

DISPOSITION OF PUBLIC COMMENTS
US 31 @ SR 28 Des. 1382317 - Hearing Held February 11, 2015

#	Commentator	Comment From Transcript	Response
Public Hearing Speaker Comments			
1	Mayor of Tipton Don Havens	We intend to submit written comments and resolution in support of the project.	Thank you.
2	County Councilman Jim Ashley	Generally many support the project.	Thank you.
3	County Councilman Jim Ashley	Some property owners are not being fairly treated.	The property acquisition process is guided by the Uniform Relocation and Real Property Acquisition Act (Uniform Act), passed by Congress in 1970. It is a federal law that establishes minimum standards for federally funded programs and projects that require the acquisition of real property (real estate) or displace persons from their homes, businesses, or farms. The Uniform Act's protections and assistance apply to the acquisition, rehabilitation, or demolition of real property for federal or federally funded projects. INDOT's Real Estate Division adheres to this act and federal and state implementing regulations. All appraised values are established based on the fair market value of comparable properties. All appraisals are reviewed through two levels of independent professional analysis.
4	County Councilman Jim Ashley	There is concern about how farm equipment will get through the roundabouts and across the new bridge over US 31.	Road widths and bridge horizontal and vertical clearances are based on guidance set in national policy (AAASHTO "A Policy on Geometric Design of Highways and Streets") for the vehicle types anticipated to use this facility. Agricultural equipment manufacturers limit the width and height of vehicles so they can traverse the roads. The width of the proposed bridge over US 31 is approximately the same width (40'-4" feet bridge rail to bridge rail) as the existing bridge on SR 28 over Dixon Creek, at the west project limit, so the new bridge does not impose a width restriction that is not there already. Similarly, SR 28 has only 11' lanes with minimal shoulders. The roundabouts have been designed to accommodate large farm machinery.
5	County Councilman Jim Ashley	We assume engineering will account for the clearance for overhead wires.	Correct.
6	County Councilman Jim Ashley	There is a property north of Chrysler of 10-12 acres. How will access be maintained to this property? A landlocked parcel is in violation of our ordinance.	The project will eliminate the existing legal access of this parcel with US 31. The property will be appraised and the property owner will be fairly compensated for the loss of this legal access and will have a choice to pursue legal access through a private agreement with an adjoining property owner, or the state will completely purchase the property as excess land.
7	County Councilman Jim Ashley	Our ordinance requires that when there is a change in use of property there is to be landscaping, but we have seen nothing in the planning. By comparison Chrysler is spending millions on enhancements.	The US 31 / SR 28 interchange landscape will be planted with native grass mixes. INDOT encourages development and implementation of architectural, themed and landscape elements within their projects, but with the development and maintenance costs provided by the local government.
8	Rick Nadolski	One property that is farmed loses four points of access. What is the remediation?	It is unknown what parcel is being referenced. Property owners that lose legal access and are not provided new legal access by other means (relocated legal access or a public road) are compensated for the change in value to their land.
9	Roberta Heinzmann	At US 31 and SR 38 there are no roundabouts. Why do we have to have them?	Each interchange location is evaluated independently. National research of crash histories have documented that roundabouts reduce the severity of crashes by as much as 70% and offer equal to better capacity than typical signalized intersections. Roundabout design is also cost-effective because of the lack of signals. Traffic flows peak more at SR 28 due to the Chrysler Plan compared to other interchanges, and that also favors roundabouts at SR 28. All of the alternatives were ranked based on several key performance measures, such as capacity, safety, cost, environmental impacts. The preferred alternative ranked the highest.

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10	Stan Jones	I hate roundabouts, why not design it like US 31 and SR 38. What is the difference in traffic and crashes? There is no cost analysis of the differences in design.	See Response #9.
11	Stan Jones	I have driven fire trucks through roundabouts. It's a pain.	The roundabouts have been designed for large tractor trailers to negotiate the interchange. Since emergency vehicles are more maneuverable than these large trucks, they are likewise accommodated. The paved roadway width will be sufficient for emergency vehicles to pass other vehicles that pull-off to the far right side. In sections of roadway where curbing is used, the minimum paved width in a given direction will be 20'. This minimum width does not occur for long stretches, but rather is isolated to locations near the roundabouts' exits and entrances. The roadway widths become larger directly at the entrances and exits. The condition where there is curb on both sides of the roadway occurs for a distance of 2 to 3 car lengths at any given entrance or exit.
12	Nancy Carney	The county will immediately lose about \$1.4 million in assessed NAV [Net Assessed Value] and needs help.	Local jurisdictions are not compensated for loss of NAV resulting from state projects. The project has been developed through consultation and input from Tipton County officials to support economic development vision.
13	Nancy Carney	The state should pay for the utility conduit being built under US 31.	INDOT policy is that all betterments (such as the conduit under US 31) which support local initiatives are to have their costs paid by local governments.
14	Phil Whelchel	Will I live on Division Road. SR 28 be closed at for 120 days? People won't use the state detour. Division Road can't take it.	SR 28 is estimated to be closed for 120 days. The final length of the closure will be established prior to the contract letting. Tipton County and INDOT will evaluate the impacts to local routes prior and post construction.
15	Marla Featherstone	I am disappointed with the proposed buyouts. People's livelihoods are being ripped away from them.	See Response #3.
16	Rich Parker	I am concerned about light pollution and the additional lighting. I would appreciate shielding on the lighting to minimize the amount of light pollution.	Interchange lighting will be isolated to the area around the each roundabout. No high mast lighting will be used. Measures to reduce light pollution will be reviewed by the project team.
17	Steve McClellan	I am a rep of Chrysler employees. Day's and Sherrill's have not been treated well. Fast foods will come and replace them.	See Response #3.
18	Michael Casterline	A 40 acres maze to replace one stoplight. You can't tell me you can't design something to avoid the iconic businesses.	The project will impact approximately 40 acres of land for new right-of-way. The project team empathizes with the impact to the historical and iconic Sherrill's restaurant. All of the build interchange alternatives impacted this property similarly. The Chrysler plant in the northeast quadrant and cemetery in the southwest quadrant limited design option.
19	Marilyn Sherwood	So the comments go into the record. What will be the resolution? When?	Rickie Clark responded that responses will be prepared and copies of the disposition of comments will be sent to all those who signed up. There will be legal ads saying where the final Categorical Exclusion (the required environmental document) can be found. It will include the comments received and the responses thereto.
20	Dick Boyd	When will that be?	Likely the end of March.
Written Comments Received			
21	Jason Henderson, Tipton County Surveyor	Consider using free fill from Tipton County's Big Cicero Creek Dich flood control project. US 31 contractor would excavate and truck to US 31 SR 28 project.	The project team will discuss with Tipton County possible options to use this free fill source.

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22	City of Tipton	Through a Joint Resolution, the Commissioners of Tipton County, Common Council of the City of Tipton, and Mayor of Tipton support the US 31 and SR 28 interchange project.	Thank you.
23	Jordan Staffor, Stafford Farms	I want to make sure the bridge and roundabouts are sized for the future and large agricultural machinery.	See Response #4.
24	Theresa Vaughn	Will the state or EPA be testing nearby wells and groundwater for possible contamination when they remove old fuel tanks?	A series of Environmental Commitments related to contamination are listed in Section J of the Categorical Exclusion for the project. Testing will occur.
25	Theresa Vaughn	When SR 28 is closed for 120 days, would it be possible to install temporary speed bumps on roads that will be used in lieu of the actual detour routes?	INDOT promotes use of state detours. Local traffic typically finds alternate routes. Speed bumps on public roads are typically used on residential, low volume or slower speed roadways.
26	Theresa Vaughn	Alternative #5 is not the best plan. We don't need a roundabout, let alone two.	See Response #4.
27	Theresa Vaughn	Who specifically from my area - major, commissioners, etc., had final say on which alternative was chosen?	Local officials (County Commissioners, Mayor of Tipton) and other stakeholders were consulted and this information is considered with engineering, traffic and safety data, and environmental constraints to lead to a decision that is made by INDOT (with FHWA approval). In this case the cemetery in the southwest quadrant and Dixon Creek limited some options and provision of good service to the Chrysler plant guided some decisions.
28	James Leffler	Has the state ever built a roundabout on two intersecting highways?	Yes at multiple locations. INDOT has constructed similar interchanges with two roundabouts at I-69 and Union Chapel Road in Fort Wayne and at SR 49 and CR 400 North near Valparaiso.
29	James Leffler	Has anyone checked with the Sheriff's Department on crashes?	Crash data records were gathered and investigated at this site. For the recent three year period, there was 41 observed crashes including, 16 serious crashes at the intersection. The overall good safety performance of roundabouts compared to diamond interchange design was also considered.
30	James Leffler	People would like to continue for the intersection to have stop lights.	See Response #4.
31	Alan Boughton	I think the east roundabout should not serve Chrysler. Chrysler should connect to CR 560 West.	A major benefit of the Preferred Alternative is the direct access and egress allowed by Chrysler's direct connection to the east roundabout, which removes much of the Chrysler employee traffic from SR 28, leading to travel time savings and fewer vehicular conflicts.
32	Alan Boughton	What plans are being made to improve SR 28 and CR 560 West?	No improvements are currently planned.
33	Alan Boughton	Improvements should be added to the project cost, but not a stop light.	No improvements are currently planned.
34	Alan Boughton	What plans are being made to improve CR 560 West north across the NFS railroad tracks?	No improvements are currently planned.
35	Alan Boughton	What plans are being made to improve SR 28 east to and through Tipton?	State Road 28 will be patched and paved with an inch-and-a-half asphalt surface within the Tipton city limits during the summer of 2015.
36	Elsa Smith	Please consider moving the Chrysler access to CR 560 West to accommodate growth if the factory doubles or triples.	The east roundabout has reserve capacity to handle 5% growth of plant traffic for the scenario of all shift change traffic entering and exiting the plant within a 20 minute period. The design team has consulted with Chrysler plant management in regard to traffic created by the plant. Meanwhile, shifts can be offset to smooth travel peaks. And, nothing precludes access to/from CR 560 West in addition to the SR 28 roundabout.
37	Alan Boughton	A lot of people would have made comments if you had a meeting at the time the layouts were given to the Mayor and Commissioners.	Comment acknowledged.
37	Kit Genits	We live above the garage at the first house north of SR 28 on the west side. Will we definitely have to relocate? Does relocation process and aid begin only after the landlord's business is concluded? We want to find a place as a family, closer to Noblesville, if possible.	The property will be impacted and is a total take as part of this project. INDOT Right-of-Way was present at the public hearing to answer such questions. A member of the project team and INDOT will be reach out to you answer all your questions.

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38	Susan Kirby RN, OCN	Why can SR 28 not be a straight shot across US 31 and why roundabouts?	See Responses #4 and #9.
39	Susan Kirby RN, OCN	Is this a two-lane roundabout and won't extra long trucks (wind turbines) get into the other lane?	See Responses #9 and #11.
40	Jim Purvis	Projects of this sort should have a landscape plan; 0.75 to 1.00 percent of the proposed budget.	See Response #7.
41	Jim Purvis	The detour should be fully addressed. For example, where will school buses go?	The project team will coordinate with the local school district to minimize impacts to bus operations.
42	Jim Purvis	The value of the land at the interchange is the highest in the county and must be considered when providing a fair and equitable amount to business owners.	The value of land is carefully established under the Uniform Relocation and Real Property Acquisition Act.
43	Jim Purvis	When will the results of the archaeological studies be available?	Publicly available information was provided to Mr. Purvis by email.
44	Dan Straub	Trucks will not use the roundabout connection to get into Chrysler; they will go around the back way.	INDOT can not control the route of commercial vehicles. The roundabouts are designed to accommodate tractor trailer combinations.
45	Dan Straub	The overpass is too narrow and should be three lanes wide to accommodate large equipment.	See Response #9.
46	Dan Straub	The interchanges at SR 38 or SR 26 and US 31 offer a better design.	See Response #9.
47	Dan Straub	Simple and uncomplicated roads are usually safer and easier for the general public and less costly.	Comment acknowledged. Research and history of operations has thoroughly documented that roundabouts reduce the severity of crashes as compared to traditional intersections.
48	Stan Jones	Residents are not interested in having roundabouts.	Comment acknowledged.
49	Stan Jones	As a volunteer firefighter at Kempton Fire Department, we do not support roundabouts, which will slow response times.	See Response #11.
50	Stan Jones	What studies led to the conclusion to use roundabouts?	See Response #9.
51	Denise Schinella, Chrysler Real Estate	Are electrical wires either underground or far removed from the turnarounds?	Yes.
52	Denise Schinella, Chrysler Real Estate	Is there adequate and effective drainage on the turnarounds to eliminate icy buildup in winter?	Yes. The surface runoff will be collected by curbs and drain into inlets which discharge into roadside ditches.
53	Denise Schinella, Chrysler Real Estate	How will snow removal be facilitated so that plowed snow will not block sight lines?	INDOT maintenance operations have experience plowing and storing snow off roundabout / all paved surface areas. Operating speeds are reduced to around 15 mph near the roundabout which improves safety and sight distance.
54	Denise Schinella, Chrysler Real Estate	What is the maximum size of tractor-trailers that the turnarounds are designed to accommodate?	The roundabouts have been designed for interstate tractor trailers (WB-65/67) to negotiate the interchange without impacting curbing.
55	Denise Schinella, Chrysler Real Estate	What is the curb height of the turnarounds? We advise against curbs to prevent damage to wide turning tractor-trailer rims/tires.	Curbing is necessary at roundabouts in order to provide visibility of the channelized lanes and to influence vehicular speed reduction. The amount of curbing has been minimized in consideration of over-sized agricultural equipment, emergency vehicles, and maintenance costs. The curbing at the roundabout entrances and exits will be vertical and 6 inches tall. The curbing at the central island of each roundabout will be sloping and 4 inches tall. The design provides for the large tractor trailer vehicle to negotiate all turns without impacting the curbing.

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56	Denise Schinella, Chrysler Real Estate	What portion of SR 28 will be closed? Is the 120 day period accurate? Please provide a marked drawing of the closed portion.	SR 28 and its bridge over US 31 will be constructed alongside and south of the existing road, allowing continuing use by travelers during construction. Existing commercial developments will be relocated, leaving no remaining access points to maintain during construction, except the Chrysler Transmission Plant. There will be an approximate 120-day detour when the ramp connections are built across the existing SR 28 roadway. Chrysler Transmission Plant traffic will use local roads (CR 560 West and Division Road). This could lead to a total detour length of 42 miles, with an additional 18 miles more than existing routes. INDOT has a protocol to notify local emergency services, schools and the Chrysler Transmission Plant in advance of the closure.
57	Denise Schinella, Chrysler Real Estate	There is concern about surface water drainage and the [Chrysler] plant's retention basin.	An extensive hydraulic analysis was conducted to ensure proper flow and storage of stormwater.
58	Denise Schinella, Chrysler Real Estate	Please provide a copy of the environmental analysis when available.	The commentator will be notified when the final CE is available.
59	Jane Harper	I believe the design could cause instances where vehicles could have to follow slow moving vehicles the entire length of the 28' bridge.	See Response #4.
60	Jane Harper	The interchange will likely impede economic growth.	The interchange has been coordinated with Tipton County's Economic Development Director and is consistent with the County's Comprehensive Plan. There are preliminary plans for development in the northwest and southwest quadrants.
61	Jane Harper	The local leaders do not represent the pulse of the community.	Comment acknowledged.
62	Jane Harper	After the SR 28 interchange is built, will the lone remaining stoplight on US 31 in Tipton County at Division Road be fixed?	INDOT is planning to eliminate this signal in the future as the full length of the US 31 corridor is converted to limited access freeway.
63	Larry Bills	Why does SR 28 have roundabouts, when SR 22, 26, and 38 do not?	See Response #9.
64	Larry Bills	Why is there a dedicated entrance to Chrysler to the east roundabout when there is already an existing entrance with a light?	A major benefit of the Preferred Alternative is the direct access and egress allowed by connection to the east roundabout, which removes much of the Chrysler employee traffic from SR 28, leading to travel time savings and fewer vehicular conflicts.
65	Kristina Cline	The 36' width of the bridge poses a safety concern when large farm machinery is being driven and/or transported across the county.	See Response #4.
66	Kristina Cline	US 31 at Division Road should be changed to a yellow flashing light for US 31 and flashing red for Division.	INDOT is planning to eliminate this signal in the future as the full length of the US 31 corridor is converted to limited access freeway.
67	Kurt Fertig	Why can't the interchange be built like I-65 and SR 28? I am concerned about wide farm equipment and long semis.	See Response #9.
68	Scott Campbell, Total Seed Production	I don't believe traffic circles should be used in high speed rural areas. There will be problems with large vehicles and more land and cost.	See Response #9.
69	Ryan Campbell, Total Seed Production	I have equipment 26 feet wide and understand the SR 28 bridge will be only 36' wide. A bigger concern is that once a piece of farm equipment enters the first roundabout and emergency vehicle would have to wait for it to clear before it could pass.	See responses #4, #9, and #11. The amount of curbing has been minimized in consideration of oversized agricultural equipment, emergency vehicles, and maintenance costs. The position of roadway signs will also be determined with consideration of large equipment being negotiated to avoid emergency vehicles.
70	Matt Cline, Total Seed Production	I have equipment 26 feet wide and understand the SR 28 bridge will be only 36' wide. A 26-foot piece of equipment and a 9' 6" fire truck would have to dodge each other. There is a need for a berm before the overpass to allow farm machinery to pull over.	See responses #4, #9, and #11. The amount of curbing has been minimized in consideration of oversized agricultural equipment, emergency vehicles, and maintenance costs. The position of roadway signs will also be determined with consideration of large equipment being negotiated to avoid emergency vehicles.

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71	Matt Cline, Total Seed Production	There is a need for a fire hydrant on the west side of US 31 as we now have to fill behind Chrysler on the east side.	The construction of a utility conduit under US 31 and SR 28, a project that is being coordinated with and is planned to be constructed as part of the interchange project, will allow the Tipton Water Utilities to expand their water and wastewater services to the west side of US 31. The utility will determine the location hydrants.
72	Lisa Henderson, Henderson Farm Service	We need engineers to plan for the size of farm equipment.	See Response #4.
73	Jaron Stafford, Stafford Farms	Our equipment is 20 feet wide and I understand the bridge over US 31 will be only 36 feet wide. I believe the bridge should be 60 feet wide.	See Response #4.
74	Kala Nicholson-Cline, USDA Farm service agency	I have equipment 26 feet wide and understand the SR 28 bridge will be only 36 wide. A 26-foot piece of equipment and a 9' 6" fire truck would have to dodge each other. There is a need for a berm before the overpass to allow farm machinery to pull over.	See responses #4, #9, and #11. The amount of curbing has been minimized in consideration of oversized agricultural equipment, emergency vehicles, and maintenance costs. The position of roadway signs will also be determined with consideration of large equipment being negotiated to avoid emergency vehicles.
75	La Vella Bills	The interchange at SR 38 works well, why not do that design?	See Response #9.
76	La Vella Bills	The entrance at Chrysler works well, why change?	A major benefit of the Preferred Alternative is the direct access and egress allowed by connection to the east roundabout, which removes much of the Chrysler employee traffic from SR 28, leading to travel time savings and fewer vehicular conflicts. Tipton County officials endorsed the use of roundabouts. Traffic signals very close to roundabouts can impact the operations.
77	Thomas Dickey JD, on behalf of Orville R. Wilson Family Limited Partnership	The design is burdensome and takes too much land and severely limits the potential for the land in the southwest quadrant.	Each interchange configuration considered had right-of-way requirements that were similar regardless of intersection choice. The proposed interchange was selected to provide the best overall value. The presence of the cemetery in the southwest quadrant and maintaining access to it guided design there.
78	Thomas Dickey JD, on behalf of Orville R. Wilson Family Limited Partnership	The cul-de-sac into the Wilson property creates a notch of land not suitable for commercial development.	The project team has developed the location of the access road and cul-de-sac in the southwest quadrant to minimize impact and severing the parcel into two small sections to allow the largest parcel for economic development.
79	Thomas Dickey JD, on behalf of Orville R. Wilson Family Limited Partnership	We do not understand why there is no access from the west roundabout to the Wilson property.	With the interchange configuration comprised of a direct and loop ramp in the northwest quadrant, the current plan minimizes confusion to drivers going to and from US 31 off SR 28. This option also provides more capacity and efficiency of such travelers.
80	Sandra Hickey, Total Seed Production	I have equipment 26 feet wide and understand the SR 28 bridge will be only 36 wide. A 26-foot piece of equipment and a 9' 6" fire truck would have to dodge each other. There is a need for a berm before the overpass to allow farm machinery to pull over.	See responses #4, #9, and #11. The amount of curbing has been minimized in consideration of oversized agricultural equipment, emergency vehicles, and maintenance costs. The position of roadway signs will also be determined with consideration of large equipment being negotiated to avoid emergency vehicles.
81	Sandra Hickey, Total Seed Production	Please keep Division Road open across US 31.	INDOT is planning to eliminate this signal in the future as the full length of the US 31 corridor is converted to limited access freeway.
82	Aaron Conaway, Total Seed Production	I have equipment 26 feet wide and understand the SR 28 bridge will be only 36 wide. A 26-foot piece of equipment and a 9' 6" fire truck would have to dodge each other. There is a need for a berm before the overpass to allow farm machinery to pull over.	See Response #80
83	Charee Condict, DDS, MSD	I have equipment 26 feet wide and understand the SR 28 bridge will be only 36 wide. A 26-foot piece of equipment and a 9' 6" fire truck would have to dodge each other. There is a need for a berm before the overpass to allow farm machinery to pull over.	See Response #80