please describe existing conditions for nearby communities identified and how the expected changes from the Project will affect those conditions (i.e., how will increases or reductions in traffic affect communities).	<p>Air quality is discussed in Section F-Air Quality of the Approved EA: “The purpose of this project is to provide improved mobility and direct access to the areas east and west of I-65, north of Lebanon, as well as increase the LOS of the I-65/US 52 interchange to LOS D or better by relocating the I-65/US 52 interchange and realigning US 52. 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 result in only a minor relocation of the interchange 1 mile north and will not result in changes in traffic volumes, vehicle mix, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative.”</p> <p>“It is anticipated the project’s improvements to mobility, direct access, and LOS will result in a reduction of GHG [greenhouse gas] emissions due to the reduction of anticipated deceleration/acceleration conditions and potential idle times from projected congestion.”</p> <p>Please see the Approved EA for the full discussion.</p>
25	USEPA June 26, 2024 (written comment)	<u>1. Environmental Justice – 2.a.4:</u> Provide an analysis and findings as to whether the No Action Alternative would result in disproportionate adverse effects on communities with EJ concerns, taking into account the information provided in Recommendation 1.A.1. Identify what those effects may be and include measures that FHWA will take to avoid, minimize, or mitigate effects. The Draft EA on page 43 stated, “...the identified populations will not experience a disproportionately high and adverse impact from the project.” However, the Draft EA did not include	<p>All of the proposed build alternatives that met the purpose and need for this project would result in a similar effect to EJ populations due to the similar scope of relocating the interchange.</p> <p>For the No-Build alternative (Conceptual Alternative 1), it would leave the existing I-65/US 52 interchange as it currently exists. No improvements would be made. The existing interchange would continue to lack direct access to the areas east and west of I-65, north of Lebanon, and mobility would</p>

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		an EJ analysis for all project alternatives, including the No Action Alternative.	not be improved. The anticipated LOS of the I-65/US 52 interchange in 2035 would continue to be unacceptable (LOS F) and would not be improved. The No-Build alternative would have a similar effect across the local communities and would not have a disproportionately high and adverse impact to EJ communities.
26	USEPA June 26, 2024 (written comment)	<u>1. Environmental Justice – A.2.b.1:</u> Expand the area of EJ analysis to identify communities with EJ concerns beyond the Project area that will be affected by the Project. Include a discussion of any existing health disparities and environmental burdens for communities with EJ concerns affected by the Project and discuss any disproportionate adverse Project effects. The Draft EA did not discuss baseline characteristics of communities in or near the Project area, such as human health vulnerabilities and existing environmental burdens, which may affect direct, indirect, and cumulative effects experienced by the communities from the Project.	Evaluation of impacts to Environmental Justice populations followed INDOT policies and guidelines. Environmental Justice discussions along with additional community discussions can be found in Section H – Community Impacts of the Approved EA.
27	USEPA June 26, 2024 (written comment)	<u>1. Environmental Justice – A.2.b.2:</u> Broaden the Project buffer to at least 1 mile to capture roads that may receive increased or decreased traffic because of the Project.	Evaluation of impacts to Environmental Justice populations followed INDOT policies and guidelines. Environmental Justice discussions along with additional community discussions can be found in Section H – Community Impacts of the Approved EA.  As part of the Draft Interstate Access Document (excerpts available in Appendix A, A-35 to A-61, of the Approved EA), traffic impacts were evaluated for a larger overall study area to evaluate the area of influence of the interchange.
28	USEPA June 26, 2024 (written comment)	<u>1. Environmental Justice – A.2.b.3:</u> The Project may affect residents who commute in and around the Project area but are not located within the project boundary. Describe the effects the Project may have on populations outside of the Project area but located nearby, such as those located in Lebanon, south of the Project. For example, Figure 2 in Appendix J (Part 2, page 509) indicated that there is a census tract in the 80-90th percentile with a Limited	As part of the Draft Interstate Access Document (excerpts available in Appendix A, A-35 to A-61, of the Approved EA), traffic impacts were evaluated for a larger overall study area to evaluate the area of influence of the interchange.  The project will provide direct access to the areas east and west of I-65, north of Lebanon. Providing this access is anticipated to redirect vehicles that previously were traveling

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		<p>English-speaking population (LEP). Figure 3 (Part 2, page 510) identified populations with a Less than High School Education in the 90-100th percentile. These communities may be affected by Project construction and implementation. Integrate commitments to address disproportionate effects before finalizing the EA.</p>	<p>through low-speed residential areas and downtown Lebanon, which is anticipated to reduce traffic volume.</p> <p>The majority of project construction will occur off existing alignment and will have minimal traffic impacts during construction except for work to tie into existing alignments. The maintenance of traffic (MOT) for the project includes maintaining the three lanes of traffic in each direction along I-65 throughout construction except for rolling slowdowns overnight for the removal of the existing I-65 to US 52 bridge. One lane of traffic in each direction will be maintained along US 52. Prior to closing and removing the existing interchange, the new interchange will be fully open traffic to maintain access to US 52 with only minor temporary closure to finish any tie-in work. Due to the majority off existing alignment construction, maintaining directional traffic on US 52, and maintaining all lanes on I-65, no significant delays are anticipated, and access will be maintained for all users. Environmental Justice (EJ) populations will experience similar temporary impacts from construction as non-EJ populations and will not experience disproportionately high and adverse impacts. All of the proposed build alternatives that met the purpose and need for this project would have similar MOT impacts to non-EJ and EJ populations except for Conceptual Alternative 4 (I-65 and US 52 Reconstruction). Construction of Conceptual Alternative 4 would likely require the closure of the I-65 to US 52 exit ramp during a majority of construction with traffic being detoured 3.79 miles north to the I-65 and SR 47 interchange to access US 52. Both non-EJ and EJ populations would experience a similar effect. This would have an increased impact on the traveling public compared to the preferred alternative.</p> <p>Evaluation of impacts to Environmental Justice populations followed INDOT policies and guidelines. The 90-100<sup>th</sup> percentile Less than High School Education population is more</p>
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			<p>than 1 mile south of the project and the study area. The 80-90<sup>th</sup> percentile LEP population is more than 1.5 miles south of the project and the study area. Outreach to the local community was conducted through various modes of communication including mailers, public notices, social media posts, and updates on the project website. Hardcopies of the public hearing materials were hosted at the Lebanon Public Library, which is located two blocks north of both the Less than High School and LEP areas. Public involvement discussions can be found in Part I – Public Involvement of the Approved EA.</p> <p>Environmental Justice discussions can be found in Section H – Community Impacts of the Approved EA. The impacts associated with this project area not considered to be disproportionately high and adverse on EJ populations.</p>
29	USEPA June 26, 2024 (written comment)	<u>1. Environmental Justice – A.2.c.1:</u> Discuss the meaningful involvement and targeted outreach in plain language and any other languages other than English spoken by residents undertaken by FHWA and INDOT near the Project area. Given that several local communities are LEPs, such efforts should be undertaken.	Evaluation of impacts to Environmental Justice populations followed INDOT policies and guidelines. Environmental Justice discussions along with additional community discussions can be found in Section H – Community Impacts of the Approved EA.
30	USEPA June 26, 2024 (written comment)	<u>1. Environmental Justice – A.2.c.2:</u> Discuss meaningful engagement and outreach efforts with the communities made up of LEPs who may not be able to understand English-specific communication (e.g., Project video and documents).	Evaluation of impacts to Environmental Justice populations followed INDOT policies and guidelines. Environmental Justice discussions along with additional community discussions can be found in Section H – Community Impacts of the Approved EA.
31	USEPA June 26, 2024 (written comment)	<u>2. Climate Change – A.1.a.1:</u> Quantify estimates of all reasonably-foreseeable direct (e.g., construction) and indirect (e.g., off-site material hauling and disposal) GHG emissions from the proposed Project over its anticipated lifetime for all alternatives, including the No Action Alternative, broken out by GHG type. Include and analyze potential upstream and downstream GHG emissions, if applicable.	Greenhouse Gas (GHG) is discussed in Section F-Air Quality of the Approved EA: “The purpose of this project is to provide improved mobility and direct access to the areas east and west of I-65, north of Lebanon, as well as increase the LOS of the I-65/US 52 interchange to LOS D or better; therefore, the project is not projected to increase vehicular traffic in this region of Boone County. Although the project does shift the location of the interchange, the project will not increase operational capacity of the roadways involved. It is anticipated the

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			<p>project’s improvements to mobility, direct access, and LOS will result in a reduction of GHG emissions due to the reduction of anticipated deceleration/acceleration conditions and potential idle times from projected congestion. All of the proposed conceptual alternatives that met the purpose and need for this project would result in similar improvements to traffic mobility, direct access, and LOS compared to the preferred alternative and would result in a near equal reduction of GHG emissions.” Please see the approved EA for the full discussion.</p> <p>For the No-Build alternative (Conceptual Alternative 1), it would leave the existing I-65/US 52 interchange as it currently exists. No improvements would be made. The existing interchange would continue to lack direct access to the areas east and west of I-65, north of Lebanon, and mobility would not be improved. The anticipated LOS of the I-65/US 52 interchange in 2035 would continue to be unacceptable (LOS F) and would not be improved. The No-Build alternative is anticipated to have increased deceleration/acceleration conditions and potential idle times compared to current existing conditions and the preferred alternative. Therefore, it is anticipated that the No-Build alternative would result in increased GHG emissions.</p> <p>Concerning MOT impacts on GHG emissions, the majority of project construction will occur off existing alignment and will have minimal traffic impacts during construction except for work to tie into existing alignments. The MOT for the project includes maintaining the three lanes of traffic in each direction along I-65 throughout construction except for rolling slowdowns overnight for the removal of the existing I-65 to US 52 bridge. One lane of traffic in each direction will be maintained along US 52. Prior to closing and removing the existing interchange, the new interchange will be fully open traffic to maintain access to US 52 with only minor temporary</p>
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			<p>closure to finish any tie-in work. Due to the majority off existing alignment construction, maintaining directional traffic on US 52, and maintaining all lanes on I-65, no significant delays are anticipated, and access will be maintained for all users. As noted in the approved EA, minor temporary increase of GHG emissions are anticipated during construction. However, these temporary increase would cease upon completion of the project. All of the proposed build alternatives that met the purpose and need for this project would result in similar temporary GHG emissions since they all involve relocating the interchange except for Conceptual Alternative 4 (I-65 and US 52 reconstruction). Construction of Conceptual Alternative 4 would likely require the closure of the I-65 to US 52 exit ramp during a majority of construction with traffic being detoured 3.79 miles north to the I-65 and SR 47 interchange to access US 52. This would increase the travel distance for vehicles intending to go westbound on US 52 and likely increase idling time at the I-65 and SR 47 interchange since those vehicles would be turning left at an unsignalized intersection.</p>
32	USEPA June 26, 2024 (written comment)	<p><u>2. Climate Change – A.1.a.2:</u> Use SC-GHG estimates to consider the climate damages from net changes in direct and indirect emissions of CO2 and other GHGs from the proposed Project. To do so, EPA recommends a breakdown of estimated net GHG emission changes by individual gas, rather than relying on CO2-equivalent (CO2e) estimates, and then monetize the climate effects associated with each GHG using the corresponding social cost estimate (i.e., monetize CH4 emissions changes expected to occur with the social of methane (SC-CH4) estimate for emissions).</p>	<p>Greenhouse Gas (GHG) is discussed in Section F-Air Quality of the approved EA: “The purpose of this project is to provide improved mobility and direct access to the areas east and west of I-65, north of Lebanon, as well as increase the LOS of the I-65/US 52 interchange to LOS D or better; therefore, the project is not projected to increase vehicular traffic in this region of Boone County. Although the project does shift the location of the interchange, the project will not increase operational capacity of the roadways involved. It is anticipated the project’s improvements to mobility, direct access, and LOS will result in a reduction of GHG emissions due to the reduction of anticipated deceleration/acceleration conditions and potential idle times from projected congestion. All of the proposed conceptual alternatives that met the purpose and need for this project would result in similar improvements to traffic mobility, direct access, and LOS compared to the</p>

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			preferred alternative and would result in a near equal reduction of GHG emissions.” Please see the Approved EA for the full discussion.
33	USEPA June 26, 2024 (written comment)	<u>2. Climate Change – A.1.a.3:</u> When applying SC-GHG estimates, just as with tools to quantify emissions, FHWA should disclose the assumptions (e.g., discount rates) and uncertainties associated with such analysis and the need for updates over time to reflect evolving science and economics of climate effects.	Noted for future quantitative evaluations/analyses.
34	USEPA June 26, 2024 (written comment)	<u>2. Climate Change – A.1.a.4:</u> Avoid expressing the overall Project-level GHG emissions as a percentage of the state or national GHG emissions. The U.S. must reduce GHG emissions from a multitude of sources, each making relatively small individual contributions to overall GHG emissions, in order to meet national climate targets.	Noted for future quantitative evaluations/analyses.
35	USEPA June 26, 2024 (written comment)	<u>2. Climate Change – 1.a.5:</u> Use comparisons of GHG emissions and SC-GHG across alternatives to inform Project decision-making.	Noted for future quantitative evaluations/analyses. All of the proposed conceptual alternatives that met the purpose and need for this project would result in similar improvements to traffic mobility, direct access, and LOS compared to the preferred alternative and would result in a near equal reduction of GHG emissions.
36	USEPA June 26, 2024 (written comment)	<u>2. Climate Change – A.1.b.1:</u> Provide an analysis of GHG emissions in the context of state GHG reduction targets and policies. This includes Indiana’s GHG emission reduction goals. This should inform FHWA’s consideration of GHG mitigation measures.	This project is aligned with INDOT’s Carbon Reduction Strategy, which follows federal guidelines.
37	USEPA June 26, 2024 (written comment)	<u>2. Climate Change – A.1.b.2:</u> Discuss the implications the expected increase in GHGs should the proposed Project be implemented. Additionally, discuss the ramifications of making it more difficult to meet state emissions goals due to the increase in GHGs.	Greenhouse Gas (GHG) is discussed in Section F-Air Quality of the Approved EA: “The purpose of this project is to provide improved mobility and direct access to the areas east and west of I-65, north of Lebanon, as well as increase the LOS of the I-65/US 52 interchange to LOS D or better; therefore, the project is not projected to increase vehicular traffic in this region of Boone County. Although the project does shift the location of the interchange, the project will not increase operational capacity of the roadways involved. It is anticipated the

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			project’s improvements to mobility, direct access, and LOS will result in a reduction of GHG emissions due to the reduction of anticipated deceleration/acceleration conditions and potential idle times from projected congestion. All of the proposed conceptual alternatives that met the purpose and need for this project would result in similar improvements to traffic mobility, direct access, and LOS compared to the preferred alternative and would result in a near equal reduction of GHG emissions.” Please see the Approved EA for the full discussion.
38	USEPA June 26, 2024 (written comment)	<u>2. Climate Change – A.1.b.3:</u> Include a detailed discussion of the Project’s GHG emissions in the context of national and international GHG emissions reduction goals, including the U.S. 2030 Paris GHG reduction target and 2050 net-zero policy.	This project is aligned with INDOT’s Carbon Reduction Strategy, which follows federal guidelines and discusses the context of national GHG reductions goals in relation to how the State plans to support carbon reduction. Indiana has not set statewide carbon reduction goals.
39	USEPA June 26, 2024 (written comment)	<u>2. Climate Change – A.1.b.4:</u> Include a complete discussion of the extent to which the estimated GHG emissions from the proposed Project and alternatives may be inconsistent with the need to take actions necessary to achieve science-based GHG reduction targets. In addition to the Inflation Reduction Act16 (IRA), there are proposed EPA climate change regulatory actions and initiatives that address greenhouse emissions from transportation, oil and gas, and power sectors.	This project is aligned with INDOT’s Carbon Reduction Strategy, which follows federal guidelines and discusses the context of national GHG reductions goals in relation to how the State plans to support carbon reduction. Indiana has not set statewide carbon reduction goals.
40	USEPA June 26, 2024 (written comment)	<u>2. Climate Change – A.1.c.1:</u> Describe changing climate conditions (i.e., temperatures and frequency and severity of storm events) and assess how such changes could impact the proposed Project and the environmental effects of the proposed Project and all alternatives.	Climate change and resiliency is discussed in Section F-Air Quality of the Approved EA. Please see the Approved EA for the full discussion. All of the proposed build alternatives that met the purpose and need for this project would implement similar stormwater drainage and detention improvements as the preferred alternative that increase resiliency.
41	USEPA June 26, 2024 (written comment)	<u>2. Climate Change – A.1.c.2:</u> Incorporate robust climate resilience and adaption considerations into (1) Project design and engineering; (2) construction oversight; (3) commitments for protective measures related to stormwater and erosion; and (4) routine monitoring during operations. NEPA documentation should describe	Climate change and resiliency is discussed in Section F-Air Quality of the Approved EA. Please see the Approved EA for the full discussion. All of the proposed build alternatives that met the purpose and need for this project would implement similar stormwater drainage and detention improvements as the preferred alternative that increase resiliency.

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		how FHWA has addressed such considerations and provide a rationale for any reasonable alternatives to enhance resilience that were not adopted or discussed in detail.	<p>INDOT Standard Specifications section 205 addresses requirements for stormwater and erosion management, as well as INDOT Recurring Specification 108-C-192d, 205-R-740, and 205-R-783.</p> <p>The project will require an IDEM Construction Stormwater General Permit (CSGP), which will include requirements for stormwater and erosion management.</p>
42	USEPA June 26, 2024 (written comment)	<u>2. Climate Change – A.1.c.3:</u> Discuss how climate change could worsen long term effects/risks from the Project to communities with Environmental Justice (EJ) concerns. For any such impacts, consider mitigation and adaptation measures.	Climate change and resiliency is discussed in Section F-Air Quality of the Approved EA. Please see the Approved EA for the full discussion. Climate change is not anticipated to result in worse long term effects/risks from this project on EJ communities. The project is anticipated to have a similar effect across the local communities and would not have a disproportionately high and adverse impact to EJ communities.
43	USEPA June 26, 2024 (written comment)	<u>2. Climate Change – A.1.d.1:</u> Identify practices to reduce and mitigate the expected GHG emissions from the Project. Mitigation measures should be identified and evaluated; include commitments to do so in the Finalized EA and NEPA decision document. EPA recommends FHWA commit to practices in the enclosed Construction Emission Control Checklist.	Applicable measures to address construction emission controls will be followed as noted on the checklist. INDOT Standard Specifications section 107.08 contains regulations regarding dust and air pollution during construction. Pay items are normally included with projects on an as-needed basis dependent on scope of work for dust control and erosion prevention.
44	USEPA June 26, 2024 (written comment)	<u>3. Lead and Asbestos Abatement/Bridge Demolition – A.1:</u> Specify if lead-based paint or protective coatings, or materials containing lead and/or asbestos, are present on the bridge proposed for demolition. Describe all testing that has been undertaken or planned and provide information on the proposed lead health and safety plans to be utilized. If testing has not yet been undertaken, EPA recommends that FHWA and INDOT commit to testing prior to the start of demolition activities.	The project will follow all federal and state laws and regulations regarding lead and asbestos identification and removal. INDOT Standard Specifications section 202 contains regulations and requirements concerning removal of structures and obstructions. Asbestos is specifically addressed under section 202.07. INDOT Standard Specifications section 104.06 contains regulations and requirements concerning removal and disposal of regulated materials. INDOT Standard Specifications section 619 contains regulations and requirements concerning bridge painting, handling of painted materials, and removal of paint. Asbestos and lead

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			identification/testing shall be conducted prior to removal of the bridge according to those specifications.
45	USEPA June 26, 2024 (written comment)	<u>3. Lead and Asbestos Abatement/Bridge Demolition – A.2:</u> Explain the extent to which FHWA considered potential lead releases (from paint chips or dust) during bridge and infrastructure demolition, including conducting lead testing. If lead testing indicates the likelihood of releases, EPA recommends the use of contractors that are trained and certified to conduct lead-abatement activities and that they apply appropriate lead-safe work practices. Specific mitigation measures might include containment, end-of-workday clean and proper storage of debris and waste, the placement of barriers to prevent lead dust from leaving the site, the use of personal protective equipment by workers, protocols for entering and exiting the work area and the posting of warning signs. All other relevant or applicable federal environmental regulations should apply, including the Occupational and Safety Hazard Administration’s lead in construction standards.	The project will follow all federal and state laws and regulations regarding lead identification and removal. INDOT Standard Specifications section 104.06 contains regulations and requirements concerning removal and disposal of regulated materials. INDOT Standard Specifications section 619 contains regulations and requirements concerning bridge painting, handling of painted materials, and removal of paint. Asbestos and lead identification/testing shall be conducted prior to removal of the bridge according to those specifications.
46	USEPA June 26, 2024 (written comment)	<u>3. Lead and Asbestos Abatement/Bridge Demolition – A.3:</u> If lead testing indicates there will likely be releases, FHWA should undertake targeted outreach to any schools and childcare centered located within the Project corridor to limit exposure to children. EPA also recommends working with local Department of Public Health to guide outreach efforts. Outreach materials might focus on limiting outdoor play and/or open windows during posted construction times. EPA recommends the following to minimize exposure to lead: washing hands before eating and after coming in from outside, keeping “outside” shoes outside of the school/daycare center, and wet-washing floors, windowsills, and window wells every day.	The project will follow all federal and state laws and regulations regarding lead identification and removal. INDOT Standard Specifications section 104.06 contains regulations and requirements concerning removal and disposal of regulated materials. INDOT Standard Specifications section 619 contains regulations and requirements concerning bridge painting, handling of painted materials, and removal of paint. Asbestos and lead identification/testing shall be conducted prior to removal of the bridge according to those specifications. Section 619 also covers notification to the IDEM, local health department, and residents in the area.
47	USEPA June 26, 2024 (written comment)	<u>4. Direct, Indirect, and Cumulative Effects – A.1:</u> Provide justification and an explanation of direct, indirect, and cumulative effects of the Project as well as all other projects FHWA and INDOT have undertaken.	Community impacts are discussed in Section H – Community Impacts of the Approved EA. Direct, indirect, and cumulative impacts were taken into consideration within this discussion.

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48	USEPA June 26, 2024 (written comment)	<u>4. Direct, Indirect, and Cumulative Effects – A.2:</u> Evaluate the Project’s full slate of environmental effects in combination with the environmental effects of its existing system and prior expansion projects. The cumulative impact assessment should also include and assess the cumulative effects of GHGs from localized I-65 and local road projects, including all previous expansions.	Community impacts are discussed in Section H – Community Impacts of the Approved EA. Direct, indirect, and cumulative impacts were taken into consideration within this discussion.
49	USEPA June 26, 2024 (written comment)	<u>5. Noxious and Nonnative Invasive Species – A.1:</u> Discuss standard best management practices (e.g., washing construction equipment) that would be used to eliminate the spread of NNIS into, as well as out of, the Project area.	Best management practices concerning construction equipment will be followed for control of noxious and nonnative invasive species.
50	USEPA June 26, 2024 (written comment)	<u>5. Noxious and Nonnative Invasive Species – A.2:</u> If NNIS are present, the Finalized EA should identify all NNIS in the Project area and the specific measures that will be taken to control and/or eradicate existing populations, ideally before earthmoving activities begin.	Best management practices concerning construction equipment will be followed for control of noxious and nonnative invasive species.
51	USEPA June 26, 2024 (written comment)	<u>6. Air Resources – A.1:</u> Commit to including applicable measures identified in the enclosed Construction Emission Control Checklist to reduce air impacts and minimize exposure to workers and residents.	Applicable measures to address construction emission controls will be followed as noted on the checklist. INDOT Standard Specifications section 107.08 contains regulations regarding dust and air pollution during construction. Pay items are normally included with projects on an as-needed basis dependent on scope of work for dust control and erosion prevention.
52	USEPA June 26, 2024 (written comment)	<u>6. Air Resources – A.2:</u> Establish material hauling routes away from places where children live, learn, and play, to the extent feasible. Consider homes, schools, daycare, and playgrounds. In addition to air quality benefits, careful routing may protect children from vehicle-pedestrian accidents. Identify potential material hauling routes.	Due to the presence of multiple state roads and I-65, as well as construction on US 52 and I-65, haul routes are anticipated to be along these roadways. No schools or parks are located in the immediate vicinity. School bus companies will be notified of construction timing to minimize conflicts between buses and construction vehicles.

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53	USEPA June 26, 2024 (written comment)	<u>6. Air Resources – A.3:</u> Install vegetative barriers to reduce the movement of roadway air pollution into adjacent neighborhoods as well as reduce visual impacts.18 EPA research demonstrates that well planned vegetative barriers can reduce exposure to roadway air pollution by up to 50 percent, and the combination of a solid fence with vegetation can result in the greatest protection.19 EPA understands the need for consistency with FHWA requirements, including safety and line-of-sight requirements, which could be addressed during barrier design. EPA would appreciate the opportunity to discuss use of vegetation to reduce pollution exposures and is available to assist.	Landscaping at the interchange is being planned by the local government that meets INDOT’s Policy for Public Art and Landscaping on INDOT Right-of-Way. Vegetative barriers will be considered during final design if it meets INDOT’s policy and it if meets design requirements without increasing right-of-way impacts.
54	USEPA June 26, 2024 (written comment)	<u>7. Public Outreach and Plain Language – A.1:</u> Discuss how FHWA plans to keep surrounding communities informed of Project schedules, plans, and protective measures that construction contractors will be required to follow.	INDOT Standard Specifications section 107.08 contains requirements for public convenience and safety. Additionally, INDOT Standard Specifications section 107.12 contains requirements for traffic control devices. As per INDOT directives, construction communication will be defined as per the contractual documents.  Additionally, INDOT utilizes social media, media releases, and project websites/newsletters to keep the public up to date on construction schedules and maintenance of traffic change overs.
55	USEPA June 26, 2024 (written comment)	<u>7. Public Outreach and Plain Language – A.2:</u> Consider creating a list of required construction mitigation measures and how FHWA will ensure that information is easily accessible by the public. Include a phone number for residents to call if contractors do not follow protective measures, such as idling time limits.	INDOT Standard Specifications section 107.08 contains requirements for public convenience and safety. Additionally, INDOT Standard Specifications section 107.12 contains requirements for traffic control devices. As per INDOT directives, construction communication will be defined as per the contractual documents.  Additionally, INDOT utilizes social media, media releases, and project websites/newsletters to keep the public up to date on construction schedules and maintenance of traffic change overs.

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			Issues during construction can be directed to <a href="http://www.INDOT4U.com">www.INDOT4U.com</a> or 855-463-6848.
56	USEPA June 26, 2024 (written comment)	<u>7. Public Outreach and Plain Language – A.3:</u> Modify the EA to ensure that it is written in plain language with the ability to be understood by a reader not familiar with Project locations, area history, related/previous projects in the vicinity, or a background in ecology, engineering, or water resources. Technical terms (e.g., CIF [Construction in a Floodway] permits) should be explained in plain language.	Noted.
57	USEPA June 26, 2024 (written comment)	<u>8. Mitigation Commitments – A.1:</u> All Environmental Commitments should be listed as Firm Commitments.	The commitments listed in the Approved EA followed INDOT’s commitments guidance.
58	USEPA June 26, 2024 (written comment)	<u>8. Mitigation Commitments – A.2:</u> Add environmental date restrictions for the tree removal mitigation commitment (Firm Commitment #6).	Tree clearing will be restricted to the inactive season between October 1 – March 31. Firm Commitment #6 has been modified to include these dates. This will be incorporated into the Contract Documents via Unique Special Provision for Bat Avoidance and Mitigation Measures.
59	USEPA June 26, 2024 (written comment)	<u>8. Mitigation Commitments – A.3:</u> Include all Environmental Commitments in the NEPA Decision document.	See Appendix D of this FONSI Request and will be published with the FONSI.
60	USEPA June 26, 2024 (written comment)	<u>8. Mitigation Commitments – B.1:</u> EPA concurs with IDNR’s recommendations and recommends that FHWA and INDOT commit to tree mitigation as per IDNR’s specifications. Information on tree mitigation, including replanting densities, species, and locations, should be included in the finalized EA.	Reasonable efforts will be made to further minimize impacts to trees. Per the approved IDNR Construction in a Floodway (CIF) permit (FW-32596-0), no tree mitigation is required.
61	USEPA June 26, 2024 (written comment)	<u>9. Other Comments – A.1:</u> Rectify the discrepancies of wetland impact acreage and forested acreage impact throughout the document.	Wetland Acreage: The perceived discrepancies are due to the difference between the wetland impact and right-of-way acquisition of area that is a wetland. 1.6 acres of wetlands will be impacted, which consist of wetlands within existing right-of-way and new permanent right-of-way. One acre of wetlands will be acquired for new permanent right-of-way; however, acquisition does not equate to wetland impact since there are wetlands within existing and new right-of-way that will not be impacted.

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			<p>Forested Acreage: Similar to the wetland acreage, 1.62 acres of tree clearing will occur (within existing and new right-of-way), which consists of single trees within residential yards and single rows of trees along fence lines; however, no acquisition of forested land for right-of-way will occur. The 0.20 acre of tree impact referenced on pages 9-11 (<i>Other Alternatives Considered</i> section was based on the conceptual alternatives/preliminary preferred alternative, which then went through minor revisions and refinements as the design progressed into the Preferred Alternative. Outside the <i>Other Alternatives Considered</i> section (pages 7-11) of the Approved EA, the impact information provided is based on the refined design of the Preferred Alternative. It is anticipated that similar refinements would have been required for any alternative selected.</p>
62	USEPA June 26, 2024 (written comment)	<p><u>9. Other Comments – B.1:</u> Create an appendix for all substantive comments received on the Draft EA. Provide the actual comment letters and emails from all government agencies and Tribes. EPA recommends that all comments be responded to individually, especially those from government agencies and Tribes. EPA suggests that FHWA utilize an organized format to respond to agency and public comments as follows: reproduction of the original comment letter, numeric sequencing of specific comments, and corresponding responses to those comments.</p>	Please see Appendix B of this FONSI Request.