

Submitted Comments	INDOT Response	INDOT Action/Comment
When does the comment period on the STIP end? April 13 <sup>th</sup> ??	The Draft 2018-2021 STIP was posted for public comment for 30 days, from March 24, 2017 through May 1, 2017.	no further action at this time
How are the public comments handled?	Upon submission, public comments are documented, reviewed by INDOT Central and District planning and project selection teams with responses prepared to substantive comments. A summary of comments with responses will be posted.	A summary of comments and responses will be posted to INDOT website. Copies of comments and responses will be sent to FHWA as part of the STIP approval process.
The STIP document still mentions "Major Moves" projects.	Major Moves was on old funding program.	The wording Major Moves was corrected in the STIP document.
Please, pave US 231 through Greencastle, especially north of thePutnam County Courthouse -- and then BAN ALL UTILITY CUTS in the newpavement! It's like a moonscape through there. Thank you.	INDOT will continue to implement and monitor programs that maintain steady improvement in pavement quality.	Comment will be sent to Crawfordsville District Office for additional review and investigation. <a href="http://www.in.gov/indot/2701.htm">http://www.in.gov/indot/2701.htm</a>
When it comes to Southern Indiana. The closest you can get is Vincennes! Really! We not only have the worst roads in Indiana, but are not even given a voice in the matter.	INDOT will continue to implement and monitor programs that maintain steady improvement in pavement quality.	Comment will be sent to Vincennes District Office for additional review and consideration. District Customer Service Team notified of customer concern. <a href="http://www.in.gov/indot/2707.htm">http://www.in.gov/indot/2707.htm</a>
I have heard that InDot has put the SR 135 up grades from StonesCrossing to Bargersville on hold. With the upgrade of SR 37 to I-69coming and US 31 & I-65 have already been upgraded, why isn't InDotupgrading ( widening) SR 135? Whenever there is an accident or roadwork on I-65, US 31 or SR 37 the traffic on SR 135 is terrible. Theneople that drive SR 135 pay road taxes too.	INDOT will continue to monitor the SR 135 Corridor to identify transportation challenges and work towards solutions to enhance safety, mobility and access.	Seymour District Customer Service Team replied directly to customer's concern by providing information regarding improvements (past and future) for the SR 135 Corridor. <a href="http://www.in.gov/indot/2706.htm">http://www.in.gov/indot/2706.htm</a>
Dear INDOT: I have 2 comments about future road projects: 1) I94 between IN 421 and US 20 east and west bound 2) IUS 20 between IN 421 and US 12 east and west bound	INDOT will continue to focus on improving the US 421 Corridor in northwest Indiana to enhance safety, mobility and access.	Comment will be sent to LaPorte District Office for additional review and consideration as part of project selection activities. <a href="http://www.in.gov/indot/2705.htm">http://www.in.gov/indot/2705.htm</a>
Regarding 1592385, would like to ensure that the tower light between65 N and 65 S just S of Morris / Prospect is re-installed as part ofthis project. Also, the neighborhood associations would like an inputon the colors of the girders.	Project DES# 1592385 - Interchange Modification, I-65/I-70 North Junction modification and additional bridge rehabilitation is in the early stages of development. The project must undergo environmental analysis and preliminary design where further refinement will take place. Public involvement activities will take place to solicit input on a preliminary proposal to enhance transportation	Comment will be sent to Greenfield District Office and the Office of Public Involvement; both offices will coordinate public outreach activities for this project, anticipating formal outreach to occur during environmental phase of project development. <a href="http://www.in.gov/indot/2704.htm">http://www.in.gov/indot/2704.htm</a>
Please finish SR 245 between Lamar and Santa Claus	INDOT will continue to monitor the SR 245 corridor to identify infrastructure enhancement opportunities.	Comment will be sent to Vincennes District Office for additional review and consideration as part of project selection activities.
I-69 Indy to Evansville Section 6 is listed in the Financial Summary(p. 33). But the reference and link in Footnote #3 is actually regarding Section 5.	Correction was made on the Financial page.	no further action at this time
Many banks of lights (median lit and on ramps/interchanges) are outand converting them to LED would not only be more efficient but wouldbe easier one the eyes when driving.	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify solutions to mobility challenges in the northeast corridor of the metropolitan Indianapolis area including and extending to I-65, I-69, SR 37 and I-70.	Comment will be sent to INDOT planning and project selection teams for review. In addition, INDOT Greenfield District Traffic Division will review comments related to interstate lighting. <a href="http://www.in.gov/indot/2704.htm">http://www.in.gov/indot/2704.htm</a>
I would also like to see the I65/I69 interchange reconfigured/rebuilt. I saw	Based on the area described, SR 63 heading north near US 41, is located in Warren County. INDOT has a project programmed (DES# 0900186), HMA Overlay project to address pavement condition and also extend the pavement life on S.R. 63 from 0.1 mile south of the North Junction of SR 263 to U.S. 41 in Warren County. The project is approximately 3.5 miles in length and is scheduled for 2017 construction.	Comment will be sent to INDOT Crawfordsville District Office for additional review as project selection activities continue. <a href="http://www.in.gov/indot/2701.htm">http://www.in.gov/indot/2701.htm</a>
I've noticed the road surface is very rough on IN 63 northbound in the last several miles leading up to US 41. A resurfacing would be welcome Thanks Adam Ketterman	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, local communities, in addition with transportation stakeholders to identify challenges and work towards delivering solutions.	Comment will be sent to Vincennes District Office for additional review and consideration. District Customer Service Team notified of customer concern. <a href="http://www.in.gov/indot/2707.htm">http://www.in.gov/indot/2707.htm</a>
My question is this! I have been living in Posey County Indiana since2005 and drive the Indiana State Highway 66 everyday which runs EastWest out of Evansville from Indiana 62 Lloyd Expressway to WesternState Line through Mount Vernon Indiana. This Road is deplorable. Stoppatching and resurface. Or	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, local communities, in addition with transportation stakeholders to identify challenges and work towards delivering solutions.	Comment will be sent to Seymour District Office, Customer Service Team, for review and consideration. <a href="http://www.in.gov/indot/2706.htm">http://www.in.gov/indot/2706.htm</a>
Does anyone know the rate? Where is it on the list of projects? Not!	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, local communities, in addition with transportation stakeholders to identify challenges and work towards delivering solutions.	Comment will be sent to Vincennes District Office for additional review and consideration. District Customer Service Team notified of customer concern. <a href="http://www.in.gov/indot/2707.htm">http://www.in.gov/indot/2707.htm</a>
The two traffic signal projects listed for SR 45 in Monroe County are desperately needed, particularly if they include left turn arrows fromSR 45 to Pete Ellis/Range Road. A project not on the list, which Iwish to submit for your consideration, is left turn arrows from SmithRoad onto SR 46. This intersection sees many near misses at N/Traffic maneuvers around cars waiting to turn E/W. Thank!	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, local communities, in addition with transportation stakeholders to identify challenges and work towards delivering solutions.	Comment will be sent to INDOT Greenfield District Office for additional review as project selection activities continue. <a href="http://www.in.gov/indot/2701.htm">http://www.in.gov/indot/2701.htm</a>
REFERENCE: Hendricks County, just south of Rockville Road on 625 East. What has been referred to as the "Haunted Bridge" is crumbling and in danger of collapsing. Trains travel over the top of it several times a day, and local residents are afraid to drive under it for fear it will fall on top of their car. It is so bad that there are plants growing out from within each of its many cracks, which means water is penetrating into all these crevices. All you have to do is look at it and you will know it poses a serious threat to safety. It should be near the top of your list for replacement. Thank you.	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, local communities, in addition with transportation stakeholders to identify challenges and work towards delivering solutions.	Comment will be sent to INDOT Crawfordsville District Office for additional review as project selection activities continue. <a href="http://www.in.gov/indot/2701.htm">http://www.in.gov/indot/2701.htm</a>
The sad state of SR 14 needs to be addressed!! The repairs done last summer are embarrassingly bad and the road was broke up before the first week. What happened to the road being widened for the safety of everyone that travels that road?? We have made complaints to our state representatives since the repairs last year but nothing has been corrected. The extra money needs to be spent on widening that road and the resurfacing should be of quality material that it would last longer than a few days before becoming giant potholes. Thank you for asking for public input, I hope that are going to be seriously looked	INDOT appreciates the customer bringing the condition of S.R. 14 to our attention, however additional information is required as the customer did not include a location which could then be investigated. INDOT monitors pavement conditions to identify areas where maintenance activities are needed and/or where new projects should be proposed to address road deficiencies.	Additional information is needed in order to address this concern. S.R. 14 is an east west route which essentially extends from U.S. 41 in Newton County to I-69 in Allen County.
please do something with ST Road 2 between valparaiso &westville.....I lost an elephant in one of those holes.	INDOT monitors pavement conditions to identify areas where maintenance activities are needed and/or where new projects should be proposed to address road deficiencies.	Comment will be sent to LaPorte District Office for additional review and consideration as part of project selection activities.
Please resurface Hwy. 2 between Westville and Valparaiso. I can'tbelieve how badly this surface has deteriorated. What did they use the last time? Who did this work? It should have lasted much longerthan it has.	INDOT monitors pavement conditions to identify areas where maintenance activities are needed and/or where new projects should be proposed to address road deficiencies.	Comment will be sent to LaPorte District Office for additional review and consideration as part of project selection activities. <a href="http://www.in.gov/indot/2705.htm">http://www.in.gov/indot/2705.htm</a>
State Road 327 needs to be widened from US6 North to US 20 also getthe rumblestrip off the fog line on US 6 it forces traffic to hug thecenterline!	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, local communities, in addition with transportation stakeholders to identify challenges and work towards delivering solutions.	Comment will be sent to Fort Wayne District Office for additional review and consideration. <a href="http://www.in.gov/indot/2703.htm">http://www.in.gov/indot/2703.htm</a>
Please look into resurfacing 80/94 from the portage exit to theChesterton exit. It is falling apart dramatically. Thanks Scott	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, local communities, in addition with transportation stakeholders to identify challenges and work towards delivering solutions.	Comment will be sent to LaPorte District Office for additional review and consideration as part of project selection activities. <a href="http://www.in.gov/indot/2705.htm">http://www.in.gov/indot/2705.htm</a>
Improve U.S.41 to from Evansville to Terre Haute using controlledinterchanges, deleting trafficking signs and lights. Also the I69 Bridge.	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, local communities, in addition with transportation stakeholders to identify challenges and work towards delivering solutions.	Comment will be sent to Vincennes District Office for additional review and consideration. District Customer Service Team notified of customer concern. <a href="http://www.in.gov/indot/2707.htm">http://www.in.gov/indot/2707.htm</a>
The areas at the north and south of the I65/I70 split in downtownIndianapolis are recognized as national congestion points. We shouldbuild a parallel road just the other side of the river to the west tocreate a tight inner loop for downtown. In this way there would be multiple routes to get into and out of the city rather than forcineveryone through the split.	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, local communities, in addition with transportation stakeholders to identify challenges and work towards delivering solutions. INDOT will continue to monitor I-70 and I-65 in Marion County with the goal of proposing enhancements to reduce congestion and maximize safety for	Comment will be sent to INDOT Greenfield District planning and project selection teams for review. <a href="http://www.in.gov/indot/2704.htm">http://www.in.gov/indot/2704.htm</a>
There is a huge need for a stoplight at 300 East and US 20. Trucks drive way too fast on this road and a lot of bad accidents are the result. Coming off 300 East is really dangerous or turning into that road as well. A lot of traffic use 300 East instead of Fall road to get over to Route 2 even big semi trucks. Please consider	INDOT will plan, build, maintain and operate a superior transportation system enhancing safety, mobility and economic growth. Planning, developing and delivering projects that enhance safety is an important part of the INDOT mission.	Comment will be sent to LaPorte District Office for additional review and consideration as part of project selection activities. <a href="http://www.in.gov/indot/2705.htm">http://www.in.gov/indot/2705.htm</a>
Hello, I would like to see the installation of low mast led street lights to better light the roadways for nighttime driving and help improve visibility. There seem to be a severe lack of adequate roadway lighting throughout the state of Indiana. This should be a public safety issue and sincerely hope this is taken into consideration.	INDOT will plan, build, maintain and operate a superior transportation system enhancing safety, mobility and economic growth. Planning, developing and delivering projects that enhance safety is an important part of the INDOT mission.	Comment to be sent to multiple business units at INDOT Central Office including Traffic & Maintenance Operations, Traffic Safety and Project Selection Teams for additional review and consideration. <a href="http://www.in.gov/indot">http://www.in.gov/indot</a>
I believe additional lanes both North & South on I65 is necessarysince this is the main route from Chicago & Northern Indiana to theSouth.	As part of comprehensive transportation infrastructure improvement, sections of I-65, a heavily traveled corridor, are undergoing expansion and rehabilitation. INDOT will continue to monitor the corridor and program projects (as funding is made available) to add at least one travel lane in each direction on I65 statewide	Major Moves 2020 program has resulted in several I65 improvement projects including I65 between SR 44 near Franklin and Johnson/Marion County line, I65 from SR 38 to SR 26 near Lafayette in Tippecanoe County, I65 between Sellersburg and Memphis in Clark County, I65 from SR 2 to US 30 in Newton and Lake Counties. Future projects will be programmed as funding is made available with an overall goal to add an additional lane in each direction on Interstate 65
Future planning of Indiana StateRoads should definitely keep theintegrity of the historic fabric of small towns/cities in Indiana inmind. Just because developers are pushing for large 4 to 6 lane roadsthrough downtown's doesn't mean history should be leveled for it. Thisis 2017 (2018-2021). Lets not repeat the mistakes of the 1960s andinstead preserve historic buildings in small towns/cities!	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, local communities, in addition with transportation stakeholders to identify challenges and work towards delivering solutions. Maintaining historic integrity within the communities we serve, including protecting historic structures and resources, is important to INDOT and	Comment to be sent to INDOT Planning and Environmental Services Teams for review and consideration as projects are selected and incorporated into the production schedule. <a href="http://www.in.gov/indot/2705.htm">http://www.in.gov/indot/2705.htm</a>
SR 32 through downtown Westfield needs to be expanded. Westfield is among the top, if not the fastest growing city in the state. HamiltonCounty is among the top, if not the fastest growing county in thestate. In addition to the local growth, SR 32 is used as a major passfor traffic traveling from I-65 in Boone county to I-69 in HamiltonCounty. This includes a lot of heavy trucks.	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, local communities, in addition with transportation stakeholders to identify challenges and work towards delivering solutions. INDOT is currently working with Westfield to formulate an appropriate solution to congestion along SR 32. There is discussion on expanding the roadway and altering intersections, but there is no official project in place at the moment. We will continue to work with both the city and locale to ensure that the project	Comment will be sent to INDOT Greenfield and Crawfordsville District planning and project selection teams for review. <a href="http://www.in.gov/indot/2701.htm">http://www.in.gov/indot/2701.htm</a>
I do hope SR 2 between 231 & 65 is on the list (NW). It is rutted,potholed, cracking, and floods too easily from the farmlands aroundit. It's been awful for years and is only getting worse. Thanks.	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, local communities, in addition with transportation stakeholders to identify challenges and work towards delivering solutions.	Comment will be sent to LaPorte District Office for additional review and consideration as part of project selection activities. <a href="http://www.in.gov/indot/2705.htm">http://www.in.gov/indot/2705.htm</a>

<p>To whom it may concern: I understand that INDOT is currently accepting suggestions for projects to be put on the STIP. As a resident of the Greater Lafayette community, I believe connecting the US 231 corridor from West Lafayette north to I-65 would have immense economic and social benefits for this region. There is currently no efficient and convenient north/south route to connect west central Indiana to Chicago and northern Indiana. It is a veritable guarantee that connecting US 231 north to I-65 would see jobs growth in the region of Tippecanoe County.</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, local communities, in addition with transportation stakeholders to identify challenges and work towards delivering solutions.</p>	<p>Comment sent to Crawfordsville District Office, planning and project selection teams for additional review and investigation. <a href="http://www.in.gov/indot/2701.htm">http://www.in.gov/indot/2701.htm</a></p>
<p>There desperately needs to be a left turn arrow on all sides of the US32 and Union Street intersection in Westfield. The light at the South Union Street and 161st Street intersection in Westfield is horribly timed. Either demand sensors should be added to the pavement (which the intersection currently does not have) or the light needs to be replaced by a roundabout.</p>	<p>INDOT Greenfield District will monitor traffic operation and flow at this intersection. Planning, developing and delivering projects that enhance safety is an important part of the INDOT mission. INDOT is currently working with Westfield to formulate an appropriate solution to congestion along SR 32. There is discussion on expanding the roadway and altering intersections, but there is no official project in place at the moment. We will continue to work with both the city and local to ensure that the most effective long-term alterations are placed.</p>	<p>Comment will be sent to INDOT planning and project selection teams for review. In addition, INDOT Greenfield District Traffic Division will review comments related to traffic light timing and consideration of different types of intersection improvement including a roundabout intersection. <a href="http://www.in.gov/indot/2704.htm">http://www.in.gov/indot/2704.htm</a></p>
<p>I would like to see SR 32 widened to at least 4 lanes from US 31 to SR37. The traffic traveling East and West is getting worse. Construction vehicles and an increase in building in Westfield warrants expansion. We need additional lanes for travel like Carmel has with 146th street.</p>	<p>INDOT Greenfield District will monitor traffic operation and flow at this intersection. Planning, developing and delivering projects that enhance safety is an important part of the INDOT mission. INDOT is currently working with Westfield to formulate an appropriate solution to congestion along SR 32. There is discussion on expanding the roadway and altering intersections, but there is no official project in place at the moment. We will continue to work with both the city and local to ensure that the most effective long-term alterations are placed.</p>	<p>Comment will be sent to INDOT planning and project selection teams for review. In addition, INDOT Greenfield District Traffic Division will review comments related to traffic flow, access and mobility. <a href="http://www.in.gov/indot/2704.htm">http://www.in.gov/indot/2704.htm</a></p>
<p>J: I 69 SR 14 Des 1401828. I know the focus is on the SB off ramp, but the NB off ramp to EB Illinois should be squared up like the Coldwater Ramp. The signal at Magnavox regularly queues up to the ramp making it hard to get in proper lane. I 469 US 24 SB 469 side would be better served by a large roundabout that would allow for a more continuous left turn w/o a flyover bridge</p>	<p>INDOT Fort Wayne District will monitor traffic operation and flow at this location. Planning, developing and delivering projects that enhance safety is an important part of the INDOT mission.</p>	<p>Comment will be sent to Fort Wayne District Office for additional review and consideration. <a href="http://www.in.gov/indot/2703.htm">http://www.in.gov/indot/2703.htm</a></p>
<p>I-69 is one of the best roads that has happened in southern Indiana.</p>	<p>Thank you for your comment. The new I-69 between Evansville and Indianapolis</p>	<p>no further action at this time</p>
<p>It would greatly benefit my community to have an on and off ramp at the junction of 341 and I-74 near Hillsboro Indiana. It would provide our community an extra source of commerce and direct access to their interstate.</p>	<p>INDOT Crawfordsville District will continue to monitor traffic operation at this location. INDOT will plan, build, maintain and operate a superior transportation system enhancing safety, mobility and economic growth.</p>	<p>Comment will be sent to Crawfordsville District Office for additional review and investigation. <a href="http://www.in.gov/indot/2701.htm">http://www.in.gov/indot/2701.htm</a></p>
<p>The intersection at SR59 and W County Road 800 N in Clay County needs to be addressed. Heavy cross-traffic from 800N coupled with heavy flow on SR59 makes this a very dangerous intersection. I've witnessed several accidents and many more near misses at this intersection. Please perform an analysis and make</p>	<p>INDOT Crawfordsville District will continue to monitor traffic operation at this location. INDOT will plan, build, maintain and operate a superior transportation system enhancing safety, mobility and economic growth. Planning, developing and delivering projects that enhance safety is an important part of the INDOT</p>	<p>Comment will be sent to Crawfordsville District Office for additional review and investigation. <a href="http://www.in.gov/indot/2701.htm">http://www.in.gov/indot/2701.htm</a></p>
<p>IN Highway 162 through Ferdinand, IN is in need of significant improvement in areas through town. The asphalt is breaking up in certain places and gutters are in need of repair in others.</p>	<p>INDOT will continue to implement and monitor programs that maintain steady improvement in pavement quality and infrastructure.</p>	<p>Comment will be sent to Vincennes District Office for additional review and consideration. District Customer Service Team notified of customer concern. <a href="http://www.in.gov/indot/2707.htm">http://www.in.gov/indot/2707.htm</a></p>
<p>I suggest that (1) no federal funds be provided to the state of Indiana until every county is in full compliance with the Manual of Uniform Traffic Control Devices (MUTCD) generally, and section 3A.05-03 and (2) that all available funds be first used to bring all streets, roads, and highways within the state into compliance.</p>	<p>Thank you for your comment.</p>	<p>no further action at this time</p>
<p>Dear Sir/Madam, I would like to discuss the possibility of your company partaking in an urgent government contract supply to Iraq. We at the contract review committee, are in the process of selecting firms like yours to participate in the development of a major project. This project entails supplying various items for the Humanitarian Aid &amp; Reconstruction Project scheduled for the Provinces of Baghdad. We are determined to purchase your products in large quantities, for use in all over our 18 governorates (provinces) as the task of re-building Iraq covers every single sector and facet of our society. A consideration also is that your quotation must be CIF Port of UmmQasr (or the Jordanian Port of Aqaba). I will reveal more procedural information to you upon your re-confirmation. Awaiting your response.</p>	<p>Thank you for your comment.</p>	<p>no further action at this time</p>
<p>The turn lane at SR135 and Thompson Road in Marion County to go east from the northbound lanes is very narrow and could use some improvement. It is fairly common for folks not to get out of the right lane completely in making this right turn. In a 50 MPH zone this can be very problematic/dangerous.</p>	<p>INDOT Greenfield District will continue to monitor traffic operation at this location. INDOT will plan, build, maintain and operate a superior transportation system enhancing safety, mobility and economic growth. Planning, developing and delivering projects that enhance safety is an important part of the INDOT</p>	<p>Comment will be sent to INDOT Greenfield District Traffic Division for review and to monitor traffic flow, access and mobility in this area. Comment will be shared with transportation partners with the City of Indianapolis. <a href="http://www.in.gov/indot/2704.htm">http://www.in.gov/indot/2704.htm</a></p>
<p>Concerning rapid economic development occurring in the River Ridge complex (Clark County), further expansion of SR 62 is necessary to ensure safety and additional business development through the SR 62 corridor. Southeast Regional Logistics Council project #1002 and project #3906 should be elevated to tier 1 status to improve SR 62 from the 265 interchange to SR 56 in Jefferson County. Please consider adding shoulders or lanes in all places to increase walking and biking accessibility. On Highway 258, many people walk and ride bikes from Seymour to Cortland area. 258 is wide shoulder on some places, but not the entire road. A lot of semitravel this road going to Rose Acres. Are there any opportunities for trails/paths on Highway 258 to Muscatatuck before for connectivity?</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions.</p>	<p>Comment will be sent to Seymour District Office, Customer Service Team, for review and consideration. <a href="http://www.in.gov/indot/2706.htm">http://www.in.gov/indot/2706.htm</a></p>
<p>I would love to see INDOT stop spending money on projects like the widening of I 65 between Seymour and Columbus. I drive this stretch of road pretty regularly and while I can see a need to be resurfaced I can't see spending any extra on widening the roadway. The only time I get held up in traffic is when a wreck occurs. With that off my chest I would like to encourage INDOT to support alternative transportation. I would like to see you spend money on sidewalks, bike lanes, off street trails, and any project to reduce the number of cars and increase the number of choices for people moving around a town. Complete streets should be at minimum a thought on every engineer's mind when they are working on a roadway project. Matt Nicholson Seymour Common Council District 3</p>	<p>The I-65 Southeast Indiana Project involves widening and modernizing approximately 14.25 miles of I-65 in Bartholomew and Jackson Counties including (1) pavement replacement and rehabilitation for I-65 northbound and southbound travel lanes from U.S. 50 (Exit 50) to S.R. 58 (Exit 64); (2) adding a travel lane in the median shoulder and widening the outside shoulder in both directions from U.S. 50 to S.R. 58; (3) upgrading and extending the service life of bridges and small structures from U.S. 50 to S.R. 58. Complete Streets is an approach to road planning and design that considers and balances the needs of all transportation users. The program is about the basics: improving the transportation system's safety and functionality for all users regardless of age, ability, or mode of travel (car, truck, walking, biking, or transit). Its main premise simply involves getting people around safely and efficiently from point A to point B.</p>	<p>Comment will be sent to INDOT Central and Seymour District Planning and Project Selection teams for review and consideration. <a href="http://www.in.gov/indot/2706.htm">http://www.in.gov/indot/2706.htm</a></p>
<p>Please keep in mind length of road in construction for long lengths of time. And creating complicated lane changes through the construction site. Case in point is the Lafayette I65 project that has been ongoing for 2 years. Everything about this construction design is dangerous. Also, please avoid shutting two lane roads for long lengths of time creating difficult and dangerous situations for local residents. Case in point is as it is locally known as "nine mile" or Hwy 51. This road was closed from Crown Point to SR2 for several months and created major difficulty because it is the only n/s route for area residents. Thank you for this opportunity and I pray we can have a safe road construction</p>	<p>As part of project construction activities, INDOT is ever mindful of the impact construction activity poses to local communities, commuters and users of the facility being improved. Performing construction work in a safe and efficient manner is a priority with all reasonable efforts taken to complete work as safely and as quickly as possible. In some cases and dependent upon a variety of factors including but not limited to the area in which work is to be performed, local ordinances, traffic volumes, access to equipment and materials, contractor limitations, etc..... construction time may be reduced by implementing alternate work schedules, night time construction and weekend construction.</p>	<p>Comment will be sent to Crawfordsville District Office for additional review and investigation. <a href="http://www.in.gov/indot/2701.htm">http://www.in.gov/indot/2701.htm</a> Comment will be sent to LaPorte District Office for additional review and investigation. <a href="http://www.in.gov/indot/2705.htm">http://www.in.gov/indot/2705.htm</a></p>
<p>The intersection of N CR 900 E and US 136 in Hendricks County, Brownsburg a very dangerous intersection in need of a redesign. The intersection also has a railroad track crossing it as well.</p>	<p>INDOT Crawfordsville District will continue to monitor traffic operation at this location. Planning, developing and delivering projects that enhance safety is an important part of the INDOT mission.</p>	<p>Comment will be sent to Crawfordsville District Office for additional review and investigation. <a href="http://www.in.gov/indot/2701.htm">http://www.in.gov/indot/2701.htm</a>. District planning and project selection teams work with local communities to identify and address transportation challenges. INDOT will coordinate planning activities with the Town of Brownsburg.</p>
<p>The US 136 often backs up for more than a half mile during rush hour and it is 1) Several years ago SR 101 S was improved by INDOT from the Franklin County Line South to Brookville. 2) I have been lobbying everyone I can think of for Bike Trail from Liberty to at least Whitewater Park for over 30 years. 3) DOT surprised everyone by holding a meeting in the Liberty Middle School, displaying maps with written explanations and proposals for a massive improvement to include a Bike/Walking trail, ready for comment and reconstruction of SR 101 to the Franklin Co. Line.</p>	<p>Bicycle and pedestrian facilities are part of the transportation network in Indiana. Valued for their potential health benefits and positive effects on air quality, walking and bicycling now represent the chief non-motorized forms of travel for both practical and recreational purposes. As alternate modes of travel, facilities for walking and/or bicycling are effective means of attaining social, environmental, land use and energy conservation goals.</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to incorporate bike paths into planning and project development activities.</p>
<p>5) A group of people from Union County went to a meeting in the Greenfield office to discuss why this happened. We received no explanation, but were told we would receive some information in the near future. No one in this community, including County Officials ever received anything. 6) I notice that there is no mention of SR 101 S in Union County in this STIP. 7) I find it puzzling that a two lane road with no berm, a 55 mph speed limit, containing a cross road in a village with a road-side business; which leads directly to a major intersection. 8) Semi trucks and every manner of wide boats and camping trailers have caused the curvy road edge drop off to be very deep and dangerous in many places. 9) 101 is a state designated bike trail, even though bikes have to share a narrow lane with the vehicles mentioned above. 10) I am much too old to still be interested in a bike trail, but I think at the very least the state should add a paved apron as wide as possible to both sides of the road and use the road funds to do so. The road funds should be used with a goal in mind. I'm glad to see that something is "finally" going to be done to State Road 26 between Rossville and the Clinton/Howard County Line. I just hope that it is a complete reconstruction and widening of the highway, include side ditches. This project is way, way, nast due and is very much needed.</p>	<p>Bicycle and pedestrian facilities are part of the transportation network in Indiana. Valued for their potential health benefits and positive effects on air quality, walking and bicycling now represent the chief non-motorized forms of travel for both practical and recreational purposes. As alternate modes of travel, facilities for walking and/or bicycling are effective means of attaining social, environmental, land use and energy conservation goals.</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to incorporate bike paths into planning and project development activities.</p>
<p>I'm glad to see that something is "finally" going to be done to State Road 26 between Rossville and the Clinton/Howard County Line. I just hope that it is a complete reconstruction and widening of the highway, include side ditches. This project is way, way, nast due and is very much needed.</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions.</p>	<p>Comment will be sent to Crawfordsville District Office for additional review and investigation. <a href="http://www.in.gov/indot/2701.htm">http://www.in.gov/indot/2701.htm</a></p>

Smith Valley needs extra lanes to help with traffic flow, and it needsthem now not three years from now! I drive this way every day, and its a disaster. I have to wait several minutes just to get out ontoSmith Valley, as people block the drives and don't let cars out. <del>They keep building more lanes</del> <b>businesses along SR 135, but do nothing to help</b> I was reading in the daily journal that there was some upcoming road projects. One of my main concerns is the amount of traffic on 135 starting from Fry road the way to south of smith valley. This area is becoming more and more congested and becomes a parking lot every evening at rush hour. It would seem like widening 135, adjusting the timing of stop lights and looking into other methods of allowing traffic to flow would be a priority. Please consider this as you are planning future projects. Thanks,	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions.	Comment will be sent to INDOT Greenfield District Traffic Division for review and to monitor traffic flow, access and mobility in this area. Comment will be shared with transportation partners with the City of Indianapolis. <a href="http://www.in.gov/indot/2704.htm">http://www.in.gov/indot/2704.htm</a>
Regarding improvements at US 31 and Tracy Rd., New Whiteland, JohnsonCity, I encourage you to consider extending the southbound US 31 leftturn lane, as southbound traffic often backs up so far that vehiclescannot access the left turn lane; and to consider adding flashingyellow left turn arrows on US 31 at Tracy Road. <del>since outside of rushhour, there are often lone periods with no N/S traffic</del> I would like to see US 36 (Pendleton Pike) traveling northeast two lanes and two lanes southwest through McCordsville, Woodbury, Fortville, Alfont, Ingalls and Pendleton to N State Road 9 across Fall Creek. <del>Also, I think there needs to be a traffic light at State Road 32 and N. 600 W in Widen SR 135 to 4 or 5 lanes from just S of Stones Crossing Road toBargersville (or at least Whiteland Rd)like you promised to do about 8years ago. The traffic has been too much for the 2 lane for over 5years now and is only getting worse with all the businesses andsubdivisions being built S of Stones Crossing. Quit spending money on paving where it isn't needed (e.g. SR31, SR371)</del>	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions.	Comment will be sent to INDOT Central and Seymour District Planning and Project Selection teams for review and consideration. <a href="http://www.in.gov/indot/2706.htm">http://www.in.gov/indot/2706.htm</a>
Also, I think there needs to be a traffic light at State Road 32 and N. 600 W in Widen SR 135 to 4 or 5 lanes from just S of Stones Crossing Road toBargersville (or at least Whiteland Rd)like you promised to do about 8years ago. The traffic has been too much for the 2 lane for over 5years now and is only getting worse with all the businesses andsubdivisions being built S of Stones Crossing. Quit spending money on paving where it isn't needed (e.g. SR31, SR371)	INDOT Greenfield and Seymour Districts will monitor traffic operation and flow at and near this location. Planning, developing and delivering projects that enhance safety is an important part of the INDOT mission.	Comment will be sent to INDOT Greenfield and Seymour District Traffic Division for review and to monitor traffic flow, access and mobility in this area. Comment will be shared with regional transportation partners as part of project selection activities. <a href="http://www.in.gov/indot/2704.htm">http://www.in.gov/indot/2704.htm</a>
Add a right turn lane from southbound SR 135 @ Smokey Row Rd like wassuggested by many people and should have been done when theintersection was changed for the new Krogers store. You made a 100yard long left turn lane that very few people use but having no rightturn lane causes southbound traffic to back up at the light.	INDOT Greenfield and Seymour Districts will monitor traffic operation and flow at and near this location. Planning, developing and delivering projects that enhance safety is an important part of the INDOT mission.	Comment will be sent to INDOT Greenfield and Seymour District Traffic Division for review and to monitor traffic flow, access and mobility in this area. Comment will be shared with regional transportation partners as part of project selection activities. <a href="http://www.in.gov/indot/2704.htm">http://www.in.gov/indot/2704.htm</a>
Does anyone actually listen to public comments on the traffic studies? The median at US 31 and Simon Road is on the project list to be blocked. I understand the concerns with this median, but is thepopulation of our neighborhood being taken into consideration? Thereare probably a couple hundred families that reside here. If we returnhome driving north on 31, where are we to turn to go home? This willredirect a high volume of traffic in less than	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions.	INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions.
Also, will anything ever be done at the intersection of CenterlineRoad and 144 to make it safer? The location of the high school hasincreased traffic at this intersection in the early mornings andafternoons. I would love to drive to work using this route, but it isnot safe to make a left turn onto 144 here. Thank you.	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions.	Comment will be sent to INDOT Seymour District Planning, Traffic Operations and Project Selection teams for review and investigation. <a href="http://www.in.gov/indot/2706.htm">http://www.in.gov/indot/2706.htm</a>
1. ST. Rd. 135 needs to be widened from Stones Crossing to 144 2. Stop Light at Smokey Row Road and 135. Not sure what happened with this intersection but there is no turn lane for people turning right onto Smokey Row Road off of 135. During Rush hour traffic, people are trying to squeeze thru. This 3. Stop light at Three Notch and 135 by the Dollar General Store in Bargersville. There have been times you have to sit there between 7-10 min to get out onto 135, causing people to dart into oncoming traffic. People trying to back up and turn around to attempt a different exit. Summer and fall months are the worst especially on the weekends with the added traffic of the flea market. 4. S Curve on Whiteland Road, turning that into a roundabout. 5. Roundabout where Tracey and Smokey Row Road jogs. 6. Smoke Row Road between HoneyCreek Road and the new Kroger needs	INDOT will continue to monitor the SR 135 Corridor to identify transportation challenges and work towards solutions to enhance safety, mobility and access. INDOT Seymour District will continue to monitor traffic operation at this location.	Comment will be sent to INDOT Seymour District Planning, Traffic Operations and Project Selection teams for review and investigation. <a href="http://www.in.gov/indot/2706.htm">http://www.in.gov/indot/2706.htm</a>
Unfortunately, I was unable to attend your open house and input session in Crawfordsville last week. However, I would like to offer some input. It is absolutely critical that a long-term plan be developed to address the bottleneck traffic situation that exists in Crawfordsville. The situation exists because there are three state highways (US 136, SR 32 & SR 47) channeled together on one section of roadway in our city (Market Street) and pass over an at-grade railroad crossing that is frequently blocked by CSX Transportation. When this crossing is blocked by CSX three state highways become blocked. This creates a tremendous traffic problem as it spills over onto our city streets. Many of the cars are able to eventually find a way around but the large trucks that are traveling the state highways cannot do this. They are literally stuck in position.	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions. INDOT Crawfordsville District will continue to monitor traffic operation at the locations mentioned.	Comment will be sent to Crawfordsville District Office for additional review and investigation. <a href="http://www.in.gov/indot/2701.htm">http://www.in.gov/indot/2701.htm</a>
Sadly, INDOT has ignored this problem for far too long. They have passed it off as a minor issue and directed those with concerns to contact the city. This problem is not minor and has grown in severity the last several years. The level of danger continues to increase and public safety is being adversely impacted as emergency responders are stuck in traffic and pedestrians climb through trains. The City of Crawfordsville cannot address this issue because these are state highways. I very strongly encourage INDOT to take this issue seriously and address the problem by providing a grade separation for these three state highways and the railroad. I am often struck by the number of grade separations INDOT has funded around the state yet this problem has continued to go uncorrected and continues	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions. INDOT Crawfordsville District will continue to monitor traffic operation at the locations mentioned.	Comment will be sent to Crawfordsville District Office for additional review and investigation. <a href="http://www.in.gov/indot/2701.htm">http://www.in.gov/indot/2701.htm</a>
I did not see any projects in Hamilton County on the 2017-2021 Future Highway Project List. Has there been any discussion about the interchange or on/off ramp at I-69 and Cynthianne Road in Fishers - Hamilton County?	Mr. Sweet sent a letter with a question regarding STIP 2017. Chris Myers (INDOT Greenfield District Communications Director) prepared a draft response, upon finalizing a response, response correspondence will be sent to Mr. Sweet.	no further action at this time
The railroad tracks need fixed on Rangeline Road and Mounds Road in Anderson, Indiana.	The INDOT Rail Office will be notified of this concern as they may assist with coordination efforts should action be taken at this location.	Comment will be sent to INDOT Greenfield District Traffic Division for review as part of coordination efforts with transportation partners.
The Noble County EDC is supportive of the projects that are being advance by Northeast Indiana Regional Partnership and its members. See attached.	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions.	no further action at this time
Good morning Michael. Hope your day has started great. I am writing to let you know that I 69 both north and south from exit 234 to exit 222 has many very bad chuck holes and some are getting very serious. Can you please have someone fix these. The ones around exit 226 is getting very deep and big. Thank you Harold Clark	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions. INDOT's Greenfield District maintenance staff is monitoring the area and repairing the roadway as needed prior to official road rehabilitation through a 2018 construction project. If you see any specific methods that need to be corrected, then please feel free to contact	Comment will be sent to INDOT Greenfield District Traffic Division for review as part of coordination efforts with transportation partners. <a href="http://www.in.gov/indot/2704.htm">http://www.in.gov/indot/2704.htm</a>
To whomever it concerns: I live on the Southeast corner of SR 49 and Division Road in Porter County. I complained about the sinking traffic signal trip apparatus that was planted right in front of my house. Problem was resolved last September and reoccurred in Feb. They "fixed it" by throwing in cold pack then finished the project on March 29 with hot tar and also throwing in other holes down 49. Unfortunately none of this repair work has solved the problem of my house vibrating every time a truck or trailer goes by. If you sat down in your easy chair to watch a little TV and every few minutes you vibrate I have to ask, "How would you like it?" Even worse is to	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions. The comment will be sent to the LaPorte District for further review.	Comment will be sent to LaPorte District Office Customer Service Center and to the DistrictTraffic Operations Department for additional review. <a href="http://www.in.gov/indot/2705.htm">http://www.in.gov/indot/2705.htm</a>
I have been informed that 49 is not scheduled to be resurfaced until 2019 - 2 whole years!!! Is there a remote possibility that you can resurface from Division Rd south to NIPSCO? I hate to be a constant complainer but if something (right) isn't done soon I will have to contact my attorney. I've lived here for 58 years and paid enough taxes to pave all the way to 300 South and I'm not yet ready to move as I am still in good health. Jane Maxwell	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions. As part of project selection activities, the scheduling of projects is dependent upon the available funding and project developmetn activities including environmental analysis, design, if real estate will need to be purchased, the selection of a contractor, availability to materials and equipment, and other factors. All reasonable measures are taken and continue to be explored with respect to planning, developing and delivering projects in a timely manner. The comment will be sent to the LaPorte District for	Comment will be sent to LaPorte District Office for additional review and consideration as part of project selection activities. <a href="http://www.in.gov/indot/2705.htm">http://www.in.gov/indot/2705.htm</a>
P.S. I hire someone to mow from my driveway to the corner of Division Rd on your right of way- just to keep the corner looking nice. INDOT does not do a good	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions.	Comment will be sent to Fort Wayne District Office for additional review and consideration. <a href="http://www.in.gov/indot/2703.htm">http://www.in.gov/indot/2703.htm</a>
State highway 1 from Ossian especially to the Allen County Line. Crews have come through and patched strips. It is worse than if theyleft it alone. I am saddened every time I drive to how hillbilly itlooks and how your ride is so rough. I am, frankly, ashamed for othercounty and state visitors to travel here. Darlene	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions.	Comment will be sent to Fort Wayne District Office for additional review and consideration. <a href="http://www.in.gov/indot/2703.htm">http://www.in.gov/indot/2703.htm</a>



<p>Greetings. I am planning to go to the Fort Wayne meeting at 4 to 7 pm.</p> <p>I have an outline on how to save money and make it more convenient to the community on growth at some interchanges. I am talking about the highway 31 project. The interchange I am talking about is the little town of Mexico, Indiana. Also the town of Macy would need one like this too. There is a lot of traffic and businesses that need access to the highway. Semi trucks for the grain elevator and for the farmers hauling grain to Mexico and transferring grain out of Mexico. Fire and safety to residents and accidents. Without it, we will not continue to</p>	<p>Good Morning Ms. Donoho,</p> <p>Thank you for your e-mail and we'll certainly look forward to meeting you on Wednesday at the Fort Wayne District meeting. INDOT has prepared a listing of projects for the next 4 years and while we are interested in receiving comments with regard to the 4 year listing, we are equally (if not more) interested in receiving input with regard to other transportation needs that may not be represented in the current listing. DRAFT Statewide Transportation Improvement Program (STIP).</p>	<p>no further action at this time</p>
<p>On the eastbound lanes of I-465 between Allisonville Road and I-69, there should be soundproofing. Residents of Ivy Hills along Buckskin Drive should have walls built that decrease the noise levels significantly.</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions. A noise analysis study only takes place in the event of an added travel lane project. If the study shows that the cost of a sound barrier is less than \$25,000 per person affected and also shows that there is a drop of 7 decibels along the first row of benefitted receptors, then a sound barrier is considered. To receive updates on whether an</p>	<p>Comment will be sent to INDOT Greenfield District Traffic Division for review as part of coordination efforts with transportation partners. <a href="http://www.in.gov/indot/2704.htm">http://www.in.gov/indot/2704.htm</a></p>
<p>I travel to Lowell at lot and St Rd 2 from Hebron to 65 the road ways terrible. This road is in desperate need of repaving. Now with the Baker traffic using SR 2 to SR 8 to SR 35 it will make it worse. Is SR 2 on the schedule for repave?</p> <p>Please add travel lanes on 465 between Allisonville and I-69 ... I don't understand why traffic is forced from 5 lanes down to three lanes in this segment. It backs up daily during rush hour and this could easily be alleviated by maintaining the same number of lanes throughout this segment.</p>	<p>Mr. Diehm is asking if SR 2 from Hebron to I-65 is on a schedule for repaving. After contacting the LaPorte District office, they report that yes, there is a resurfacing project for SR 2 from I-65 to US 231 scheduled to begin later this</p> <p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions. INDOT Planning teams continue to monitor traffic operations at this location as current and also future projects are proposed. We are currently reviewing the location in question and expect for a project to take place in the next five years that will alleviate</p>	<p>no further action at this time</p>
<p>Also, please escalate the redesign of the I-69 / 465 interchange to add lanes on exit interchange.</p> <p>Rt 2 east of Lowell to 231 only has a bridge repair listed in 2018. This section of hwy needs a full asphalt replacement as soon as possible. Patching it hasn't done any good. Try driving west from 231 to I-65 when it rains. The rain lays where your right tires are. It's nearly impossible because there's a "trench" on that stretch of road that pulls water on your right wheel. It's very dangerous!</p> <p>Please resurface state highway 218 between state highway 29 and the Hoosier Heartland. It is in terrible condition.</p> <p>Thank you for finishing highway 18 from Flora to highway 429. That will be great. Good job.</p> <p>When the final STIP document will be published since the public can comment until May 1.</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions. INDOT Planning teams continue to monitor traffic operations at this location as current and also future projects are proposed.</p> <p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions. INDOT Planning teams continue to monitor traffic operations at this location as current and also future projects are proposed. We are currently reviewing the location in question and expect for a project to take place in the next five years that will alleviate</p>	<p>Comment will be sent to LaPorte District Office for additional review and consideration as part of project selection activities. <a href="http://www.in.gov/indot/2705.htm">http://www.in.gov/indot/2705.htm</a></p>
<p>What happened to the planned finishing of I-465 from Allisonville Rd. to the Fall Creek bridge (including the I-465 to I-69 ramp new design)? This seems like it would be a priority since I-465 seems to be updated everywhere but there.</p> <p>Rick Craig</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions. INDOT Planning teams continue to monitor traffic operations at this location as current and also future projects are proposed. We are currently reviewing the location in question and expect for a project to take place in the next five years that will alleviate</p>	<p>Comment will be sent to Crawfordsville District Office for additional review and investigation. <a href="http://www.in.gov/indot/2701.htm">http://www.in.gov/indot/2701.htm</a></p>
<p>I am concerned there are no plans to resurface SR 218 between Delphi and Camden between now and 2021. The road is in poor shape and we have a new \$400 Million factory going in not far from 218. Surely truck traffic will increase dramatically once construction begins.</p> <p>If this is not planned for now, it will turn into an emergency repair that will cost</p> <p>I am wondering when the state is going to fix SR 52 in Lafayette from 18th street in Lafayette. That road is horrible like driving on a dirt road when it is paved. I would appreciate if you would take a look at SR 52</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions. INDOT is focused on the preservation of our transportation infrastructure and continue to monitor pavement conditions at this location as current and also future projects are proposed.</p> <p>INDOT is proposing several transportation improvement projects on U.S. 52 in Tippecanoe County. The Statewide Transportation Improvement Program (STIP) includes a listing of proposed projects statewide. Please visit the STIP webpage at <a href="http://www.in.gov/indot/2348.htm">http://www.in.gov/indot/2348.htm</a> to learn of proposed improvements on U.S. 52 in Tippecanoe County.</p>	<p>Comment will be sent to Crawfordsville District Office for additional review and investigation. <a href="http://www.in.gov/indot/2701.htm">http://www.in.gov/indot/2701.htm</a></p>
<p>As part of the construction project for all zones, please add striping to your list. I frequently travel I65 and I80/94 and one of the things that is a constant struggle is knowing which lane I should be in. There is an urgent need to have the lanes restricted.</p> <p>IN 32 in downtown Westfield needs to be considered for future funding that would include an expansion in lanes. This project was in the plans nearly 10 years ago but was dropped due to a lack of funding. The traffic congestion has gotten much worse and will continue to do so as the city and county grows at record pace. During rush hour, the traffic at the Union/32 stoplight backs up all the way to US 31 to the west. Thank you for your consideration.</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions.</p> <p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions. INDOT is currently working with Westfield to formulate an appropriate solution to congestion along SR 32. There is discussion on expanding the roadway and altering intersections, but there is no official project in place at the moment. We will continue to work with</p>	<p>Comment will be sent to LaPorte District Office for additional review and consideration as part of project selection activities. <a href="http://www.in.gov/indot/2705.htm">http://www.in.gov/indot/2705.htm</a></p>
<p>Thank you for the opportunity to offer this comment regarding the STIP: Increased emphasis on intermodal planning and projects would improve Indiana's economic competitiveness. The funding program for roads and bridges coming out of the Indiana General Assembly is badly needed and long overdue; and the Indy airport deserves its national recognition. However, Indiana should also be making more improvements to intercity passenger rail and supporting more local and regional transit initiatives. South Shore expansion is an encouraging example; and, thank you, INDOT, for working with Amtrak and Iowa Pacific to continue Hoosier State passenger rail service after IP had to withdraw. Please</p>	<p>INDOT's Common Paths program is a larger umbrella program and approach to road planning, design, and decision-making that considers and balances the dynamic needs of various users of our transportation system with a focus on moving people and goods safe and efficiently from point A to point B. The program is about the basics: improving the transportation system's safety and functionality for all users regardless of age, ability, or mode of travel (car, truck, walking, biking, or transit) and satisfies national Complete Streets initiatives. Its main premise is simply getting people involved, connecting communities, and providing transportation access to enhance the quality of life and economic</p>	<p>Comment will be sent to the INDOT Multi-Modal Division for further review and consideration as part of project selection activities. <a href="http://www.in.gov/indot/3198.htm">http://www.in.gov/indot/3198.htm</a></p>
<p>We, the Friends of the Panhandle Pathway, Inc. attended the INDOT openhouse this afternoon at the district office, LaPorte, IN. This event was very helpful. We are working to connect the town of Winamac to the Tippecanoe River State Park by way of a non-motorized recreational trail along the east side of U.S. 35.</p> <p>Thank you for your time.</p> <p>John Bawcum President, Friends of the Panhandle Pathway, Inc.</p>	<p>INDOT's Common Paths program is a larger umbrella program and approach to road planning, design, and decision-making that considers and balances the dynamic needs of various users of our transportation system with a focus on moving people and goods safe and efficiently from point A to point B. The program is about the basics: improving the transportation system's safety and functionality for all users regardless of age, ability, or mode of travel (car, truck, walking, biking, or transit) and satisfies national Complete Streets initiatives. Its main premise is simply getting people involved, connecting communities, and providing transportation access to enhance the quality of life and economic</p>	<p>The Common Paths program web page is an available resource, this comment will be sent to our Common Paths program coordinator for further review. <a href="http://www.in.gov/indot/3419.htm">http://www.in.gov/indot/3419.htm</a></p>
<p>I believe a major upgrade to State RD 26 between US 31 and I65 is badly needed. People from the Kokomo area commute to Lafayette to work, visit Purdue, etc. Trucks use this route to transport goods from Kokomo to I65. People from the Lafayette area also travel to Kokomo to work at the 5 Chrysler plants. Thank you I am a member of the Panhandle Pathway. Our project of extending the bike trail from Winamac to TRSP along the Hwy 35 is not listed. We have made contact with DNR and INDOT representatives but must not have performed the required action to get our project listed. Please direct us to the proper INDOT officials to get this corrected. Our current goal is to connect France Park in Cass Co. and TRSP</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions.</p> <p>Mr. Kasten sent public comments in for STIP 2017 noting the bike trail they were planning from Winamac to TRSP along US 35 wasn't listed and he believed it should be. Jeanette Wilson provided a response on May 3, 2017.</p>	<p>Comment will be sent to Crawfordsville District Office for additional review and investigation. <a href="http://www.in.gov/indot/2701.htm">http://www.in.gov/indot/2701.htm</a></p>
<p>I would suggest that Indiana 22 and US 35 highways between Kokomo and Greentown deserves attention. This roadway was scheduled to be made to 4 lanes many years ago but after some initial land right away purchases nothing has been done. The road is in deplorable condition and handles a large amount of</p> <p>Hello, I was unable to attend the public meeting on Crawfordsville a couple weeks back and wanted to take this opportunity via email to correspond on potential INDOT projects for the Statewide Wide Transportation Improvement Plan (STIP). I have scanned through the list of potential project options though have not intently read it.</p> <p>Is the amount of work that will be able to be scheduled largely influenced by</p> <p>My primary area of interest is I want to see I-65 wholly expanded to 6-lanes from Indy to Lafayette. Currently 6-lanes end just south of the partial US 52 interchange (which I have never understood, when they did the Lebanon area expansion, the 3 lanes should have at least fully connected to 52 in both directions) and is being constructed in Lafayette north of St Rd 38.</p> <p>Are there any whispers of plans to start expanding I-65 to 6-lanes in this 4 year cycle in any form? If not, is there any way to aid jumpstarting those talks? I would suggest to initially piece meal construction by building 1 additional mile north near exit 141 to eliminate the natural bottleneck squeeze of merging in US 52 and to go to 3-lanes a few miles south of St Rd 38, at least to MM 163. It's nice I-65 is being widened in Lafayette, but it's not like the traffic just suddenly ends at St Rd 38. In fact, with the inefficient way that St Rd 38 traffic heading to</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions.</p> <p>The Crawfordsville District Capital Program Director has contacted Mr. Carnes per phone</p> <p>The Crawfordsville District Capital Program Director has contacted Mr. Carnes per phone</p>	<p>Comment will be sent to INDOT Greenfield District Traffic Division for review as part of coordination efforts with transportation partners. <a href="http://www.in.gov/indot/2704.htm">http://www.in.gov/indot/2704.htm</a></p> <p>Comment will be sent to Crawfordsville District Office for additional review and investigation. <a href="http://www.in.gov/indot/2701.htm">http://www.in.gov/indot/2701.htm</a></p>
<p>Also, I've heard the St Rd 267/I-65 interchange at exit 133 is being heavily improved given the traffic demands of the Amazon distribution center and imminent construction of extending Ronald Reagan Parkway from I-74 to I-65 (per the Hendricks and Boone Co engineers the goal is 5 years to build), though I've never seen a map of the planned construction. It appears some construction has already started.</p>	<p>The Crawfordsville District Capital Program Director has contacted Mr. Carnes per phone</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to Crawfordsville District Office for additional review and investigation. <a href="http://www.in.gov/indot/2701.htm">http://www.in.gov/indot/2701.htm</a></p>

<p>Lastly, I know this is outside the scope of the Crawfordsville district, but are there any rumors of the build of an I-67 corridor from Bowling Green, KY to I-69 near Washington? Since most all of the path would use already existing 4-lane highway and I think will greatly help pull traffic from the saturated I-65 path through Louisville, I think it would be wise to pursue, in addition to acting as an economic incubator for these areas.</p>	<p>The Crawfordsville District Capital Program Director has contacted Mr. Carnes per phone</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to Crawfordsville District Office for additional review and investigation. <a href="http://www.in.gov/indot/2701.htm">http://www.in.gov/indot/2701.htm</a></p>
<p>Thank you for presenting at the open house in Fort Wayne yesterday. The Draft STIP project listing handout for FY 2016-2019 did not have any local projects utilizing federal funds listed for Steuben County. The Draft STIP 2018-2021 on</p>	<p>Local projects are included in the approved STIP (FY 2018 - 2021).</p>	<p>Visit the INDOT STIP web page at <a href="http://www.in.gov/indot/2348.htm">http://www.in.gov/indot/2348.htm</a> to view the approved STIP which includes state and local initiated projects.</p>
<p>INDOT's website does not list local projects either. Do you need this information PLEASE FINISH the projects you all start FIRST I69 in all Madison Cois a pothole nightmare with uneven pavement and huge ruts. Eastbound access from Allisonv to I465 needs imprvm so oncoming doesn't squeeze into lanes already w/traffic. Merge onto I69 from 465 is a disaster and is LONG overdue to be improved for the # of trucks/cars using this merge. WHERE DO I STOP! Fix what you've started!!</p>	<p>INDOT works hard to keep the pavement of our highways lasting for many years, perhaps even past a typical life cycle. A lane mile of highway can cost more than \$12 million to build – a huge investment. Just as you protect an asset like a vehicle or home with routine maintenance, INDOT protects its investments with pavement preservation.</p> <p>Pavement preservation techniques include placing a seal over the road, repairing small cracks in the pavement, or replacing the top ¼” of pavement. Benefits of pavement preservation include improved safety, smoother ride, fewer construction delays, better appearance, greater value and lower taxpayer cost.</p>	<p>Comment will be sent to INDOT Greenfield District Traffic Division for review as part of coordination efforts with transportation partners. <a href="http://www.in.gov/indot/2704.htm">http://www.in.gov/indot/2704.htm</a></p>
<p>I would like to see INDOT work with FHWA to designate SR 265 as I-265. Also, I would like to see the following capacity-expansion projects along I-465: -NB between W. 86th St. and Michigan Rd. -EB and WB under Allisonville Rd. - It never made sense to me why INDOT did that Allisonville Rd interchange without expanding capacity on the 465 mainline under</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions.</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions to enhance the transportation infrastructure statewide.</p>
<p>A couple of years ago the South Bend Tribune stated Indiana will likely not have funds to complete U.S. 31. I say Hurrah! The problem areas are Kokomo and Carmel and they are now done. There is no need to continue making U.S. 31 a limited access highway. Some people in South Bend want to save 20 minutes traveling to Indianapolis. For this highway Indiana is spending millions of dollars. Motorists will not save 20</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions.</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions to enhance the transportation infrastructure statewide.</p>
<p>Many businesses will be ruined along U.S. 31. The cost for them will be in the millions. I wonder if anyone has figured the cost of businesses lost and the extra gasoline needed to go around the limited access highway to get to where you need to go? Will that equal the amount saved by those wishing to get to Indianapolis faster? Will they save money or just time? Will the time be saved because of shorter distance or by raising the speed limit? Fulton County has been dreading the prospect of being cut in half by making U.S. 31 into a limited access highway. Our county is already cut in half by the Tippecanoe River. Cutting it in half a second time will make it hard for emergency vehicles and fire trucks to get to the towns and homes west of U.S. 31. When they make limited access highways, aren't they supposed to put in access roads every five miles? But they apparently are not planning to give Fulton County more than one access, and that is Indiana 25 south of Rochester. This is</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions.</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions to enhance the transportation infrastructure statewide.</p>
<p>Those of us living south of Rochester on 300 South would be cut off by a limited access highway. We would then have to go around Lake Manitou to get to Rochester. A county road could be built along the Nickel Plate Trail to take us to the Wabash Road which goes to Rochester. This is in the plans drawn up by the Fulton County Planning Commission. But if there is no money left, it will not be built. The Fulton County Museum will be hurt badly by cutting it off from U.S. 31. Yes, people will probably find their way there for festivals but the museum will lose the drop-in traffic. This museum is the only one in Fulton County and is very important to its residents. Hundreds of volunteers have donated their time building this and its living history village and round barn. Many businesses have donated money to help create the museum and support its festivals that create living history and earn money to keep the museum open. Thousands of school children tour the museum and participate in the Trail of Courage, a festival in</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions.</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions to enhance the transportation infrastructure statewide.</p>
<p>Dear INDOT: Attached is my letter concerning future highway projects in the State of Indiana.</p>		<p>no further action at this time</p>
<p>Interstate 465 mainline under the Allisonville Road interchange at exit 35: I do not understand why INDOT altered that interchange a few years back without adding mainline lane capacity on I-465. There continues to be major backup problems on I-465 both eastbound and westbound under and around Allisonville Road.</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions.</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to INDOT Greenfield District Traffic Division for review as part of coordination efforts with transportation partners. <a href="http://www.in.gov/indot/2704.htm">http://www.in.gov/indot/2704.htm</a></p>
<p>Interstate 465 mainline approximately between mile markers 24 (north of West 86th Street) and 25 ½ (west of Michigan Road (U.S. 421)): The mainline in a single direction goes from three lanes down to two lanes as one of the lanes becomes a lane for motorists to access Interstate 865. I especially notice backed up traffic on the northbound lanes to eastbound lanes but I think it occurs also on the westbound to southbound lanes. While traffic studies would presumably be needed to confirm this, it is my belief that if this segment of I-465 were re-constructed, traffic flow on Zionsville Road between 86th Street and Sycamore Street would improve. I think a lot of southwestern Hamilton County motorists</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, local communities, in addition with key stakeholders to identify transportation challenges and work toward solutions.</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to INDOT Greenfield District Traffic Division for review as part of coordination efforts with transportation partners. <a href="http://www.in.gov/indot/2704.htm">http://www.in.gov/indot/2704.htm</a></p>
<p>Interstate 465 between Interstate 70 on the west side (exit 9) and Interstate 65 on the south side (exit 53): Mainline capacity should be expanded from three lanes in a single direction to four lanes (for a total of eight mainline lanes).</p>	<p>As part of long range transportation planning activities, INDOT proposes to add travel lanes on I-65 and also I-70 statewide. Several projects are currently under construction or have been recently completed on both I-65 and I-70 with an overall goal to add capacity on these corridor routes from the Ohio to Illinois statelines for I-70 and from the Kentucky to northern Indiana state lines for I-65.</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to INDOT Greenfield District Traffic Division for review as part of coordination efforts with transportation partners. <a href="http://www.in.gov/indot/2704.htm">http://www.in.gov/indot/2704.htm</a></p>
<p>Interstate 65 between mile marker 118 (around 38th Street) and mile marker 110 (south of the "north-split"): Additional mainline lanes should be added here. I know it would be very costly financially and receive political push-back but it would benefit the state overall. Too many times when I go down I-65 to get to IUPUI, there is congestion on southbound I-65 around 21st Street (exit 115) and the KY Street to Union Street area (exit 118).</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, local communities, in addition with key stakeholders to identify transportation challenges and work toward solutions.</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to INDOT Greenfield District Traffic Division for review as part of coordination efforts with transportation partners including the city of Indianapolis. <a href="http://www.in.gov/indot/2704.htm">http://www.in.gov/indot/2704.htm</a></p>
<p>State Road 265 between Interstate 65 and the East End Bridge: A family member of mine recently traveled this segment of roadway and said that the highway signs still referred to it as State Road 265. If this segment meets Interstate standards, INDOT should seek approval from FHWA to designate it as an Interstate. The preferable Interstate number would be Interstate 265. If the segment is not up to Interstate standards, it should be reconstructed to meet them. A study in Wisconsin showed that economic benefits result from simply</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, local communities, in addition with key stakeholders to identify transportation challenges and work toward solutions.</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to INDOT Seymour District Planning, Traffic Operations and Project Selection teams for review and investigation. <a href="http://www.in.gov/indot/2706.htm">http://www.in.gov/indot/2706.htm</a></p>
<p>Interstate 65 statewide: The entire Interstate 65 route, from the Kentucky border (mile 0) to Interstate 90 (exit 261) should have at least six mainline lanes (three in each direction). The Kentucky Transportation Cabinet has improved the entry of its portion of Interstate 65 to six mainline lanes (three in each direction) and it is quite nice.</p>	<p>As part of long range transportation planning activities, INDOT proposes to add travel lanes on I-65 and also I-70 statewide. Several projects are currently under construction or have been recently completed on both I-65 and I-70 with an overall goal to add capacity on these corridor routes from the Ohio to Illinois statelines for I-70 and from the Kentucky to northern Indiana state lines for I-65.</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions.</p>
<p>Interstate 70 statewide: The entire Interstate 70 route, from the Illinois border (mile 0) to the Ohio border (mile 156) should be upgraded to have at least six mainline lanes (three in each direction).</p>	<p>As part of long range transportation planning activities, INDOT proposes to add travel lanes on I-65 and also I-70 statewide. Several projects are currently under construction or have been recently completed on both I-65 and I-70 with an overall goal to add capacity on these corridor routes from the Ohio to Illinois statelines for I-70 and from the Kentucky to northern Indiana state lines for I-65.</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions.</p>
<p>Rest areas on Interstate 69 between Interstate 64 (exit 21) and State Road 37 (exit 114): There are currently no rest areas on the recently-constructed Interstate 69 in southern Indiana. Rest areas were omitted from the I-69 project for cost reasons which made sense but for the long-term, rest areas should be added especially since there are relatively few gasoline stations and truck stops for truckers and motorists to stop if they are tired. Rest areas improve motorist</p>	<p>INDOT will work with Asset Management Teams, District Offices, resource agencies, key transportation stakeholders and planning partners (local, state, federal) with respect to transportation related facilities including rest area planning, development, placement and construction.</p>	<p>INDOT will work with Asset Management Teams, District Offices, resource agencies, key transportation stakeholders and planning partners (local, state, federal) with respect to transportation related facilities including rest areas.</p>
<p>Thank you for this opportunity to comment on future highway projects in our State. I am thankful for the work INDOT does to work with residents and other stakeholders to improve our transportation infrastructure.</p>	<p>Thank you for the comment.</p>	<p>no further action at this time</p>
<p>Remove TIP and STIP</p>	<p>The Statewide Transportation Improvement Program (STIP) is a federally required document that provides the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) a listing of all projects that are candidates for</p>	<p>no further action at this time</p>
<p>I am writing to express my support for project #1383238, IntersectionImprovementRoundabout at SR13&amp;US6. My dad, Jeffrey D. Smith, was killed on 8/22/15 at this intersection while riding a motorcycle. Hecolidded with a WB SUV when it failed to stop. I believe the proposed improvement will save lives and reduce accidents at this dangerous intersection please note my full</p>	<p>federal aid or regionally significant projects that are not using federal aid. Thank you for your comment and sharing your story, we are sorry to hear about your loss. INDOT will plan, build, maintain and operate a superior transportation system enhancing safety, mobility and economic growth. Planning, developing and delivering projects that enhance safety is an important part of the INDOT mission. We look forward to delivering the intersection improvement project</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to LaPorte District Office for additional review and consideration as part of project selection activities. <a href="http://www.in.gov/indot/2705.htm">http://www.in.gov/indot/2705.htm</a></p>

I am writing to express my support for project #1383238, IntersectionImprovement,Roundabout at SR13&US6. My friend, Jeffrey D. Smith, was killed on 8/22/15 at this intersection while riding a motorcycle. He collided with a WB SUV when it failed to stop. I believe the proposed improvement will save lives and reduce accidents at this dangerous intersection please note my full support for your comment and sharing your story, we are sorry to hear about your loss. INDOT will plan, build, maintain and operate a superior transportation system enhancing safety, mobility and economic growth. Planning, developing and delivering projects that enhance safety is an important part of the INDOT mission. We look forward to delivering the intersection improvement project	Thank you for your comment and sharing your story, we are sorry to hear about your loss. INDOT will plan, build, maintain and operate a superior transportation system enhancing safety, mobility and economic growth. Planning, developing and delivering projects that enhance safety is an important part of the INDOT mission. We look forward to delivering the intersection improvement project	INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to LaPorte District Office for additional review and consideration as part of project selection activities. <a href="http://www.in.gov/indot/2705.htm">http://www.in.gov/indot/2705.htm</a>
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Please make improvements at the corner of U.S 6 and State Rd 13. (1383238). We lost a dear friend at this intersection 18 months ago. We don't want other families and friends to go through the loss of life if an improvement can be made to make this highly traveled 4 waystop more safe. We strongly urge you to consider this a top priority	Thank you for your comment and sharing your story, we are sorry to hear about your loss. INDOT will plan, build, maintain and operate a superior transportation system enhancing safety, mobility and economic growth. Planning, developing and delivering projects that enhance safety is an important part of the INDOT mission. We look forward to delivering the intersection improvement project	INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to LaPorte District Office for additional review and consideration as part of project selection activities. <a href="http://www.in.gov/indot/2705.htm">http://www.in.gov/indot/2705.htm</a>
I support the roundabout at SR 13 and US 6. There have been too many accidents and lives lost at this dangerous intersection. Something besides the stop sign is necessary to protect driver's.	INDOT will plan, build, maintain and operate a superior transportation system enhancing safety, mobility and economic growth. Planning, developing and delivering projects that enhance safety is an important part of the INDOT mission. We look forward to delivering the intersection improvement project	INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to LaPorte District Office for additional review and consideration as part of project selection activities. <a href="http://www.in.gov/indot/2705.htm">http://www.in.gov/indot/2705.htm</a>
My husband Jeff Smith lost his life here Aug 2015 when a man ran the flashing red light. Our family is focused on getting this intersection safer. It's been deadly for years!	Thank you for your comment and sharing your story, we are sorry to hear about your loss. INDOT will plan, build, maintain and operate a superior transportation system enhancing safety, mobility and economic growth. Planning, developing and delivering projects that enhance safety is an important part of the INDOT mission. We look forward to delivering the intersection improvement project	INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions.
I lost a dear friend Jeff Smith at the intersection of US 6 and St Rd13 north of Syracuse. That is an extremely dangerous intersection that has claimed many lives and injured numerous people. The 4 waystop that is there now is so confusing and unsafe. I would like to see this intersection improved so that no one else has to lose their life. Thank you!	Thank you for your comment and sharing your story, we are sorry to hear about your loss. INDOT will plan, build, maintain and operate a superior transportation system enhancing safety, mobility and economic growth. Planning, developing and delivering projects that enhance safety is an important part of the INDOT mission. We look forward to delivering the intersection improvement project	INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to LaPorte District Office for additional review and consideration as part of project selection activities. <a href="http://www.in.gov/indot/2705.htm">http://www.in.gov/indot/2705.htm</a>
Needed stop light at the intersection 6 and 13 north of Syracuse Indiana asap	INDOT will plan, build, maintain and operate a superior transportation system enhancing safety, mobility and economic growth. Planning, developing and delivering projects that enhance safety is an important part of the INDOT mission. We look forward to delivering an intersection improvement project DES# 1383238 at this location	INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to LaPorte District Office for additional review and consideration as part of project selection activities. <a href="http://www.in.gov/indot/2705.htm">http://www.in.gov/indot/2705.htm</a>
I do not see the additional lane in each direction for I-465 on the North side of Indianapolis. It is needed. You need to reevaluate the exit ramp from US31 to 146th/151st St. In the afternoon, the traffic backs up to the beginning of the ramp - that is a long backup!	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, local communities, in addition with key stakeholders to identify transportation challenges and work toward solutions.	INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to INDOT Greenfield District Traffic Division for review as part of coordination efforts with transportation partners.
No. ONE on the list to reconstruct should be SR 135 from Millport to Vallonia. It was surveyed & staked TEN (10) years ago. The section at Driftwood Christian Church is hazardous and floods after heavy rains. I hit that water one night returning from Schneck Memorial and only my guardian angel saved me. If a school bus got side-swiped by a semi it could be disastrous. I followed a semi one day as it met another semi. Evidently the edges of the road were higher than the center... as the	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, local communities, in addition with key stakeholders to identify transportation challenges and work toward solutions.	INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions.
Hello, I live in Seymour, Indiana and have a suggestion for where I believe there is a need for a sidewalk. I live off of North O'Brien Street, near Seymour Middle School. Between the stretch from the Boys & Girls Club to Burkhart Blvd., there are no sidewalks for the students to walk on. I sometimes fear for the kids' safety because I see them before and after school, either walking in the street (where cars travel too fast sometimes) or up in people's yards because they have nowhere else to walk. I believe it would make a big difference and make North O'Brien a safer to walk if there could please be a sidewalk or some kind of walkway incorporated between Burkhart Blvd & the Boys & Girls Club. Thanks so much for considering our comments and let me know if you have any	Mrs. McDonald shared a concern regarding a city street in Seymour in the STIP public comment form. She was notified her by email she should contact the City of Seymour to share her concern.	no further action at this time
Please consider the condition of I69 in Anderson. The roadway surface north of the construction zone is terrible. The exits in Anderson are literally crumbling. Surface cleaning of debris and gravel are badly needed. Drains are below grade creating very deep holes in the road on Scatterfield. Weeds grow along curbs and in the islands.	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, local communities, in addition with key stakeholders to identify transportation challenges and work toward solutions. INDOT's Greenfield District maintenance staff is monitoring the area and repairing the roadway as needed prior to official road rehabilitation through a 2018 reconstruction project. If you see any specific potholes that need to be corrected	INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to INDOT Greenfield District Traffic Division for review as part of coordination efforts with transportation partners. <a href="http://www.in.gov/indot/2704.htm">http://www.in.gov/indot/2704.htm</a>
Please consider putting a sight distance correction project back on the funding list. The project is located at SR 109 and CR 400N Whitley County. Two people were killed there since the project was first considered. I know the project was designed once before it was dropped.	INDOT will plan, build, maintain and operate a superior transportation system enhancing safety, mobility and economic growth. Planning, developing and delivering projects that enhance safety is an important part of the INDOT mission.	Comment will be sent to Fort Wayne District Office for additional review and consideration. <a href="http://www.in.gov/indot/2703.htm">http://www.in.gov/indot/2703.htm</a> . INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions.
I am attending today's meeting to give my input on a proposed traffic light that the town of St. John is requesting at RT. 41 and 96th Street in conjunction with a new commercial project there. There is already a light at 97th street and a frontage road that will provide access to the businesses without adding the extra congestion and additional light and cut-out would create. I feel that this project is unnecessary and is a not-so-subtle effort to provide more profit to the developers and businesses, and NOT in the best interest of the public. I urge INDOT to	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, local communities, in addition with key stakeholders to identify transportation challenges and work toward solutions.	INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to LaPorte District Office for additional review and consideration as part of project selection activities. <a href="http://www.in.gov/indot/2705.htm">http://www.in.gov/indot/2705.htm</a>
1. We do not want a stop lite at 96th & US 41 2. We want a stoplite at Joliet Street & US 41 This is the most dangerous intersection on US 41 from Whiting in to Lowell Indiana 3. We delivered a petition against the lite @ 96th & US 41 & in favor of a lite at Joliet St & US 41	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, local communities, in addition with key stakeholders to identify transportation challenges and work toward solutions.	INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to LaPorte District Office for additional review and consideration as part of project selection activities. <a href="http://www.in.gov/indot/2705.htm">http://www.in.gov/indot/2705.htm</a>
Turned in a petition with over 400 signatures opposing a traffic light at 96th in St. John on US 41. There is a light at 97 and is a light that can be used by the new development proposed at 96th with Frontage Roads in place. The light at 97th will meet the needs. We don't want many additional lights on US 41.	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, local communities, in addition with key stakeholders to identify transportation challenges and work toward solutions.	INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to LaPorte District Office for additional review and consideration as part of project selection activities. <a href="http://www.in.gov/indot/2705.htm">http://www.in.gov/indot/2705.htm</a>
West to East, East to West Hwy 30 Toll Road -Alleviate congestion around I-69, Hwy 33, Hwy 30 -Could alleviate semi-truck traffic on roads thru downtown Ft. Wayne, in fact the traffic of trucks on Coliseum Blvd. and downtown could be virtually eliminated making it mandatory to use either 469 or the new toll road. -Truckers would like to save time and fuel. -Would provide better traffic flow while I-69 and I-469 are being worked on. -Faster and easier maneuvering of emergency vehicles, especially if routed near hospital downtown. -Would provide high ground for emergency flood situation(s) (think Katrina in Louisiana). -If the only on/off ramps (other than 30W & 30E) were downtown, it would keep traffic moving and yet allow downtown workers and out of town visitors easy access to work/venues downtown. In addition to facilitate this, the road and	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, local communities, in addition with key stakeholders to identify transportation challenges and work toward solutions.	INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions.
Resurface 231 from Washington Bridge to Wood Rd in Rensselaer Indiana. St. Road 114 from IGS to Iroquois River bridge. 114 east from Rensselaer to 421. 16 from 39 to 35 what a terrible stretch of road.	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions. INDOT is focused on the preservation of our transportation infrastructure and continue to monitor pavement conditions at this location as current and also future projects are	INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to LaPorte District Office for additional review and consideration as part of project selection activities. <a href="http://www.in.gov/indot/2705.htm">http://www.in.gov/indot/2705.htm</a>
INDOT needs to devote more planning and resources to passenger rail development and redevelopment in Indiana. We need to plan for more balance in our Indiana transportation system. Passenger rail service can supplement roads and highways effectively and with efficiency. More planning and state resources need to be applied to passenger rail support and development. Thank you	Highways are critical for ensuring continued access and mobility for travelers and for maintaining the state's economic vitality. The efficient and effective movement of people and goods requires a balanced transportation system offering a variety of transportation modes, including highways, air, rail, pipeline and water. INDOT's Multimodal Planning and Programs division includes the offices of Aviation, Freight, Public Transit, Rail, and Passenger Rail. Our goal is to develop and improve transportation modes in a seamless system that is more efficient, flexible, and environmentally sustainable, and meets the needs of travelers and shippers alike. INDOT's Rail Office is dedicated to preserving and developing freight and passenger corridors throughout the state of Indiana. This	INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions.
Install round-a-bout on St. Rd 18/421 North & West of Delphi (approx. 3 miles West of Delphi)	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions.	INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to LaPorte District Office for additional review and consideration as part of project selection activities. <a href="http://www.in.gov/indot/2705.htm">http://www.in.gov/indot/2705.htm</a>



<p>My concern is about a stoplight being installed on 41 &amp; 96th in St. John IN. I am against having a stop light installed there since there is already a stop light at 97th (one block away). There is access to a shopping center there and any future developed shopping can be accessed at that light! There is no need for another light period!</p> <p>A light would be beneficial north of there on 41 at Joliet. There is a church, a school, &amp; a library on the west side of 41 that are at risk from an accident or vehicle that dart around vehicles that are trying to turn onto Joliet. The church &amp; school have put large boulders along 41 for fear of vehicles going into the church and or school.</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, local communities, in addition with key stakeholders to identify transportation challenges and work toward solutions.</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to LaPorte District Office for additional review and consideration as part of project selection activities. <a href="http://www.in.gov/indot/2705.htm">http://www.in.gov/indot/2705.htm</a></p>
<p>Regional transportation systems and funding of same must be considered and factored into the STIP by INDOT for state wide planning.</p> <p>We are hearing regularly from both the state of Indiana and local government of the importance of economic regions in our state. However, there seems to be no effort to plan for and fund regional transportation systems using public transportation providers in Indiana.</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions.</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions.</p>
<p>I attempted to submit this comment using the on line STIP comment form, but it would not work. The form demanded a suffix entry, but there was no box or line for it — Please correct!!</p>	<p>The STIP comment form does not have suffix entry. This was corrected in 2015.</p>	<p>no further action at this time</p>
<p>The residence of St John would like INDOT to consider a traffic light at Joliet St &amp; RT 41. We also do not want a traffic light at 96th St (proposed by developer) for the new proposed mall development.</p> <p>Joliet St. has had 14 fatalities through the years &amp; truly deserves a traffic light. A traffic light exists currently at 97th St so we don't need or want one at 96th as well.</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions.</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to LaPorte District Office for additional review and consideration as part of project selection activities. <a href="http://www.in.gov/indot/2705.htm">http://www.in.gov/indot/2705.htm</a></p>
<p>I am here in protest of the light being installed (per our town council planning commission) on 96th in St. John on RT 41. Light's not needed here for a developer but it's needed @ Joliet St where there has been 14 fatalities.</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions.</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to LaPorte District Office for additional review and consideration as part of project selection activities. <a href="http://www.in.gov/indot/2705.htm">http://www.in.gov/indot/2705.htm</a></p>
<p>To Whom It May Concern</p> <p>I do not think that raising taxes on gas or more tax on vehicles as the answer to this state of Indiana is the correct path to getting our infrastructure back to what it should be. I think our problem is with the current contractors that are laying down the asphalt are using the correct recipe or mix of the items used to make the black top that is not doing what it should be.</p> <p>In an email to <a href="mailto:rclark@indot.in.gov">rclark@indot.in.gov</a> and <a href="mailto:mwrighl@indot.in.gov">mwrighl@indot.in.gov</a> 2-21-17 I received a reply from Laurel Ryggs in which she states that INDOT expects the surface to last proximately 7-10 years. Well as I said in my email state highway three from Washington Center to Carroll Road was and still is falling apart. Almost as soon as traffic started to roll on the new surface little cracks showed up in every lane in both directions. These little cracks soon developed into holes that just get bigger</p>	<p>INDOT Fort Wayne District Customer Service Team responded to customer concern.</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment to be sent to Fort Wayne District Office for review. <a href="http://www.in.gov/indot/2703.htm">http://www.in.gov/indot/2703.htm</a></p>
<p>The email went on to say that INDOT maintenance crews have been, and will continue to monitor and maintain the roadway until the resurface goes through the area. If you have a particular section of SR 3 that you are concerned about please let me know.</p> <p>This sort of set me back as I gave her a particular area to look at. I feel that the asphalt being used is the wrong mixture as it is breaking down way to fast. I do know some about this as my step-father worked for the Everett, Washington street department and I do not remember the streets out there having those little stress cracks appear at all, but then I may not have been so aware of this at the time.</p>	<p>INDOT Fort Wayne District Customer Service Team responded to customer concern.</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment to be sent to Fort Wayne District Office for review. <a href="http://www.in.gov/indot/2703.htm">http://www.in.gov/indot/2703.htm</a></p>
<p>I am writing to express my support for project #1383238, IntersectionImprovement_Roundabout at SR13&amp;US6. My wife's dad, Jeffrey D. Smith, was killed on 8/22/15 at this intersection while riding a motorcycle. He collided with a WB SUV when it failed to stop. I believe the proposed improvement will save lives and reduce accidents at this dangerous intersection.</p>	<p>Thank you for your comment and sharing your story, we are sorry to hear about your loss. INDOT will plan, build, maintain and operate a superior transportation system enhancing safety, mobility and economic growth. Planning, developing and delivering projects that enhance safety is an important part of the INDOT mission. <a href="http://www.in.gov/indot/2705.htm">We look forward to delivering the intersection improvement project</a></p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to LaPorte District Office for additional review and consideration as part of project selection activities. <a href="http://www.in.gov/indot/2705.htm">http://www.in.gov/indot/2705.htm</a></p>
<p>1. Finish I465/I69/IN37 from Allisonville Road to I69. I saw the proposal a few years ago but would like to make sure little if any private property is taken especially along I69.</p> <p>2. Add a third lane to I70 both east and west of Indianapolis.</p> <p>3. Add a third lane to I65 both north and south of Indianapolis.</p>	<p>As part of long range transportation planning activities, INDOT proposes to add travel lanes on I-65 and also I-70 statewide. Several projects are currently under construction or have been recently completed on both I-65 and I-70 with an overall goal to add capacity on these corridor routes from the Ohio to Illinois statelines for I-70 and from the Kentucky/Indiana state line to northern Indiana for I-65. <del>The I-69 Section 6 Indianapolis to Martinsville is currently under construction.</del></p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions.</p>
<p>I am writing to express my support for project #1383238, IntersectionImprovement_Roundabout at SR13&amp;US6. My Friend, Jeffrey D. Smith, was killed on 8/22/15 at this intersection while riding a motorcycle. He collided with a WB SUV when it failed to stop. I believe the proposed improvement will save lives and reduce accidents at this dangerous intersection. please note my full name below.</p>	<p>Thank you for your comment and sharing your story, we are sorry to hear about your loss. INDOT will plan, build, maintain and operate a superior transportation system enhancing safety, mobility and economic growth. Planning, developing and delivering projects that enhance safety is an important part of the INDOT mission. <a href="http://www.in.gov/indot/2705.htm">We look forward to delivering the intersection improvement project</a></p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to LaPorte District Office for additional review and consideration as part of project selection activities. <a href="http://www.in.gov/indot/2705.htm">http://www.in.gov/indot/2705.htm</a></p>
<p>Hello Mr. McNeil,</p> <p>NW Indiana faces potential grid lock in the very near future. The Toll Road project started a month ago. This past Monday, the Rt. 49 project put out the cones reducing the traffic to one lane in both directions from the Toll Road south to Rt. 30.</p> <p>The Rt. 49 project is my primary concern. Last year, weeks went by with absolutely no work being done. When I questioned the NW Indiana coordinator (Mr. Moats), he said that many times you just didn't see the work being done. Huh?! Where were they...hiding in the weeds? This year I was hoping they would close 1 lane at a time to inconvenience the least number of motorists. This is a relatively simple resurfacing project. It should not take 4 1/2 months to complete. Is Ruth-Riley the contractor again? Is there an early completion clause? Why don't they work 24/7? Is there a late completion clause, or do they just get done, when they get done?</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions.</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to LaPorte District Office for additional review and consideration as part of project selection activities. <a href="http://www.in.gov/indot/2705.htm">http://www.in.gov/indot/2705.htm</a></p>
<p>Mr. McNeil,</p> <p>Thank you for the extensive public outreach that INDOT has taken for collecting input for its transportation projects that are being identified in the STIP. I was in attendance of the public session that INDOT hosted at the Crawfordsville public library. I expressed some of the areas we feel INDOT should be addressing in and around Plainfield, and wanted to offer you these formal comments for your consideration. Here is a list of improvements I believe INDOT should be addressing in the 4-year window of the STIP:</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions.</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to Crawfordsville District Office for additional review and investigation. <a href="http://www.in.gov/indot/2701.htm">http://www.in.gov/indot/2701.htm</a></p>
<p>1. Asphalt pavement replacement on US-40 from SR 267 to Carr Road. Pavement through this corridor has degraded so badly that a mill &amp; resurface would probably not be a suitable option; requiring some fairly significant patching work to be included. Google Earth streetview imagery is updated from November 2016 and can provide good visual evidence of the pavement condition.</p> <p>2. Asphalt surface cracking on US-40 from Carr Road to Bridge over White Lick Creek. This reconstruction project was completed around 2010 but the surface course has not held up well. In late 2017, INDOT maintenance crews crack-sealed a significant portion of this roadway area (maybe 40%) but left significant areas without treatment. Due to the extensive cracking, we would like to see INDOT consider an alternative to crack sealing (mill &amp; resurface?). For the investment made by the Town along this corridor to streetscape our Downtown, the road surface now offers a terrible eyesore in addition to being a failing liability.</p> <p>3. Concrete Pavement Joint Sealing and Panel Patching on SR 267 from south of I-70 to US-40. New concrete pavement was placed in 2006 and has held up very well in 10 years. However, I don't believe INDOT has taken any steps toward preventative maintenance on this pavement and indications from some</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions.</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to Crawfordsville District Office for additional review and investigation. <a href="http://www.in.gov/indot/2701.htm">http://www.in.gov/indot/2701.htm</a></p>
<p>4. Asphalt surface cracking on US-40 from SR 267 to East Hendricks County Line/Raceway Road. I understand this section of US-40 received a microsurface treatment approximately 7-8 years ago that had a 5-year expected life. The microsurface treatment performed particularly well and clearly extended the life of the pavement. However, it is already beyond the expected life and should not be anticipated to survive beyond the 4-year window of the STIP.</p> <p>5. Signal Equipment Improvements along US-40. The Town has or has plans to make significant improvements at two intersections along US-40 (RRP &amp; Raceway Road) where signal equipment has been or will be updated to current INDOT specifications, including black signal heads with border reflectors. As an E/W arterial where visibility is a concern at Morning &amp; Evening hours, updating the full corridor to include for current safety equipment would be a welcomed improvement.</p> <p>The Town is aware of INDOT's plans to expand capacity along I-70 from the Ronald Reagan Parkway to SR 39 and understand this is not showing up on the STIP because of funding sources being verified. While these capacity improvements are welcomed, both of Plainfield's I-70 Interchanges (RRP and SR 267) already create backups that extend onto the exit ramps or I-70 travel lanes</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions.</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to Crawfordsville District Office for additional review and investigation. <a href="http://www.in.gov/indot/2701.htm">http://www.in.gov/indot/2701.htm</a></p>

<p>We are hopeful that INDOT's I-70 project will be taking steps to address these backup issues by setting the stage for future intersection improvements and the planned addition of a future interchange X-way between SR 267 &amp; SR 39.</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions. Visit the Statewide Transportation Improvement Program web page to view proposed projects for fiscal years 2018 -2021 <a href="http://www.in.gov/indot/2348.htm">http://www.in.gov/indot/2348.htm</a></p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to Crawfordsville District Office for additional review and investigation. <a href="http://www.in.gov/indot/2701.htm">http://www.in.gov/indot/2701.htm</a></p>
<p>I can relate to the constant efforts required to prioritize projects with the available funding. As you are likely aware, Plainfield serves as a regional and national logistics hub for some of the County's largest retail and distribution companies and our road network is subjected to an inordinate amount of truck traffic. I am sure INDOT understands the key role its roadways play in the continued development of the economic engine that is providing 1,000's of new jobs to the Indianapolis metro area and am hopeful that we will see continued support in keeping those roadways in the high quality condition needed to</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions. Visit the Statewide Transportation Improvement Program web page to view proposed projects for fiscal years 2018 -2021 <a href="http://www.in.gov/indot/2348.htm">http://www.in.gov/indot/2348.htm</a>.</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to Crawfordsville District Office for additional review and investigation. <a href="http://www.in.gov/indot/2701.htm">http://www.in.gov/indot/2701.htm</a></p>
<p>Good Morning Mr. McNeil, In regards to the draft STIP for 2018-2021. Do you have an estimated timeframe for the release of the final 2018-2021 plan? Thank you, Sherry</p>	<p>July 1, 2017 would be the release date of the INDOT STIP 2018-2021.</p>	<p>no further action at this time</p>
<p>SR 13 and 6 is where we lost a loved one.</p>	<p>INDOT will plan, build, maintain and operate a superior transportation system enhancing safety, mobility and economic growth. Planning, developing and delivering projects that enhance safety is an important part of the INDOT mission. We look forward to delivering the intersection improvement project DES# 1383238</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to LaPorte District Office for additional review and consideration as part of project selection activities. <a href="http://www.in.gov/indot/2705.htm">http://www.in.gov/indot/2705.htm</a></p>
<p>Mr. McNeil, This is in regards to DE1593231, road reconstruction through Greentown. I travel into or through Greentown on US35/IN22/IN19 almost daily. I have observed through the years the addition of layers of asphalt which has diminished or obliterated the curb in some areas. The sidewalks in most of the area are in bad shape or non-existent. This makes it difficult or impossible for many people to use them. A reconstruction and new sidewalks would be much appreciated. It also should give a boost to the town in morale and economic development. The town is in the process of a Revitalization Plan and this is the ideal time to incorporate road work with the other ideas being presented. This</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions. Visit the Statewide Transportation Improvement Program web page to view proposed projects in/near your area for fiscal years 2018 -2021 <a href="http://www.in.gov/indot/2348.htm">http://www.in.gov/indot/2348.htm</a>.</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to INDOT Greenfield District Traffic Division for review as part of coordination efforts with transportation partners. <a href="http://www.in.gov/indot/2704.htm">http://www.in.gov/indot/2704.htm</a></p>
<p>Please consider the following projects in Brown County, IN: 1) Correct drainage problem along SR 46, just west of Old SR 46 and Brown County State Park Main Entrance on north side of SR46, caused when culvert under SR46 relined which reduced the diameter and raised the invert flowline. Water now backs up and stands along SR46 - mosquito pit in summer, too wet to mow all last year. 2) Clear trees along State Highways that are in the right-of-way and have been let grow until they are now hanging over roadway. 3) Mow right-of-ways (maintenance). At intersections blocking line of sight when entering highway from county roads and drives. 4) Construct new sidewalk in front of Courthouse in Nashville. Existing sidewalk is on three different levels - trip hazard and not ADA compliant. no work done last year when INDOT did resurfacing in town. 5) Install passing blister on SR46 at Upper Schooner Rd for west bound traffic. Several rear end accidents due to traffic coming down the steep hill and can't get stopped. 6) Replace low water slabs on SR 135 S to eliminate flooding over highway and road closures.</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions. Visit the Statewide Transportation Improvement Program web page to view proposed projects for fiscal years 2018 -2021 <a href="http://www.in.gov/indot/2348.htm">http://www.in.gov/indot/2348.htm</a>.</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to INDOT Seymour District Planning, Traffic Operations and Project Selection teams for review and investigation. <a href="http://www.in.gov/indot/2706.htm">http://www.in.gov/indot/2706.htm</a></p>
<p>Mr. McNeil, Comments on INDOT Project #DE1593231 In 1998, the town of Greentown received a state grant to do a Revitalization Plan. At the time, the Greentown Main Street Association had just been formed. Several members, including myself, became involved in working with the Town and the chosen Firm to come up with a plan that would beautify our community and bring new residents, visitors and shoppers. At the same time, INDOT had plans to redo SR 22/35 through town. We did not want to move forward with our new plan until the INDOT project was complete. We knew our Main Street (SR22/35) would be torn up and it didn't make sense to do the sidewalks and greenspace only to see it destroyed when the road was redone. So we waited.... We waited for the next 19 years.... As the plan sat on a shelf and collected dust. Fast forward to 2017....The Town of Greentown is now in the midst of a second Revitalization Plan thanks to an OCRA grant. The plan is due to be completed by the end of August. My fear is that this plan will suffer the same fate as the previous one. Our town has several old and some empty buildings and broken sidewalks that need attention.</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions. Visit the Statewide Transportation Improvement Program web page to view proposed projects for fiscal years 2018 -2021 <a href="http://www.in.gov/indot/2348.htm">http://www.in.gov/indot/2348.htm</a>.</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to INDOT Greenfield District Traffic Division for review as part of coordination efforts with transportation partners. <a href="http://www.in.gov/indot/2704.htm">http://www.in.gov/indot/2704.htm</a></p>
<p>With regard to INDOT projects, what is the process for ensuring that rehab, replacement and overlay projects, as well as intersection improvements, account for safety and access for people walking, biking and/or using a mobility device?</p>	<p>Our Technical Services department addresses ADA compliance and accessibility during the planning/scoping phase of all projects (planned projects not funded projects). We take into account people using wheelchairs, scooters, strollers, etc. We have implemented looking at the potential of adding bike lanes and crosswalks to projects that are were planned and funded several years ago (those already completed). And, we look to our complete streets guide when</p>	<p>no further action at this time</p>
<p>Dear Mr. Mc Neil: I am writing you to express the recommendations and concerns of the City of Greensburg in regards to INDOT's Draft 2018-2021 Statewide Transportation Improvement Program. First, I want to thank you for providing this opportunity to participating in this most important process of planning for the continued modernization of the highway system in the City of Greensburg and throughout the State. I note that the STIP includes the replacement of a small structure carrying State U.S. Route 421, both North and South and State Road 46, both East and West are the Gateways into our City. We want the appearance of those entrances to be pleasing to visitors. We wish to clean up those entryways with new curbs and sidewalks to make them more appealing. Many of the following projects include requests for curbs and sidewalks because of the importance to the City of the appearance of our community. I noticed a project for HMA Overlay, Preventive Maintenance on State Road 46 (Main Street) East of its East Junction with U.S. Route 421 (South Michigan Avenue). While the pavement maintenance is much needed, the project also needs to have curbs and sidewalks replaced and the storm drainage system improved. I request that the plan for the project be expanded to include those</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions. Visit the Statewide Transportation Improvement Program web page to view proposed projects for fiscal years 2018 -2021 <a href="http://www.in.gov/indot/2348.htm">http://www.in.gov/indot/2348.htm</a>.</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to INDOT Seymour District Planning, Traffic Operations and Project Selection teams for review and investigation. <a href="http://www.in.gov/indot/2706.htm">http://www.in.gov/indot/2706.htm</a></p>
<p>The City requests that a plans for a couple of additional projects be added to the STIP. State Road 46 (Main Street) West of its West Junction with U.S. Route 421 (Ireland Street) should be planned for improvement by upgrading and adding sidewalks, new curbs and improved storm drainage along with appropriate rehabilitation of the pavement. Again, the City of Greensburg is willing and committed to Partnering with the Indiana Department of Transportation to add the additional features to the project. Another needed improvement is U.S. Route 421 (North Michigan Avenue, Ireland Street, Main Street and South Michigan Avenue) between State Road 3 and the South City Limits of Greensburg. Currently, that section of your route is being rehabilitated with an HMA Overlay, Preventative Maintenance project. Planning for an additional project on those streets in the near future is requested. That</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions. Visit the Statewide Transportation Improvement Program web page to view proposed projects for fiscal years 2018 -2021 <a href="http://www.in.gov/indot/2348.htm">http://www.in.gov/indot/2348.htm</a>.</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to INDOT Seymour District Planning, Traffic Operations and Project Selection teams for review and investigation. <a href="http://www.in.gov/indot/2706.htm">http://www.in.gov/indot/2706.htm</a></p>
<p>Finally, I must comment on two local projects. One is a sidewalk improvement project that we were awarded funding for last fall. That project is the construction/reconstruction of sidewalk along Central Street from Stewart Street to the existing multi-use path East of the Greensburg Community High School. Not only out that project provide a direct pedestrian route between the Middle School and High School, it would also result in greater connectivity to the City's trail system. I noticed that that project does not appear in the Draft STIP. It is my understanding that Local Public Access Projects may not be included in the STIP</p>	<p>INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions. Visit the Statewide Transportation Improvement Program web page to view proposed projects for fiscal years 2018 -2021 <a href="http://www.in.gov/indot/2348.htm">http://www.in.gov/indot/2348.htm</a>.</p>	<p>INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to INDOT Seymour District Planning, Traffic Operations and Project Selection teams for review and investigation. <a href="http://www.in.gov/indot/2706.htm">http://www.in.gov/indot/2706.htm</a></p>



Decatur County also had funding approved last fall for a bridge replacement project carrying Central Street over Gas Creek. That bridge is immediately next to our Middle school. The load limit on the existing bridge does not permit busses to cross it and interferes with the schools bus routes. The bridge project is also a companion project to the City's sidewalk project. That project also does not appear in the Draft STIP. Again, if local agency projects should be included in the STIP, I request that it also be added. Thank you for the current ongoing improvements you are making on your routes in Greensburg. We want to continue working together with the Indiana	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions. Visit the Statewide Transportation Improvement Program web page to view proposed projects for fiscal years 2018 -2021 <a href="http://www.in.gov/indot/2348.htm">http://www.in.gov/indot/2348.htm</a> .	INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to INDOT Seymour District Planning, Traffic Operations and Project Selection teams for review and investigation. <a href="http://www.in.gov/indot/2706.htm">http://www.in.gov/indot/2706.htm</a>
Good evening, Michael, Thank you for the opportunity to provide input on the Draft 2018-2021 Statewide Transportation Improvement Program (STIP). Below are our comments and questions. Some align with those we have submitted in the past, as they have not been addressed previously and/or accounted for in this STIP. • As a general comment, we would like to see less funding go to system expansion. Based on my calculations, added capacity projects account for approximately 20% of the total dollars represented in this STIP. With that, nearly 600 million dollars are being diverted from the existing transportation network; funds which we think could be better spent on repair, maintenance, multimodal access and safety.	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions. Visit the Statewide Transportation Improvement Program web page to view proposed projects for fiscal years 2018 -2021 <a href="http://www.in.gov/indot/2348.htm">http://www.in.gov/indot/2348.htm</a> .	INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards delivering solutions.
• That being said, the STIP represents thousands of projects (such as rehab, reconstruction, replacement and overlay projects, as well as intersection improvements) that could include elements that would improve safety and access for people walking, biking and/or using a mobility device. Unfortunately, though, it isn't possible to tell if such components are included in the projects. The STIP should provide additional project details, so that the public can see if/when <del>it is included in the project details. It is not possible to tell if such components are included in the projects. The STIP should provide additional project details, so that the public can see if/when</del>	INDOT is working on refinements to our State Program/Project Management System (SPMS) database to allow for this increased level of detail. INDOT is also reviewing and electronic STIP (eSTIP) database program that will link to the SPMS and will be able to display projects that address improvements to walking and biking infrastructure. The eSTIP would allow the public and our partners to query data, download sub-sets of the data, use interactive maps, and display projects by <del>category, location, and type. It is not possible to tell if such components are included in the projects. The STIP should provide additional project details, so that the public can see if/when</del>	INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards delivering solutions.
• What role does INDOT's Complete Streets policy play in ensuring that users of all modes, regardless of age, ability or income level, are accommodated in all projects? In the two-plus years since the INDOT Complete Streets policy was instituted, how has it shaped project development and prioritization?	Headette should be able to provide input. Over the past 2-years INDOT's CS policy have resulted in training of both state and local engineers, planners, and decision makers on the complete streets concept; increased awareness and demand of complete streets elements in project decision making at all levels within INDOT; increased coordination with complete streets stakeholder/special interests groups; support of the USBR system, resulting in the approval of 3-U.S. Bike Routes; the development of a community context audit form implemented for FY 20-projects; implementation of road diet consideration; increased dialog with locals on complete street needs and connectivity to parks and local amenities; support for roundabout interchanges/intersection designs; development of the small communities program; development of a \$5M annual budget over the next	INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards delivering solutions.
• In reference to the STIP Financial Summary (File p. 33): g in the box labeled 'Costs yet to be identified from future needs and illustrative information', what is the process for determining what projects are added later, and how are they incorporated into the STIP? <del>g. Will costs for I-69 Sections 5 and/or 6 extend beyond 2021?</del>	Michael should be able to explain this. The process to get projects added to the STIP is through Amendment process and the process is described under the heading 'Requirements for STIP Amendments and Administrative Modifications'. When Amendments and Modifications are processed this changes the value in the 'Cost yet to be identified'	no further action at this time
• The 'Annual Program Development Process' (File p. 9) references INDOT 5-Year Construction Plan. It has also been referenced in the past two STIPs, but our understanding is that such a document does not exist. In 2013, we were told it was, "under development." In 2015, no additional information was provided. A <del>through online search for the document still yields nothing. Does this document</del>	This will need to be removed. INDOT has a 4-year STIP Program, but is considering the potential of moving to a 5-year STIP/construction program. This potential action will need to be closely coordinated with our 14-metropolitan planning organizations as their Transportation Improvement Programs (TIPs) that <del>would also need to be converted from a 4-year to a 5-year document</del>	no further action at this time
• In the section named 'Performance-based Planning and Asset Management' (File p. 11), a 10-year STIP is referenced? What is that document?	This will need to be removed. INDOT has a 4-year STIP Program. The 10-Year <del>Plan is our older Major Moves Program.</del>	no further action at this time
• Is it correct that STIP amendments to not require any public notice or comment period (File p. 14)? Given that nearly one billion dollars in project spending is yet to be determined, the public should have the opportunity to review and provide comments on additions and changes.	Amendments (project deletions, additions, major changes to the project's scope, or work type) to the STIP is federally required to go through a formal public review process. Modifications of the STIP (minor changes to the scope, work type, or cost) is not required to go through a formal process. STIP Amendment are closed in the Draft form and placed into Internal Draft. At that time a report is created and posted on the STIP Public Comment page for 5 <del>days for public comment for the rural projects. The MPO projects have already</del>	no further action at this time
• The document references a FHWA Environmental Justice Workshops held in 2010 (File p. 20). Is that the last time training was held on such issues?	This will need to be removed. INDOT has participated in EJ training workshops (National Highway Institute); participated in online workshops, and most recently <del>participated in training provided by our Office of Environmental Services early</del>	no further action at this time
• The statewide map for INDOT Environmental Justice Analysis (File p. 21) references 2010 census block level populations and low income data from the 2005-2009 American Community Survey. Is that the latest information available?	INDOT will refresh the EJ Map with the latest available census information.	no further action at this time
• The content on File p. 32 appears to be out of place and/or needs additional explanation linking it to the summary table.	INDOT will make the necessary refinements to improve clarity.	no further action at this time
• The 'Performance Management' section on File p. 345 is repetitive of information on File p. 10. Please let me know of any questions for me. We look forward to your responses. Thank you - take care!	Thank you for your comment.	INDOT will review and modify accordingly.
I'm concerned with the spending priorities in the plan. An inordinate amount of the State's resources are being spent on motor vehicle infrastructure, especially road widening, which induces demand, increases pollution, & increases obesity. Please consider expanding spending on scalable infrastructure such as transit and cycling. Such facilities are accessible and provide social benefits.	INDOT's Common Paths program is a larger umbrella program and approach to road planning, design, and decision-making that considers and balances the dynamic needs of various users of our transportation system with a focus on moving people and goods safe and efficiently from point A to point B. The program is about the basics: improving the transportation system's safety and functionality for all users regardless of age, ability, or mode of travel (car, truck, walking, biking, or transit) and satisfies national Complete Streets initiatives. Its main premise is simply getting people involved, connecting communities, and providing transportation access to enhance the quality of life and economic competitiveness of the Hoosier State. The Common Paths program provides many	Comment to be sent to Common Paths program coordinator for further review. <a href="http://www.in.gov/indot/3419.htm">http://www.in.gov/indot/3419.htm</a>
More emphasis and resources devoted to active transportation, less emphasis and resources devoted to new roadways. Fix what exists. Usesavings in not building new roadways to address needs of active transportation. Devote more resources to address pedestrian and bicycling fatalities and injuries. Increase support for transit communities	INDOT's Common Paths program is a larger umbrella program and approach to road planning, design, and decision-making that considers and balances the dynamic needs of various users of our transportation system with a focus on moving people and goods safe and efficiently from point A to point B. The program is about the basics: improving the transportation system's safety and functionality for all users regardless of age, ability, or mode of travel (car, truck, walking, biking, or transit) and satisfies national Complete Streets initiatives. Its main premise is simply getting people involved, connecting communities, and providing transportation access to enhance the quality of life and economic competitiveness of the Hoosier State. The Common Paths program provides many	Comment to be sent to Common Paths program coordinator for further review. <a href="http://www.in.gov/indot/3419.htm">http://www.in.gov/indot/3419.htm</a>
Dear Mr. McNeil, I am writing to support the funding of DES1593231. It was a hopeful experience meeting the INDOT team at the open house on April 13th. I believe DES1593231 will be funded and am interested in coordination between INDOT, The Town Council of Greentown and those working on the Revitalization Planning Grant. The Steering Committee of the planning grant includes many Greentown businesses and organizations who want to stay invested in Greentown. The relationships which have been fostered are important for all concerned. This project is the replacement of US35/IN22 but it is Greentown Main Street to me.	INDOT will continue to work with transportation planning partners, resource agencies, local and public officials, in addition with key stakeholders to identify transportation challenges and work toward solutions. Visit the Statewide Transportation Improvement Program web page to view proposed projects for fiscal years 2018 -2021 <a href="http://www.in.gov/indot/2348.htm">http://www.in.gov/indot/2348.htm</a> .	INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to INDOT Greenfield District Traffic Division for review as part of coordination efforts with transportation partners. <a href="http://www.in.gov/indot/2704.htm">http://www.in.gov/indot/2704.htm</a>
We, the Friends of the Panhandle Pathway, Inc. attended the open house tonight at the district office in LaPorte. This was very informative. We are trying to extend our trail, the Panhandle Pathway 5 miles north to the Tippecanoe River State Park. Currently, we are working on an RTP grant application to extend the first 0.7 of a mile of this project from Indiana State Road 14 to Roberts ditch (see attached map). Once we get the trail out to U.S. 35, we hope to complete the work going north along the east side of the highway out to the entrance of the state park. I would like to speak with you about the concept of complete streets.  Thank you for your time.	As you may know, in 2014 INDOT adopted a Complete Streets policy that addresses all users of our corridors. The policy promotes a balanced system that promotes safe, accessible and efficient connections between destinations. However this is a policy and not a funding program. INDOT requires that any government entity that seeks federal funding for roads, bridge, trails, etc., provide matching funds. With that in mind, your group will need to work with your local government agency to assure the match is available before submitting for federal funding for this trail. Typically there is a call for local projects, which includes trail projects. When this call for project occurs, you will be able to find information regarding qualifications, submittals, etc., at: <a href="http://www.in.gov/indot/2390.htm">http://www.in.gov/indot/2390.htm</a> I imagine your local public agencies have signed up for our GovDelivery notice. Whenever we have a call or any other important news for the local agencies, they	INDOT will continue to work with local municipalities, resource agencies, key transportation stakeholders and planning partners (local, state, federal) to identify transportation challenges and work towards solutions. Comment will be sent to LaPorte District Office for additional review and consideration as part of project selection activities. <a href="http://www.in.gov/indot/2705.htm">http://www.in.gov/indot/2705.htm</a>
Michael, Please see the below comments from Health by Design submitted in review of our draft TIP, but that may have some applicability to the IN Draft STIP currently open through May 1 for public comments. Particularly, I would like to point out the following: With regard to INDOT projects, what is the process for ensuring that rehab, replacement and overlay projects, as well as intersection improvements, account for safety and access for people walking, biking and/or using a mobility device? What role does the MPO Complete Streets policy play in that? I will follow up with Kim, but I wanted you to be aware of the feedback we received that ventured into your territory.	Email sent to Valerie Cockrum in our INDOT Vincennes District office for more information to answer your question. Here is what she said and I have also included her contact information below:  Our Technical Services department addresses ADA compliance and accessibility during the planning/scoping phase of all projects (planned projects not funded projects). We take into account people using wheelchairs, scooters, strollers, etc. We have implemented looking at the potential of adding bike lanes and crosswalks to projects that are were planned and funded several years ago (those already programmed). And, we look to our complete streets guide when reviewing our projects as well.	no further action at this time
o Will costs for I-69 Sections 5 and/or 6 extend beyond 2021?	Yes for both I-69 sections 5 and 6.	no further action at this time