

APPENDIX G

PUBLIC COMMENTS

INDOT STIP public comment period started April 9, 2021 and ended May 25, 2021 at 11:59 pm. All comments were sent to INDOT Office of Communications, recorded into INDOT Service Now application (a ticket-based system to track all customers' questions and comments), catalog the case and send the case to the appropriate department for answers, and then follow up with responses by the customer's phone number or email address that were provided.

There were at least three ways for the public to make comments.

1. INDOT4U –call, email, the app, online <https://indotssc.service-now.com/csm>.
2. Comments were submitted by filling out an online STIP Comment form <https://www.in.gov/indot/3132.htm> that is always available for STIP amendments.
3. US postal mail.

All public opinion matters to us when it comes to improving Indiana's roads, bridges, pedestrian trails and more. If the public have any questions or comments then call INDOT customer service at 1-855-INDOT4U (1-855-463-6848) 24 hours a day, seven days a week or visit the website [INDOT4U](https://www.in.gov/indot4u).



Transportation Services Call Center

855-463-6848 • [INDOT4U.com](https://www.in.gov/indot4u) • INDOT@indot.in.gov

Submitted Comments Phase 1	INDOT Response
<p>Just inquiring about the 2022-26 STIP. It seems to be running late. I'm blaming it on uncertainty on the Federal side. Any information is appreciated. Thank you, Shawn Ward. Us road geeks will be excited.</p>	<p>To Customer: Thank you for contacting the Indiana Department of Transportation (INDOT) regarding your STIP comment. Personnel Michael McNeil has emailed you with feedback and information on this matter. If you have any further questions or concerns, please contact the Transportation Service Contact Center at (855)-463-6848. Thank you. Dear Shawn Ward, The webpage has been updated. https://www.in.gov/indot/4084.htm. Virtual Town Hall: State Transportation Improvement Program meetings will be held on the following dates.</p> <ul style="list-style-type: none"> • April 21 at 6 pm • April 28 at 6 pm • April 29 at 1 pm • May 4 at 1 pm <p>Register for this free event here: https://forms.gle/eHnzVb5BnDR2CccVA Per INDOT team: Email sent was sent on April 9, 2021 when STIP 2022-2026 was published.</p>
<p>Going over your Table of Contents for STIP FY 2022 TO FY 2026, I am not seeing anything regarding SAFETY, ROAD SAFETY AWARENESS, WORK ZONE SAFETY AWARENESS. Could you please share where I might find SAFETY UPDATES, PROPOSED PLANS, NEW SAFETY REGS, ETC., in your FIVE (5) YEAR PLAN?</p>	<p>In INDOT STIP refers to the Strategic Safety Plan (SHSP). SAFETY, ROAD SAFETY AWARENESS, WORK ZONE SAFETY AWARENESS has not been part of the table of contents in previous or current STIP. The INDOT Strategic Highway Safety Plan (SHSP), which is a separate document from the STIP, may be accessed using this link: https://www.in.gov/indot/files/shsp.pdf. For more information about the topic of Highway Safety, please visit the INDOT Office Traffic Safety Office's webpage at: https://www.in.gov/indot/4029.htm.</p>
<p>Recently moved out of IN due to the lack of on-road bicycling facilities. Wisconsin requires bicycle accommodations on all of their US/state routes. INDOT believes that bicyclists should be on a "multiuse path"- a glorified sidewalk which requires that bicyclists dodge pedestrians, and stop at countless side streets/driveways. When there is a paved shoulder, INDOT covers it with rumble strips.</p>	<p>Thank you for contacting the Indiana Department of Transportation (INDOT) regarding your comments and suggestions. This information has been forwarded to our project planning committee for consideration. If you have any further questions or concerns, please contact the Transportation Service Contact Center at (855)-463-6848. Thank you.</p>
<p>Eliminate the funnel effects on I-465 when 4 lanes goes down to 3, or 3 down to 2. So many areas of I-465 are excellent with respect to number of lanes. But when they funnel to a lower number of lanes, it creates backups. Make I-65 3-lanes thru state. Add signage on interstates saying "Keep Right Except to Pass". (I have more detailed ideas but you limit to 400 characters...)</p>	<p>Thank you for contacting the Indiana Department of Transportation with your State Transportation Improvement Program (STIP) comments. Your comments have been referred to the INDOT Technical Planning Section and the Office of Corridor Development for consideration regarding future improvements to I-465.</p>

Submitted Comments Phase 1	INDOT Response
<p>I read and hear Indiana is about to repair Bridges. I would like to see the final bridge deck to be the same height as the road surface. Not 6 inches higher or 6 inches lower. Indiana can't get this done. Other States do accomplish this. You might check with them to see how to do this.</p> <p>Thank you</p>	<p>Thank you for contacting the Indiana Department of Transportation with your State Transportation Improvement Program (STIP) comment. This comment has been documented for public record and has been forwarded to the INDOT Bridge Section.</p>
<p>NEED TO HAVE SOMEONE TO FIX THESE RAILROAD TRACKS ALL OVER TIPPECANOE COUNTY. DONT UNDERSTAND WHY THE TRACKS ON 26 EAST WERE NOT FIXED WHILE THE WHOLE INTERSECTION WAS BEING WORKED ON! WOULD OF BE AN OPPORTUNE TIME.</p>	<p>Thank you for contacting the Indiana Department of Transportation regarding the railroad tracks in Tippecanoe County. Please let us know the locations and we will find out which railroad owns the tracks and contact them.</p>
<p>Project ID:1800972 Road: SR 46 Just east of new point they resurfaced the road, no there is a dip in the resurfaced area. I've driven this route every work day for the last 12 years, I thought SR 46 in this area was not a bad road. Now we've paid to add a dip, I would like someone to check this out and see if they are going to fix it, if not leave it alone, it was better before. Thanks</p>	<p>To the customer: Thank you for contacting the Indiana Department of Transportation. Your STIP comment has been sent to Michael McNeil, Transportation Planning. If I receive any additional updates I will contact you with that information. Per INDOT team: The inquiry has been sent to INDOT Maintenance for further investigation.</p>
<p>This being Workzone Awareness Week, you might get more cooperation from drivers if you didn't have so many construction zones with nothing going on. I am on I 65, and I could not count how many signs saying work zone ahead but nothing is there I have seen. It is like the little boy crying wolf. If you only mark real work zones people might pay more attention to them. Ky. Puts a squad at begin.</p>	<p>Thank you for contacting the Indiana Department of Transportation with your State Transportation Improvement Program (STIP) comment. Your comments have been documented for public record. Suggest that we add that the comment has been forwarded to INDOT's Contracts or the District's Construction Director.</p>
<p>We need overheads for US 31 in Miami County. I asked the question last zoom and the man did not know and I have not heard any information for long term. The traffic is very heavy especially in summer months when people are traveling 65 to 75 miles an hour. Crossing farm equipment and Semi trucks with grain from Mexico Indiana often causes a back up in the summer months. We are people too.</p>	<p>Thank you for submitting a comment for the US 31 in Miami County STIP. INDOT and the communities we serve are fortunate in that we have a gifted and dedicated team working to make transportation choices that are in the best short, mid- and long-term interest of taxpayer investment and the traveling public. Your comment has been forwarded to the INDOT ITS (Intelligent Transportation System) Engineer that is in charge of where early warning overhead messaging boards are located. We are equally encouraged by stakeholders such as you who bring real-time concerns such as this to our attention. The INDOT4U call center is always available as another resource. Customer Service Professionals are on staff to assist you. The phone number is 855-463-6848. Once again, we appreciate the time and effort it took to contact INDOT. Your comment has helped us improve the STIP.</p>

Submitted Comments Phase 1	INDOT Response
<p>Could you please tell me if the 2020-2024 TIP amendments are included in the 2020-2024 STIP amendments?</p>	<p>Thank you for contacting the Indiana Department of Transportation regarding your inquiry about the amendments to the 2020 – 2024 STIP. All approved amendments to the 2020 – 2024 STIP are published on INDOT's website and may be found using this link: https://www.in.gov/indot/3783.htm. STIP amendments are considered as draft amendments until an official letter of approval is received by INDOT from the Federal Highway Administration (FHWA). Once an amendment is approved by FHWA, it becomes a part of the 2020 - 2024 STIP.</p>
<p>I am reaching out in regards to Highway 56 Strip Project that is being conducted in Dubois County 2.8 miles east of highway 231 This is a curve Preservation Project on Highway 56 Project #1500023. I am contacting you in hope of gaining information on if /or when the state may close Highway 56 to work on this Project. I am Employed By JFS Milling Inc. as Feed Mill Manager here in Dubois IN and Highway 56 is our main Highway used for incoming Ingredients and outgoing Feed Deliveries. We manufacture and deliver @ 9500 Tons of feed on a weekly bases with many of the incoming ingredients and outgoing feed deliveries utilizing Highway 56 to the west Going through this construction site. Any information that you could forward me on possible road closures time lines would be appreciated.</p>	<p>Thank you for contacting the Indiana Department of Transportation regarding State Road 56. We do have a project coming that will be a full closure on SR 56. They plan to the work on August 9th weather permitting and have it closed until at least October 17th again weather permitting. This is about all that we have at this time. Once it is closer to the time of closure they will have a pre-con and be able to provide the public with a detour to use. Thank you again for contacting INDOT. Should you have any additional questions or concerns, please fell free to contact our office at 855-463-6848.</p>
<p>Has West Virginia approached Indiana regarding their request for a daily Amtrak Cardinal service?</p>	<p>Thank you for contacting the Indiana Department of Transportation with your STIP Comment. Venetta Keefe, INDOT Rail manager, has contacted you to answer your question. This comment has been documented for public record.</p>
<p>Good Morning: Can I get the Project List in Excel format, something that is sortable? Thank you! If it is in WORD, that would be fine too. Sheryl R. Smith BUSINESS DEVELOPMENT MANAGER ATC Group Services LLC Direct +1 614 986 2748 Cell +1 614 914 3546</p>	<p>There are free utilities online that can convert PDF to EXCEL or if you have access to Adobe Acrobat Professional that can convert a PDF to EXCEL.</p>
<p>Good morning gentlemen! I was unfortunately not notified of this case yesterday, so we could not help Ms. Farmer prior to the STIP meeting. Did the zoom attendee thing get figured out, or was this reported to you by anyone else? Also, was the meeting recorded so that it could be made available for others at a later date?</p>	<p>We are sorry that our customer was unable to join in and access the meeting live. The sessions were recorded and placed on INDOT YouTube channel https://youtube.com/user/IndianaDOT and posted on https://www.in.gov/indot/4084.htm. Ms Farmer was in contact with INDOT4U customer service.</p>

Submitted Comments Phase 1	INDOT Response
<p>The stretch of hwy 6 between meridian rd and hwy 49 is way too congested. This needs to be widened.my driveway is too hard to get out of traveling if i want to turn left(east).driveway next to tanner trace subd. I believe there also should be a frontage rd from tanner drive east all the way to the hospital on corner of 49 and 6, or a stoplight where tanner trace residents can safely leave or enter</p>	<p>Thank you for contacting the Indiana Department of Transportation with your STIP Comment. This comment has been documented for public record and has been forwarded to our INDOT District Office for further investigation.</p>
<p>Noise control needs to be addressed for the residents that live near US 31 and the Wabash River bridge. The noise generated by semi trucks continues to get worse . Thuds as they jump onto the bridge deck and again when exiting the deck. Excessive use of compression braking also needs to be addressed. Please reduce noise levels</p>	<p>Thank you for contacting the Indiana Department of Transportation with your State Transportation Improvement Program (STIP) comment. Your comments have been documented for public record. You comment has been forwarded to the INDOT District Office for further investigation.</p>
<p>Consistent with our past input, this STIP continues to represent a significant imbalance in modal investment, with too much funding going into system expansion and roadway projects and a tiny fraction being used for active transportation modes. Furthermore, because of the way the projects are documented and tracked, it's impossible to account for the elements that might improve safety and access for people walking, biking and/or using a mobility device. The STIP should provide additional project details, so that the public can see if/when multimodal elements are being incorporated.</p>	<p>Thank you for contacting the Indiana Department of Transportation with your State Transportation Improvement Program (STIP) comment. Your comments have been documented for public record. We need more of an answer to this comment before publishing.</p>
<p>The STIP references both the long-range transportation plan and the five-year construction plan, but does not make direct connections between the actual content of the various documents. The construction plan still does not appear to be publicly available. How doe we access a copy of this plan? Why isn't it an appendix to the STIP or clearly linked?</p>	<p>The STIP contains portions of the 5-year CN plan of INDOT roadway projects that are federally funded and those state funded projects that are deemed regionally significant. The Next Level Roads Program includes projects in the STIP, non-STIP INDOT projects, and unfunded future projects this document can be found at: https://entapps.indot.in.gov/dotmaps/nlri/.</p>
<p>The 2016 Strategic Highway Safety Plan is referenced in the STIP. Given that the SHSP is slated to be updated this year, how will that be reflected and updated in the STIP?</p>	<p>SHSP revision will use 100% state funding so it isn't shown in the current STIP. After the INDOT Strategic Safety Plan is fully updated and adopted it will be referenced in the STIP.</p>

Submitted Comments Phase 1	INDOT Response
<p>Complete Streets – as a policy or concept – is still not mentioned or referenced throughout the document. How is INDOT's policy applied to the projects represented in the STIP?</p>	<p>Complete Streets is an approach that can be applied to road planning and design that considers and balances the needs of all transportation users. It's 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). The main premise simply involves getting people around safely and efficiently from point A to point B, using whatever mode of travel they choose.</p> <p>The various components of complete streets, particularly related to but not limited to vulnerable users such as pedestrians and bicyclists, are generally a consideration first brought up during the early project scoping process. When opportunities arise during roadway improvements, INDOT's District Offices can coordinate with local officials and stakeholders to evaluate the need, capacity and desire to add complete street attributes to projects. A recent example of this coordination took place on an INDOT resurfacing project that was programmed along SR 46 in the City of Bloomington. Officials from the City, together with local stakeholder groups coordinated with INDOT's Seymour District to safely reduce the number of travel lanes in order to incorporate bicycle lanes on both sides of SR 46 from Pete Ellis Drive to SR 446.</p>

Submitted Comments Phase 1	INDOT Response
<p>The term equity is not mentioned at all and accessibility is only referenced as it relates to accommodations for public participation. The section on Environmental Justice includes outdated template language that we have commented on each year since at least 2013. In past years, INDOT staff has indicated that updates to trainings, data, research, etc., have occurred, but once again, the outdated information is included here.</p>	<p>INDOT has mapped low-income and minority populations using the most recently available census tracts. INDOT uses Department of Health and Human Services Poverty Guidelines to identify low-income populations. INDOT has contracted with the HDR consulting firm that developed analysis that is used to target the underserved communities and vulnerable populations. The analysis provides demographic and socioeconomic profiles of each INDOT district, sub-district, and metropolitan planning area that is used to help ensure targeted outreach opportunities to these identified community areas. The analysis includes information on LEP township areas, population demographics, education, income, transportation access, and related information critical for targeted outreach. This data is used by INDOT to establish outreach strategies intended to provide EJ/underserved communities public involvement opportunities to participate in the INDOT planning process.</p> <p>Some of the EJ/underserved public outreach strategies used for the FY 2022-2026 STIP comment period involved the development of notification flyers with information regarding the STIP document, links and QAR code to the STIP website, the draft STIP document, public comment forms, public meetings, public meeting recordings, and materials. INDOT performed the following actions to address environmental justice needs:</p> <ul style="list-style-type: none"> •Placed ads in local newspapers throughout the state informing providing invitations and information specific to the draft STIP document, upcoming meetings, and comment period. •Distributed notification flyers to all 236+ local libraries throughout the state and request libraries place these flyers in communication boards and other permissible locations of the library to allow interested individuals to use library PCs to access materials, virtual meetings, and recordings. •Distributed notification flyers to all 14 metropolitan planning organizations (MPO) throughout the state. The MPOs then redistributed the flyers to their boards, local contacts, neighborhood groups, and underserved populations •Distributed notification flyers to all 15-rural planning organizations (RPO) and Local Planning Assist (LPA) programs throughout the state. The RPO and LPAs were asked to redistribute flyers to local contacts, rural community centers, small town,

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<p>We do not understand the targets listed, nor the methods used, with regard to safety performance measures.</p> <p>Why would the target number of fatalities or serious injuries ever go up? There appears to be a potential manipulation of the data to meet goals, by making adjustments to targets midcourse.</p>	<p>The current Indiana Strategic Highway Safety Plan (SHSP) notes Indiana’s adoption of the Toward Zero Deaths philosophy. As stated in the current SHSP, Indiana’s Goal for all public roadways is to “Move toward zero deaths resulting from traffic crashes”. The Federal Highway Administration’s (FHWA) mandated process for setting annual safety performance targets fills a different role. Per FHWA, the Safety Target process calls for an Evidence Based Process to project trends with the goal to; “Promote accountability for specific planning efforts, Support considerations of investment tradeoffs across different program areas”. To achieve this goal, the target process must be “Based on data and research”. The annual safety performance targets are predictions based on resource, road use, and economic trends. The targets are set analyzing previous data trends in an attempt to project the number and rate of motor vehicle crash fatalities and injuries will be one year into the future. These projected numbers are not INDOT’s goals, rather INDOT aims to reduce fatal and injury crashes recognizing that there are a lot of factors outside of our or our partner agencies’ control that influence the rise and fall in numbers of fatal crashes. INDOT and partner agencies and public groups work diligently on improving control of those factors within their scope to both reduce the risk of future serious injury and fatal crash outcomes. INDOT seeks to achieve Toward Zero Deaths by programming projects to address found sites with a history of serious crash outcomes and by initiating programs that seek to prevent crashes before they can happen by constructing wide spread safety countermeasures and promoting the use of the same countermeasures by local road transportation agencies.</p>
<p>It would be helpful to have additional explanation of the five core principles of Asset Management.</p>	<p>Thank you for contacting the Indiana Department of Transportation with your State Transportation Improvement Program (STIP) comment. Your comments have been documented for public record.</p>

Submitted Comments Phase 1	INDOT Response
<p>Which of the four Asset Management Teams is responsible for multimodal integration, equitably considering the needs of pedestrians, bicyclists, transit riders, rail passengers, people with disabilities, etc.?</p>	<p>Multimodal integration, equitably considering the needs of pedestrians, bicyclists, transit riders, rail passengers, people with disabilities are all cross-cutting transportation needs that to varying degrees are considered by each of the for asset team, Mobility, Safety, Bridge and Pavement. In essence, each of asset teams have a level of responsibility that impact various modes. Mobility and safety are more closely responsible for the coordination of bicycle, pedestrian, safety, and connectivity to a variety of modes. Planning staff are imbedded in each of the asset groups. However for the bridge and pavement team, the planners ensure bike and pedestrian needs for bridge widening and road-reconstruction projects if there's current or future needs identified via plans, land-use development patterns, and others. Those plans then become a part of the deliberative considerations and discussions. The asset teams are also aware of ADA requirements for improvement strategies.</p>
<p>Why does the District Area/LPA/MPO/Early Consultation Meeting Process call for only one meeting per district? How is the public engaged in this process?</p>	<p>These meetings are not open to the public. We meet with districts, LPA, MPOs, RPOs, some elected officials, economic development representatives, and others to discuss transportation issues, needs, coordinate local activities, technical analysis, and ongoing INDOT studies, and plan development activities. These groups represents their public constituents. The public can meet with their MPO, RPO, district, or local official and participate in open to the public meetings at MPOs in which the MPO and district brings up these needs in the annual regional meeting.</p>
<p>Section 164 penalties are referenced in the apportionments table, but nowhere in the STIP does it explain what those penalties are. What are those?</p>	<p>The Section 164 penalty is funding withheld from the state from less restrictive programs (in our case NHPP & STBG) and forced to spend on HSIP activities. This is due to the state not having laws compliant with 23 U.S.C. 164.</p>
<p>As we've noted in the past, the public comment period should begin following the last public open house, giving those who attend it ample time for review and to provide meaningful comments.</p>	<p>INDOT publishes the draft STIP and seeks public comment throughout the period when the open house meetings are conducted. However, we thank you for your suggestion and will take it under review as INDOT makes adjustments and or, updates to its Public Involvement Plan.</p>
<p>The customer contacted INDOT today to try to find out information about the stream occurring at 1pm today regarding STIP. When we were not able to access the stream in time, she wanted to know if there was any way to access old streams, just to access the information and learn what's new.</p>	<p>The customer contacted INDOT today to try to find out information about the stream occurring at 1pm today regarding STIP. When we were not able to access the stream in time, she wanted to know if there was any way to access old streams, just to access the information and learn what's new.</p>

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<p>The customer called in today wanting to know where he could find information on STIP meetings in his area. He was wanting to know if there was a resource he could view with this information.</p>	<p>Thank you for contacting the Indiana Department of Transportation (INDOT) regarding STIP information. As we discussed during your call today, I was able to provide the website address with the information. If you have any further questions or concerns please contact the Transportation Service Contact Center at (855)-463-6848. Thank you.</p>
<p>i have a question about the tar snake issue. if someone were to come up with a device that would keep the tar strips an even height off of the road surface(which they rarely are, causing very dangerous conditions in the summer) while at the same time returning the excess to be reused. is that something that the state could/would consider making contractors utilize for the safety of the motorcycling community. or do you think there could be a market for said device?</p>	<p>Thank you for reporting this concern to the Indiana Department of Transportation (INDOT), through our Report a Concern portal. We have sent an email to you with the information you requested. If you have additional questions or concerns, please contact the Transportation Service Contact Center at (855)-463-6848. Thank you.</p>
<p>Hi, Do you have any information about scenic byways in Indiana you can mail to my house?</p>	<p>Dear Ms. Simopoulos, At this time, there is not any information that can be mailed to you. Pretty much everything you need to know is online at https://www.in.gov/indot/2827.htm. Feel free to visit our Scenic Byway Page, to further assist you. We are working on updating the website often as much as we can. Thank you, Shanice Phelps, Customer Service Professional, Indiana Department of Transportation, 100 N Senate Avenue N758, Indianapolis, IN 46204</p>
<p>Mr. Lanahan, President of the Northern Indiana Passenger Rail Association (NIPRA) , reports that his organization has been working for several years to return passenger rail service to the Indiana cities of Fort Wayne, Gary, Plymouth Valparaiso and Warsaw, adding that they have received letters of support from each of these cities. The route would go from Chicago to Columbus, Ohio and continue to Pittsburgh, Pennsylvania. They would like to discuss this project with Governor Holcomb.</p>	<p>Thank you for contacting Governor Holcomb and Commissioner McGuinness. We appreciate your support of the bill introduced to the Indiana Legislature to create the Indiana Passenger Rail Commission. Thank you!</p>

Submitted Comments Phase 1	INDOT Response
<p>I hope that at least one of you can handle this. WHY is it so difficult/impossible to easily see what the specific amendment in question is, without needing to scroll through long documents and then not knowing for sure what is new or changed? You are one of several State agencies who do this. I wonder if it is intentional, to meet the letter of the law about public input without meeting the spirit of the law, to make it EASY for busy citizens to have a chance to know and respond to such things. IDEM and other agencies do this also, sending an e-mail that some list of fact sheets or list of permits has been revised, but not telling what has changed. Do the managers who set up these systems do this on purpose so that we will be frustrated? OR are the people who set up the system and those who input things just either lazy or perhaps overworked and understaffed? I don't have time, and suspect no one else does either, to print out a long document and keep it at hand each time there's one of these notices, and then go through it manually to see what changed from the previous list, in case it MIGHT be of concern to me. I wonder how many folks on the INDOT e-mail list did NOT know about the planned interchange at US 30 and Flaugh Road (which was added BEFORE there was any talk about the why-so-secret negotiations for the Amazon facility recently announced). I would not have known had I not gotten eyestrain and a headache scanning through a previous INDOT project list for all the Allen County entries. One should NOT have to do that. (I still think that will result in a LOT of illegal truck traffic south on Flaugh to Bass to Hadley—likely to destroy the two great new roundabouts on Bass Road—all of which should be using US 30 and I-69 to SR 14 to Hadley.) I hope you can address this TO CHANGE IT. Thank you. James R. Crouse, Voting taxpayer Fort Wayne IN</p>	<p>Dear Mr. Crouse, Thank you for contacting INDOT concerning the 2022-2026 State Transportation Improvement Plan (STIP). We appreciate your feedback, and have already made changes to the statewide STIP website thanks to your comments. www.in.gov/indot/stip</p> <p>INDOT and the communities we serve are fortunate in that we have a gifted and dedicated team working to make transportation choices that are in the best short, mid- and long-term interest of taxpayer investment and the traveling public. We are equally encouraged by stakeholders such as you who bring real-time concerns such as this to our attention. Because of your request, we have expanded the section, included several instructions that are now a part of How to Explore the STIP Project Listing. Here's the instructions: To adjust the size of the print, press Control (ctrl) (+) sign. For every click the size increases. To decrease the print size, press Control (ctrl) (-) key. To search the STIP by County or Route Number, hover your mouse in the lower part of the page and press Ctrl-F. A small search box will appear in the upper right-hand side of the page. Type in the County or Route Number and click. The project's page number will appear. To locate the specific page use the up or down arrows. Also, the County or Route Number will be highlighted. These instructions should make exploring the STIP a better experience for everyone. Once again, we appreciate the time and effort it took to contact INDOT. Your comment has helped us improve the STIP. Sincerely, Toni R. Mayo, Communications Director/Customer Service Director, INDOT Fort Wayne District, 855-INDOT4U (463-6848), tmayo@indot.in.gov</p>

<p align="center">Submitted Comments Phase 2 - December 14, 2021 to January 4, 2022</p>	<p align="center">INDOT Response</p>
<p>Jackson Street. Between Raceway Rd and Bridgeport Rd needs to be repaved, add additional speed bumps, and lower the speed limit to 20 mph. In Wayne Township and Pike Township all the Roads in the Neighborhoods and all Main Roads need to be repaved. They are horrible. The City of Indianapolis is negligence in the care of these roads. Also, Business growth could be hindered. Thank you</p>	<p>Thank you for contacting the Indiana Department of Transportation. This roadway falls under the jurisdiction of the City of Indianapolis. INDOT only maintains, state, US and interstate routes. Please contact the Mayor's Action Center to report the pothole(s) at (317) 327-4622 or by visiting their website at www.indy.gov. INDOT case number CS0304155.</p>
<p>1. Add a dictionary of acronyms for the reader in the front of the document</p>	<p>Thank you for your comment. INDOT agrees; a list of acronyms has been included the STIP, starting on the first page after the Table of contents. This has been added to the final document. INDOT case number CS0304169.</p>
<p>2. Add bookmarks to Table of Contents</p>	<p>Thank you for contacting the Indiana Department of Transportation. Your State Transportation Improvement Program comments were forwarded to the appropriate personnel for consideration. For additional information, I have sent you an email with the current available responses to your questions. A complete response will be provided in the final STIP document. Thank you! There were limitations in posting the large document online and the bookmarks were broken. INDOT case number CS0304169.</p>
<p>3. Run spell check on the entire document, including all tables</p>	<p>Thank you for contacting the Indiana Department of Transportation. This was done. There are certain parts of the document spell check does not work, however, to the extent practicable, spell check was applied to the document and corrections were made. INDOT case number CS0304169.</p>

<p>4. I do not see verbiage recognizing the role of bicycles/pedestrians as a vital/viable mode in the transportation network. Are non-motorized users a recognized stakeholder to the MPOs/RPOs and INDOT?</p>	<p>Thank you for your comment. Non-motorized users are included as stakeholders in the transportation planning process for both the MPOs and INDOT and to a lesser extent, the RPOs. MPOs have individualized processes, specific to each MPO, to engage with and include non-motorized users in their own transportation planning processes. INDOT, through a Memorandum of Agreement with the Indiana Department of Natural Resources, The Indiana Department of Health and the Indiana Development Destination Corporation, meet on a monthly basis under the Safe and Accessible Streets Working Group.</p> <p>Also participating in the monthly Safe and Accessible Streets Working Group meetings are Bicycle India and Health by Design. Bicycle Indiana is a statewide bicycling advocacy group that is working to make roads safe for everyone. It has in the recent past co-hosted the Indiana Bike & Walk Summits in 2016 and 2018 which INDOT also participated in. Health by Design, or HbD, is also an advocacy group - an Alliance for Health Promotion initiative, is a coalition that exists to ensure that communities throughout Indiana have neighborhoods, public spaces and transportation infrastructure that promote physical activity and healthy living. HbD helps create healthy, thriving communities by convening diverse partners, educating on best-practices, facilitating dialogue, promoting smart design, providing technical assistance and advocating for policy change. The Indiana Local Technical Assistance Program (LTAP) participates, from time-to-time in the monthly Safe and Accessible Streets Working Group Meetings. LTAP's mission is to foster a safe, efficient, and environmentally sound transportation system by improving the skills and knowledge of local transportation providers through training, technical assistance, and technology transfer. LTAP helps street departments, highway departments and local elected officials to better meet the needs of the public by acting as a resource for training, technical assistance and technology transfer. Our reach extends throughout Indiana and across the nation.</p> <p>Indiana LTAP is part of a nationwide system of technology transfer centers, established by the Federal Highway Administration, that is designed to improve transportation department performance.</p>
<p>5. Page 15- The Safety Targets table displays an aggressive target change between 2024 & 2025. a. What are the most recent actual data points for comparison? b. What strategies will INDOT employ to reduce SI/F rates?</p>	<p>Thank you for your comment. INDOT case number CS0304169 -A. What are the most recent actual data points for comparison? INDOT Submits PM1 Safety Performance Targets and prior year safety performance data as part of each annual Highway Safety Improvement Program (HSIP) Report to FHWA.</p> <p>B. What strategies will INDOT employ to reduce SI/F rates? INDOT uses a wide range of infrastructure crash countermeasures compliant with strategies addressing the Emphasis Areas as outlined in the current Indian Strategic Highway Safety Plan. The countermeasures are employed to reduce motor vehicle crashes that involve Suspected Serious Injuries and Fatalities on public roadways.</p>
<p>c. Define what the RATE #s represents for the general public. I can only assume MEV rates but have no reference for verification.</p>	<p>Thank you for your comment. INDOT case number CS0304169- INDOT Office of Traffic Safety infers that information is sought regarding Crash Rates for various levels of crash severity. The required rate used for reporting progress in the annual HSIP report is defined as the number of crashes per annual traffic volume expressed in Hundred Million Vehicle Miles of Travel (HMVMT). The Term MEV (Million Entering Vehicles) is commonly referred to in terms of annual volume counts at an intersection of two or more roadways.</p>
<p>d. Also, do the # of SI/F represent the number of individual people or the number of</p>	<p>Thank you for your comment. INDOT case number CS0304169- The FHWA reporting standard for the PM1 Safety Performance measures is persons; therefore the "# of SI/F" are a count of Suspected Serious Injuries and Fatalities for the stated year.</p>

<p>e. What strategies will INDOT use to reduce the number of Non-motorized SI/Fs? Is there a policy in place to specifically target Non-Motorized Incident rates?</p>	<p>Thank you for your comment. INDOT case number CS0304169- INDOT uses a range of infrastructure improvements as countermeasures to the incidence Suspected Serious Injuries and Fatalities of non-motorized persons. The current Indiana Strategic Highway Safety Plan defines the strategies for the Bicycle, Pedestrian, and older Driver/Pedestrian emphasis areas. Reporting on progress is via the annual HSIP Report to FHWA.</p>
<p>6. Page 16 & 17- Why are there no statewide or other MPO-specific PHED or SOV data points?</p>	<p>Thank you for your comment. INDOT case number CS0304169- In Indiana, only the Indianapolis and Chicago/Northern Indiana MPOs are currently subject to the Non-SOV and PHED target setting requirements. As specified in 23 CFR 490.105(e)(8)(i), State DOTs with mainline highways on the National Highway System that cross any part of an urbanized area with a population more than 1 million within its geographic State boundary and that urbanized area contains any part+D14 of a nonattainment or maintenance area for any one of the criteria pollutants must, establish targets for the traffic congestion measures.</p> <p>In relation to Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel and Peak Hour Excessive Delay (PHED): Initially, the rule applies to urbanized areas of more than 1 million people that are also in nonattainment or maintenance areas for ozone, carbon monoxide or particulate matter. In the second performance period (which began on January 1, 2022), the population threshold changes to areas of more than 200,000. All States and MPOs with National Highway System mileage that overlaps within an applicable urbanized area, must coordinate on a single, unified target and report on the measures for that area.</p>
<p>7. Carryover table headers to page 17</p>	<p>Thank you for your comment. INDOT case number CS0304169. This has been updated in the final document.</p>
<p>8. Is there an adopted SIP that documents the pollutant reduction methods? Add reference within Table 5</p>	<p>Thank you for your comment. Yes, there is an adopted State Implementation Plan (SIP). The intended purpose of the table is to list for the public the adopted INDOT Safety and PM3 performance targets. The following information regarding the Indiana State Implementation Plan is being provided to you since you did express interest. The Indiana Department of Environmental Management (IDEM) maintains Indiana's state implementation plan (SIP) which is a collection of documents describing the goals and procedures that Indiana has adopted, with United States Environmental Protection Agency (U.S. EPA) approval, to protect the state's air quality in accordance with the federal Clean Air Act (CAA) and the National Ambient Air Quality Standards (NAAQS) for six common and widespread "criteria" air pollutants, including carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO2), ozone (O3), particulate matter (PM), and sulfur dioxide (SO2). The term "SIP" refers to the entire collection of documents or any single document within the collection. Additional information about Indiana's SIP can be found on the IDEM webpage using these two links: https://www.in.gov/idem/sips/, https://www.in.gov/idem/sips/about-indianas-sip/.</p> <p>INDOT case number CS0304169- The intended purpose of the table is to list for the public the adopted INDOT Safety and PM3 performance targets. The Indiana Department of Environmental Management (IDEM) maintains Indiana's state implementation plan (SIP) which is a collection of documents describing the goals and procedures that Indiana has adopted, with United States Environmental Protection Agency (U.S. EPA) approval, to protect the state's air quality in accordance with the federal Clean Air Act (CAA) and the National Ambient Air Quality Standards (NAAQS) for six common and widespread "criteria" air pollutants. This includes carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO2), ozone (O3), particulate matter (PM), and sulfur dioxide (SO2). The term "SIP" refers to the entire collection of documents or any single document within the collection. Additional information about Indiana's SIP can be found on the IDEM webpage using these two links: https://www.in.gov/idem/sips/ and https://www.in.gov/idem/sips/about-indianas-sip/.</p>

<p>9. NTD – provide additional information on which fleet is discussed. Does this data include all sub-recipients? Only INDOT as a service provider? Provide vehicle count for each type and location.</p>	<p>Thank you for your comment. In the STIP, we will not include a listing of all transit vehicles in each location throughout the state. However, we will provide a link to the Indiana Public Transit Annual Reports which do list the number and type of vehicles for each transit agency. INDOT is not a service provider. The reported vehicles are an aggregate of those operated by our Rural Transit Providers (FTA S 5311 Subrecipients). In the STIP, INDOT will not include a listing of all transit vehicles in each location throughout the state. However, INDOT is providing this link to the Indiana Public Transit Annual Reports which do list the number and type of vehicles for each transit agency: https://www.in.gov/indot/multimodal/transit/indiana-public-transit-annual-reports/.</p>
<p>10. Page 18- List example strategies used to achieve performance targets by fund type.</p>	<p>Thank you for your comment. INDOT case number CS0304169. INDOT is responsible for managing the state’s transportation assets, including bridges and roads. The Transportation Asset Management Plan (TAMP) is a 10-year management tool that brings together all related business processes, as well as internal and external stakeholders, to achieve a common understanding and commitment to improve the state’s bridge and pavement performance on designated national highway system routes. The TAMP identifies strategies that INDOT employs to achieve performance targets. The document is available on the INDOT website using this link: https://www.in.gov/indot/files/2019-8-29-INDOT-TAMPLongDoc_FINAL_20190828.pdf.</p>
<p>11. Page 19- define “Regionally Significant” here</p>	<p>Thank you for your comment. “Regionally significant project means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA’s transportation conformity regulations (40 CFR part 93, subpart A)) that is on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area’s transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.” * *Citation 34138 Federal Register / Vol. 81, No. 103 / Friday, May 27, 2016 / Rules and Regulations.</p>

<p>12. Page 25/26- maps identify Areas/Counties within the Ozone non-attainment. What about the remaining pollutants? Maps showing PM10, PM2.5, VOC, CO?</p>	<p>Thank you for your comment. PM10: Lake County (East Chicago) are designated as a maintenance area for Particulate Matter less than 10 microns in diameter (PM10), the EPA has found on road mobile sources (transportation) not to be significant contributors to the PM10 designation, so an air quality conformity review is not required for that standard (68 FR 1372).</p> <p>PM2.5: The PM2.5 annual 1997 standard has been revoked. After the effective date of the revocation, areas redesignated to attainment for the 1997 annual PM2.5 NAAQS are no longer be required to make metropolitan transportation plan, TIP, or project-level transportation conformity determinations for that NAAQS.</p> <p>Source: 58126 Federal Register / Vol. 81, No. 164 / Wednesday, August 24, 2016 / Rules and Regulations</p> <p>“For any area that has been redesignated to attainment for the 1997 annual PM2.5 NAAQS (i.e., a maintenance area for the 1997 annual PM2.5 NAAQS) and is not designated nonattainment for the 2012 primary annual PM2.5 NAAQS, the relevant planning organization will not have to make conformity determinations for any annual PM2.5 NAAQS after the effective date of the revocation of the 1997 primary annual PM2.5 NAAQS because, as discussed earlier, the CAA does not require maintenance areas for secondary NAAQS to make conformity determinations and the 1997 primary annual NAAQS will have been revoked. This means that, after the effective date of the revocation, areas redesignated to attainment for the 1997 annual PM2.5 NAAQS will no longer be required to make metropolitan transportation plan, TIP, or project-level transportation conformity determinations for that NAAQS.”</p> <p>From the EPA’s Greenbook website...</p> <p>This section provides detailed information about designations, classifications and the nonattainment area status for the PM-2.5 (1997) National Ambient Air Quality Standards (NAAQS). Original areas were designated April 5, 2005.</p> <p>The 1997 Primary Annual PM-2.5 NAAQS (level of 15 µg/m3) is revoked in attainment and maintenance areas for that NAAQS. For additional information see the PM-2.5 NAAQS SIP Requirements Final Rule, effective October 24, 2016. (81 FR 58009)</p> <p>Link: https://www.epa.gov/green-book/green-book-pm-25-1997-area-information</p>
<p>13. Page 28 – a reference to an EJ workshop over 11 years ago seems irrelevant. Why haven’t more timely EJ Workshops been sponsored throughout the State? How is INDOT keeping the EJ program fresh?</p>	<p>Thank you for your comment. This is the most recent workshops. The EJ workshops have been included in the STIP narrative as a reference to a past activity. INDOT is keeping the EJ program/outreach program fresh through the following actions:</p> <p>INDOT has mapped low-income and minority populations using the most recently available census tracts. INDOT uses Department of Health and Human Services Poverty Guidelines to identify low-income populations. INDOT has contracted with the HDR consulting firm that developed analysis that is used to target the underserved communities and vulnerable populations. The analysis provides demographic and socioeconomic profiles of each INDOT district, sub-district, and metropolitan planning area that is used to help ensure targeted outreach opportunities to these identified community areas. The analysis includes information on LEP township areas, population demographics, education, income, transportation access, and related information critical for targeted outreach. This data is used by INDOT to establish outreach strategies intended to provide EJ/underserved communities public involvement opportunities to participate in the INDOT planning process.</p> <p>Some of the EJ/underserved public outreach strategies used for the FY 2022-2026 STIP comment period involved the development of notification flyers with information regarding the STIP document, links and QAR code to the STIP website, the draft STIP document, public comment forms, public</p>

	<p>meetings, public meeting recordings, and materials. INDOT performed the following actions to address environmental justice needs:</p> <ul style="list-style-type: none"> • Placed ads in local newspapers throughout the state informing providing invitations and information specific to the draft STIP document, upcoming meetings, and comment period. • Distributed notification flyers to all 236+ local libraries throughout the state and request libraries place these flyers in communication boards and other permissible locations of the library to allow interested individuals to use library PCs to access materials, virtual meetings, and recordings. • Distributed notification flyers to all 14 metropolitan planning organizations (MPO) throughout the state. The MPOs then redistributed the flyers to their boards, local contacts, neighborhood groups, and underserved populations • Distributed notification flyers to all 15-rural planning organizations (RPO) and Local Planning Assist (LPA) programs throughout the state. The RPO and LPAs were asked to redistribute flyers to local contacts, rural community centers, small town, and events within their planning area. • Distributed notification flyers to senior citizen groups, local HUD offices, food banks, and transit services operators. • Provide physical copies of the revised STIP document at each INDOT District office throughout the comment period • Ensure outreach materials are written and presented in a reader-friendly format and easy to understand graphics/infographics • Invited and encourage participation by all. If ASL, a foreign language interpreter, documents in an alternative format or another reasonable accommodation.
<p>14. Figure 7- a map is too small to differentiate between colors visually.</p>	<p>Thank you for contacting the Indiana Department of Transportation. The map has been expanded to a full-page map. INDOT case number CS0304169. Thank you!</p>
<p>15. Pages 29 &30- you should outline efforts to ensure all municipalities comply with ADA and Title VI. The warning letters came without notice. What are the next steps from INDOT to ensure compliance by sub-recipients? How will INDOT provide the required timely training for the newly appointed ADA/Title VI Coordinators?</p>	<p>Thank you for your comment. INDOT case number CS0304169. Our compliance protocols have been the same since the conception of our program and communicated on a regular basis to all Local Public Agencies. Therefore, we will continue to contact agencies who are in “noncompliant” status within our database. Those communities who are responsive and able to demonstrate a “good faith effort” in Title VI compliance and are in compliance with ADA requirements will remain eligible for funding. As for training efforts, our subrecipient training module is online and can be easily accessed via our website at https://www.in.gov/indot/accessibility-and-non-discrimination/resources-for-indiana-communities/. Once on the website, a Local Public Agency will locate additional resources such as: subrecipient technical toolkit, assurances of nondiscrimination, Title VI Implementation Plan template, sample forms, etc. The Title VI/ADA Coordinator should refresh their training every 2 – 3 years.</p>

16. Page 31- acknowledge the Infrastructure Investment & Jobs Act of 2021 in discussion with FAST Act provisions.

Thank you for contacting the Indiana Department of Transportation. The Infrastructure Investment and Jobs Act is reference in the draft STIP document on page 37 under the Funding Programs heading in the third paragraph. However, upon closer examination, INDOT will break the new IIJA reference into its own paragraph with some additional language...

The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act (IIJA), Pub. L. 117-58 (November 15, 2021) is intended to deliver generational investment in roads and bridges, promote safety for all road users, help combat the climate crises and advance equitable transportation. Since IIJA was only recently passed and signed into law as the STIP was being developed, FHWA had not yet had an opportunity to provide significant guidance to INDOT at the time that the STIP was being finalized.

FHWA did issue a memorandum on December 16, 2021 that reads in part, "FHWA will issue guidance and regulations, as appropriate, to fully implement these legislative changes and new programs and is actively soliciting stakeholder input on these matters in a just opened Federal Register Docket." Here is a link to the Memorandum: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/building_a_better_america-policy_framework.pdf.

INDOT case number CS0304169- Thank you for contacting the Indiana Department of Transportation. Your State Transportation Improvement Program comments were forwarded to the appropriate personnel for consideration. For additional information, I have sent you an email with the current available responses to your questions. A complete response will be provided in the final STIP document. Thank you!

17. Page 33- refers to future actions in the last paragraph discussing RTP. This should be past tense and define what the acronym ITP means. Even with INDOT passing bike/ped specific funding to DNR, these non-motorized facilities remain critical components of the overall transportation network. Their absence from network discussion is unnerving.

Thank you for contacting the Indiana Department of Transportation. INDOT case number CS0304169- We believe that your comment is related to the State of Indiana – Transportation Funding Programs on page 39 of the published draft document as presented on INDOT’s website and, more specifically, under the Recreational Trails Program – Department of Natural Resources & Recreational Trails Program - Department of Natural Resources & Institutions Program heading. INDOT will change from future to past tense since 2021 is now in the past and DNR is now fully implementing the Indiana Trails Program using non-federal funding. ITP refers to the Indiana Trails Program and INDOT will make a correction and spell out the program and then place ITP in parentheses after.

Additional information regarding trail funding: The State of Indiana, through Governor Holcomb’s Next Level Trails (NLT) Program, has aggressively increased funding for trail development and expansion. The program is administered by the Indiana Department of Natural Resources (DNR). In addition to the ~\$1.2 million that DNR receives from INDOT each year to fund the Indiana Trails Program, the Next Level Trails Program is investing an additional \$150 million in trails over the next few years. At this point, the DNR has awarded nearly \$55 million to 35 projects that will build 112 miles of trail through its first two funding rounds. By the end of spring (2022), DNR will be on target to award the Round 3. The DNR’s publishes a Next Level Trails Program Progress Dashboard page, which is updated regularly with any new developments. The dashboard can be accessed at: <https://www.in.gov/dnr/outdoor-recreation/grants/next-level-trails/next-level-trails-progress-and-news/>.

Thank you for your comment. INDOT believes that your comment is related to the State of Indiana – Transportation Funding Programs on page 39 of the published draft document as presented on INDOT’s website and, more specifically, under the Recreational Trails Program – Department of Natural Resources & Recreational Trails Program - Department of Natural Resources & Institutions Program heading. INDOT will change from future to past tense since 2021 is now in the past and DNR is now fully implementing the Indiana Trails Program using non-federal funding. ITP refers to the Indiana Trails Program and INDOT will make a correction and spell out the program and then place ITP in parentheses after.

Here is some additional information regarding trail funding. The State of Indiana, through Governor Holcomb’s Next Level Trails (NLT) Program, has aggressively increased funding for trail development and expansion. The program is administered by the Indiana Department of Natural Resources (DNR). In addition to the ~\$1.2 million that DNR receives from INDOT each year to fund the ITP, the NLT is investing an additional \$150 million in trails over the next few years. At this point, the DNR has awarded nearly \$55 million to 35 projects that will build 112 miles of trail through its first two funding rounds. By the end of spring (2022), DNR will be on target to award the Round 3 funding which will take us up to \$90 million of the \$150 awarded and even more miles of trail. Currently, 8 projects have been completed and 14 are under construction for over 23.6 miles of trail open.

The DNR’s publishes a NLT Progress Dashboard page, which is updated regularly with any new developments. The dashboard can be accessed at: <https://www.in.gov/dnr/outdoor-recreation/grants/next-level-trails/next-level-trails-progress-and-news/>

<p>18. Page 34- How many single-direction transit trips were provided in the most recent NTD throughout the State? By provider?</p>	<p>Thank you for contacting the Indiana Department of Transportation. INDOT case number CS0304169- This information is available online as "Annual Unlinked Trips" by selecting the transit provider's profile page at: https://www.transit.dot.gov/ntd/transit-agency-profiles?field_geography_target_id=2461&field_address_administrative_area=IN&combine= Our annual reports also have this information. If you would like to review that information, you may visit: https://www.in.gov/indot/multimodal/transit/indiana-public-transit-annual-reports/</p>
<p>19. Page #s cease beginning with Appendix A</p>	<p>Thank you for contacting the Indiana Department of Transportation. INDOT case number CS0304169. You are correct. The Appendix has their own set of numbers, because the STIP document is made of a lot of different sources.</p>
<p>20. Page # 2 in Appendix A- Financial Constraint contains two opposite sentences. In the first paragraph, last sentence, "INDOT in turn includes each of the MPO;'s metropolitan TIPs by reference and without change into the STIP." This conflicts with the last sentence of paragraph #2, "Most MPO selected projects and their funding are shown in the STIP." Revise</p>	<p>Thank you for contacting the Indiana Department of Transportation. INDOT case number CS0304169- Updates were made in the final of the STIP document. Thank you!</p>
<p>21. Incomplete sentence for paragraph #4 under Financial Constraint</p>	<p>Thank you for your comment. INDOT case number CS0304169- Thank you for contacting the Indiana Department of Transportation. Your State Transportation Improvement Program comments were forwarded to the appropriate personnel for consideration. For additional information, I have sent you an email with the current available responses to your questions. A complete response will be provided in the final STIP document. Thank you!</p>

<p>22. Financial Constraint does not discuss how the 3-C process is followed in the MPO areas for determining revenues or projects. The language infers that INDOT has sole discretion on its fund types while the MPOs retain decision-making authority for its allocated funds. Appendix A Table 1 further hammers this point home.</p>	<p>Thank you for your comment. INDOT case number CS0304169- Thank you for contacting the Indiana Department of Transportation. Your State Transportation Improvement Program comments were forwarded to the appropriate personnel for consideration. For additional information, I have sent you an email with the current available responses to your questions. A complete response will be provided in the final STIP document. Thank you! That is correct.</p> <p>The 3-C (continuing, cooperative, and comprehensive) planning process is collectively carried out between INDOT and the MPOs through the mutual development of long-range transportation plans for both the MPO and INDOT. The long-range transportation plans define the course for the development of all other plans, many of which (such as bicycle plans and freight plans) are then folded into the long-range transportation planning process. INDOT and MPOs confer/consult regarding potential needs for the state jurisdictional highway system and the needs for the local transportation systems such as the local roads, bridges, transit, multimodal facilities, bicycle, and pedestrian facilities.</p> <p>After consultation regarding state and local transportation needs, INDOT programs and funds the projects submitted, scored and selected through the INDOT Asset Management Groups annual call for projects for the State jurisdictional highway system. INDOT does have sole discretion as to which funding type and what level of funding will be committed to INDOT selected projects. Federal funding distributions to the MPOs is determined by funding formula which is based on State Statute. MPOs receive a distribution for STBG, HSIP, CMAQ in some cases, TA, Section 164 Penalty and CRRSAA funds for the MPOs that are designated as TMAs. The MPOs in turn establish a call for local transportation projects within their Metropolitan Planning Areas boundaries. Yes, MPOs retain decision-making authority for its allocated funds. Local project sponsors submit potential projects to the MPO for review, scoring, ranking, selection and programming into the TIP. Selected and programmed projects must be consistent with the MPO's long-range transportation plan.</p> <p>INDOT, through the STIP, is responsible for meeting the STIP fiscal constraint tests for all projects programmed on the State jurisdictional highway system and those local federally funded projects that are awarded through the INDOT Local Federal-Aid Projects Program. The MPOs, through their TIPs, are responsible for meeting the fiscal constraint test for the projects funded through the MPO's Federal funding distributions.</p> <p>The INDOT Local Federal-Aid Program - The Federal Highway Administration (FHWA) signs an agreement with each State Department of Transportation to allow states to oversee the responsibilities and execution of their Local Public Agency Program. INDOT's LPA Program's Guidance Document is the resource manual for INDOT's LPA Program. It is the primary source of program information and guidelines that should be followed during an INDOT LPA project from cradle to grave. Revisions to the LPA Guidance Document can be found at: https://www.in.gov/indot/engineering/files/LPA-Guidance-Document.pdf.</p>
<p>23. STIP Financial Summary - shouldn't the STIP expenditures reflect the investment commitment shown on page 18? The revenues sources are transparent, but for a Financial Summary, the expenditures are undeterminable. Also, why are no Preservation & Expansion Project payments listed for FY2026? Are there assurances that the Ohio River Bridge, I69 Section 5 & 6 will be finalized and closed before FY2025 & 2026?</p>	<p>Thank you for your comment. FY2026 is illustrative</p>

24. Appendix B- page 30 of 272 (numbering scheme is inconsistent) How can a member of the public find the list of the ADA sidewalk Ramp construction projects slated for 2022 (entry 42648/1902742)	Thank you for your comment. Appendix B is about How to Explore the Project Listing. Appendix B is only two pages long.
25. Page 182 of 272- update cycle years for 38266/1500260 to reflect current STIP timeframe. Or was this work not performed previously? If not completed earlier, identify reasons for non-performance and strategies for bringing the project back into the previously approved schedule.	Thank you for contacting the INDOT. Routine bridge inspections are done every 2 years, and this would be a Phase 2 year with April compliance, meaning that routines should be performed this year (2022) in April. This is a Parke County contract that runs from 2020-2023. Should you have any additional questions or concerns, please feel free to contact our INDOT Transportation Services Call Center at 1-855-463-6848 or online at www.INDOT4U.com .
26. FTA § 5310 / 5311 /5339 - provide selected project lists to inform the public of transit investments or URL to current project lists	Thank you for your comment. INDOT case number CS0304169- Thank you for this suggestion. The projects listed under these funding types change from year to year and are dependent upon the needs of local transit systems, their ability to provide local matching funds, and the availability of vehicles. We do not have funding information on specific systems until the requests are made for that particular year. For a list of current and previous projects, please see the section titled "Programs of Projects" on the INDOT Transit web page at https://www.in.gov/indot/multimodal/transit/ .
27. Appendix E – Page numbers are wonky. Renumber. Ohio River Bridges Projects financial plan – explain on the website why a 4-year gap exists for a federal, annually required submission. Add a map of the project locations. A 2021 Financial Plan does not yet exist on https://www.in.gov/indot/3696.htm .	Thank you for your comment. INDOT case number CS0304169- Thank you for contacting the Indiana Department of Transportation. Your State Transportation Improvement Program comments were forwarded to the appropriate personnel for consideration. For additional information, I have sent you an email with the current available responses to your questions. A complete response will be provided in the final STIP document. Thank you!
28. Standardize the font and size used throughout the document.	Thank you for your comment. INDOT case number CS0304169- Thank you for contacting the Indiana Department of Transportation. There are multiple sources that cannot be altered that are included in the final STIP document. Thank you!
29. Appendix F- Map of the project or corridor for reference	Thank you for your comment. INDOT case number CS0304169- Thank you for contacting the Indiana Department of Transportation. Your State Transportation Improvement Program comments were forwarded to the appropriate personnel for consideration. For additional information, I have sent you an email with the current available responses to your questions. A complete response will be provided in the final STIP document. Appendix F is media releases only. No corridor information. Thank you!
30. Appendix G- Map of the project or corridor for reference	Thank you for your comment. INDOT case number CS0304169- Thank you for contacting the Indiana Department of Transportation. Your State Transportation Improvement Program comments were forwarded to the appropriate personnel for consideration. For additional information, I have sent you an email with the current available responses to your questions. A complete response will be provided in the final STIP document. Appendix G is public comments and responses. We do not have any geographical information. Thank you!
31. Appendix H- No information or details available. Either re-order or fill in the Appendix with appropriate reference materials	Thank you for your comment. INDOT case number CS0304169- Thank you for contacting the Indiana Department of Transportation. Your State Transportation Improvement Program comments were forwarded to the appropriate personnel for consideration. For additional information, I have sent you an email with the current available responses to your questions. A complete response will be provided in the final STIP document. Appendix H is performance measures. Thank you!

<p>32. Appendix J- Pavement Selection of Projects add Map of Interstates, NHS, non-NHS state highways</p>	<p>Thank you for your comment. INDOT case number CS0304169- Thank you for this suggestion. INDOT has determined that due to the amount of detail that would be provided, any attempt to reduce the entire State to a one-page scale map that includes the entire State jurisdictional highway system, highlighting Interstates, National Highway Systems, and non-National Highway System highways would result in a map that would be virtually unreadable for the public. Instead, INDOT will provide a link to its GIS interactive INDOT- National Highway System Map that shows all National Highway System-State and National Highway System Local facilities within Indiana. With the interactive map, the user can view the entire state and then zoom in for additional detail for those areas of interest. The link will be included on page 14 of the document in the paragraph discussing the National Highway System.</p> <p>The INDOT-NHS interactive map can be accessed here: https://indot.maps.arcgis.com/apps/View/index.html?appid=a7479e1aef194c5e9c93a7d3164730e6</p>
<p>33. I was surprised to count only five maps in the whole document. The STIP lacks visual tools to aid readers with geographic descriptors.</p>	<p>Thank you for your comment. INDOT case number CS0304169- Thank you for contacting the Indiana Department of Transportation. Your State Transportation Improvement Program comments were forwarded to the appropriate personnel for consideration. For additional information, I have sent you an email with the current available responses to your questions. A complete response will be provided in the final STIP document. Thank you!</p>
<p>34. Utilize dashboards for general public consumption to better communicate performance targets and year-over-year progress.</p>	<p>Thank you for your comment. INDOT has determined that due to the amount of detail that would be provided, any attempt to reduce the entire State to a one-page scale map that includes the entire State jurisdictional highway system, highlighting Interstates, NHS, non-NHS highways would result in a map that would be virtually unreadable for the public. Instead, INDOT will provide a link to its GIS interactive INDOT-NHS National Highway System Map that shows all NHS-State and NHS Local facilities within Indiana. With the interactive map, the user can view the entire state and then zoom in for additional detail for those areas of interest. The link will be included on page 14 of the document in the paragraph discussing the National Highway System.</p> <p>The INDOT-NHS interactive map can be accessed using this link: https://indot.maps.arcgis.com/apps/View/index.html?appid=a7479e1aef194c5e9c93a7d3164730e6</p> <p>INDOT case number CS0304169- Thank you for contacting the Indiana Department of Transportation. Your State Transportation Improvement Program comments were forwarded to the appropriate personnel for consideration. For additional information, I have sent you an email with the current available responses to your questions. A complete response will be provided in the final STIP document. Thank you!</p>

<p>I have a comment regarding a project in the Draft 2022-2026 STIP, Des 1900116, which involves the improvement of an intersection at SR 46 and Two Mile House Road in Columbus. A new traffic signal will certainly be an improvement at this intersection. However, with 7 lanes of traffic present (including turning lanes), this will be an intimidating intersection for pedestrians, even with a pedestrian push button and crosswalks. Please consider a pedestrian median island or curb extensions in the design to improve safety conditions for pedestrians. Thank you, Emilie</p>	<p>Thank you for your comment. INDOT case number CS0304158- Thank you for contacting the Indiana Department of Transportation with your State Transportation Improvement Program (STIP) comment. This comment has been documented for public record.</p>
<p>I don't know if this is the best place to write, but there is a planned project for South Main St, Upland, to put in a turn lane near Mccabe street. There is no current traffic problem in that place. Adding a road.lane is not needed. It is a waste of tax money. Stephanie Tramelli</p>	<p>Thank you for your comment. INDOT case number CS0303217- Thank you for contacting the Indiana Department of Transportation regarding your concern on SR-22. Engineers have reviewed the plans for this project, and we do not show a turn lane being added for this intersection. If you should have any further questions or concerns, please feel free to contact us at 855-INDOT4U or visit us at www.INDOT4U.com. Escalated to Ft Wayne team for awareness, DES 1800168 contract number R-41565.</p>
<p>For the State Transportation Improvement Program: Johnson County: Add additional travel lanes on US31 between Greenwood and Franklin. Eliminate stop light at Schoolhouse Road and US 31 in Franklin. Improve both intersections to allow for better traffic flow. I65 South of Franklin to the Memphis exit: Add a third travel lane (where one has not been built as of yet).</p>	<p>Thank you for contacting the Indiana Department of Transportation. Should you have any additional questions or concerns, please feel free to contact our INDOT Transportation Services Call Center at 1-855-463-6848 or online at www.INDOT4U.com and reference the case number: CS0303223. Our Traffic Investigations Engineer reports INDOT does not have any projects in development to add additional travel lanes between Franklin and Greenwood on US 31, however INDOT does have nearly six miles of improvements in development in the Franklin City limits to improve traffic flow and safety (including multi-modal users). INDOT has a long-range funding plan to construct three lanes in each direction along I-65 through the entire state. These projects will develop as funding allows.</p>
<p>Y is no one looking at I-65 in Marion County between I-465 and I-865 -only 2 lanes each direction in most populated County in state. Where it merges from 3 lanes to 2 lanes heading south- almost an accident there every day bcz for miles people have 3 lanes then all the sudden 2 and there is only 1/4 mile warning. Who ever heard of lanes being reduced the closer you get to an urban area.</p>	<p>Thank you for your comment. INDOT case number CS0304178- Thank you for contacting the Department of Transportation. We are aware that there is a need for additional capacity in this segment (I 65 between I 865 and I 465) and adding a lane in each direction is the appropriate solution. This project is currently under design and construction is expected in 2025. Please understand that projects of this magnitude take time and a large amount of funds to add lanes in the interstate.</p>

<p>Hello, I saw in the STIP document that there is a project with the description " i-65 from 0.20 mile N of i-465 to 0.05 mile N of i-70." The project is \$61.9 million.</p> <p>What exactly is this project? Is it only asphalt patching? I don't know much about road costs but that seems like a lot for just patching. I think I saw in an MPO document that this project was to widen I-65 from I-465 to I-70. Is that what's happening here? Any info about this project is much appreciated! Cheers, A southeast Indianapolis resident</p>	<p>Thank you for your comment. INDOT case number CS0304132- Thank you for contacting the Indiana Department of Transportation. The project along I-65 from on quarter of a mile north of I-465 to half of a mile north of I-70 is a roadway improvement project. This project not only includes improvements to asphalt, but also added travel lanes throughout the section of I-65. The contract for this work is scheduled to go to letting in the beginning of 2025. This means that qualified contractors will be able to bid to be awarded the project in early 2025, with construction likely to begin the following summer, as long as the contract needs are met. Additionally, while reviewing your inquiry, I found additional contracts for this area that focus on upgrading other items throughout the section. The other items include upgrades to lighting, bridge deck enhancements, and more. To review these projects, please feel free to visit our Next Level Roads Map at https://entapps.indot.in.gov/dotmaps/nlri/. This map provides a small description of the type of work planned, the estimated start date (usually the calendar year a project is scheduled to let within), the location, and an approximate affected roadway length. For active projects, it may also include an estimated calendar year quarter completed timeframe, if one is available. If you have any questions about navigating the map, you may contact our Indiana Transportation Service Call Center at 855-463-6848 or online at www.INDOT4U.com. Our customer service professionals are available 24/7 for assistance to you U.S. Route, Interstate, and State Road needs. Thank you!</p>
<p>First priority: make the rights-of-way safe for ALL people using them to move around our city, which means wide sidewalks, wheelchair ramps, protected bike lanes, and the like on ALL ROWs. Second: \$13mil on variable-speed hi-tech sensors in the highway is money wasted; people will ignore them. Spend that money on safe sidewalks& bike paths between neighborhoods and local schools instead.</p>	<p>Thank you for your comment. INDOT case number CS0304602- Thank you for contacting the Indiana Department of Transportation with your State Transportation Improvement Program (STIP) comment. This comment has been documented for public record.</p>
<p>* A priority should be made to separate commercial trucks from non commercial vehicles based on length and weight. Larger commercial vehicles would have their own lanes and slower limits on/and within 3 miles of I-465.</p> <p>* Areas of construction should include adjacent infrastructure for any future mass transit.</p> <p>* Strict speed limits need to be implemented, not just for the SE corridor.</p>	<p>Thank you for your comment. INDOT case number CS0304603- Thank you for contacting the Indiana Department of Transportation with your State Transportation Improvement Program (STIP) comment. This comment has been documented for public record.</p>
<p>I agree with the federal guidance to "fix it first" before adding new lane miles to roadways. Appreciate the strong focus in this direction.</p>	<p>Thank you for your comment. INDOT case number CS0303672- Thank you for contacting the Indiana Department of Transportation with your State Transportation Improvement Program (STIP) comment. Your comments have been documented for public record. Additionally, I also wanted to address your question about the transportation funds being used for public transport. Transportation Funds can be "flexed" from the Federal Highway Administration (FHWA) to the Federal Transit Administration (FTA) for transit improvements in urban areas.</p> <p>The Transportation Funds in the Indianapolis urbanized areas are programmed by the Indianapolis Metropolitan Planning Organization (IMPO) not the Indiana Department of Transportation. Please contact the Indianapolis MPO to discuss their planning process if you have additional questions!</p>

<p>This reads as more of a "Road Improvement Program" than a "Transportation Improvement Program". Respectfully, where are the rail projects? The South Shore railway is an amazing, heavily used commuter railway that decreases roadway congestion and could deliver so much "bang" for the buck if we'd just invest in it. If you can spend 2 BILLION on a paltry 26 mile segment of I69, surely you can spare a few million to re-route the eastern terminus from the South Bend airport to downtown South Bend where it will cut travel time and be more heavily used?</p>	<p>Thank you for your comment. INDOT case number CS0303672- Thank you for contacting the Indiana Department of Transportation with your State Transportation Improvement Program (STIP) comment. Your comments have been documented for public record. Additionally, I also wanted to address your question about the transportation funds being used for public transport. Transportation Funds can be "flexed" from the Federal Highway Administration (FHWA) to the Federal Transit Administration (FTA) for transit improvements in urban areas. The Transportation Funds in the Indianapolis urbanized areas are programmed by the Indianapolis Metropolitan Planning Organization (IMPO) not the Indiana Department of Transportation. Please contact the Indianapolis MPO to discuss their planning process if you have additional questions!</p>
<p>Please, more emphasis on pedestrian and bike improvements, particularly in Indianapolis.</p>	<p>Thank you for your comment. INDOT case number CS0303672- Thank you for contacting the Indiana Department of Transportation with your State Transportation Improvement Program (STIP) comment. Your comments have been documented for public record. Additionally, I also wanted to address your question about the transportation funds being used for public transport. Transportation Funds can be "flexed" from the Federal Highway Administration (FHWA) to the Federal Transit Administration (FTA) for transit improvements in urban areas. The Transportation Funds in the Indianapolis urbanized areas are programmed by the Indianapolis Metropolitan Planning Organization (IMPO) not the Indiana Department of Transportation. Please contact the Indianapolis MPO to discuss their planning process if you have additional questions!</p>
<p>Can these "Transportation" funds be used to fund transit improvements in urban areas? Buses count as transportation too, does they not? I see so many bus riders in Indianapolis standing next to a sign along the roadside, completely exposed to the elements. Funding to build some simple bus stops would do so much to improve ridership and improve rider comfort / dignity.</p>	<p>Thank you for contacting the INDOT. Should you have any additional questions or concerns, please feel free to contact our INDOT Transportation Services Call Center at 1-855-463-6848 or online at www.INDOT4U.com and reference the case number: CS0303672. Yes, Transportation Funds can be "flexed" from the Federal Highway Administration (FHWA) to the Federal Transit Administration (FTA) for transit improvements in urban areas. The Transportation Funds in the Indianapolis urbanized areas are programmed by the Indianapolis Metropolitan Planning Organization (IMPO) not the Indiana Department of Transportation. Please contact the Indianapolis MPO to discuss their planning process. The IMPO contact is as follows: Anna M. Gremling Executive Director, Indianapolis Metropolitan Planning Organization, 200 East Washington Street Suite 2322 Indianapolis, IN 46204, Phone 317.327.5487 Fax 317.327.5950 anna.gremling@indympo.org.</p>
<p>I see that the SR38 bridge over the Big Blue River is slated for work. I am very disappointed that INDOT couldn't coordinate more of the SR38 work so that we wouldn't have people flying down 100 S like they are on I70. While 100 S may be a county road, the additional traffic (your detours aren't followed by navigation apps) is dangerous for people who live along it and the extra wear is an issue.</p>	<p>Thank you for your comment. INDOT case number CS0304031- Thank you for contacting the Indiana Department of Transportation with your State Transportation Improvement Program (STIP) comment. This comment has been documented for public record.</p>

<p>More people injured, Summerlake community at State Road 13 and 800 South in Madison County is hurting. A child was killed several years ago and still it is being put off until next year at least. Concerned phone calls fall on ears that just make excuses, point fingers of responsibility, and say it will be fixed in a few years. We need to work together. NO MORE DELAYS AND EXCUSES. The Town of Ingalls, Madison County Highway Department and INDOT need to come together now to get this taken care of without blaming another department or claiming no responsibility. Years ago, someone approved the widening of 800S on Westside of SR13, but didn't align the Eastside. Some approved neighborhoods and didn't first insist on improved roads to Maple Ridge. Whether it be excuses from developers, town officials, or out road crews, it needs to be stop! Please don't sit back any longer because it wasn't your child, spouse, or visiting friend/family. Please contact these departments and office to help Be the Change to prevent more serious accidents. I don't care if it's a traffic signal or roundabout, it needs to happen.</p>	<p>Thank you for your comment. INDOT case number CS0305169- Thank you for contacting the Indiana Department of Transportation. INDOT has investigated this area and does have a project scheduled in the coming years to address this intersection. Thank you!</p>
<p>What are the next steps from INDOT to ensure compliance by sub-recipients? How will INDOT provide the required timely training for the newly appointed ADA/Title VI Coordinators?</p>	<p>Thank you for your comment. Our compliance protocols have been the same since the conception of our program and communicated on a regular basis to all LPA's. Therefore, we will continue to contact LPA's who are in "noncompliant" status within our database. Those communities who are responsive and able to demonstrate a "good faith effort" in Title VI compliance, plus is in compliance with ADA requirements will remain eligible for funding. As for training efforts, our subrecipient training module is online and can be easily accessed via our website at https://www.in.gov/indot/accessibility-and-non-discrimination/resources-for-indiana-communities/. Once on the website, an LPA will locate additional resources such as: subrecipient technical toolkit, assurances of nondiscrimination, Title VI Implementation Plan template, sample forms, etc. The Title VI/ADA Coordinator should refresh their training every 2 – 3 years.</p>
<p>As an 81 year old who has waited and waited for the possibility of interstate travel to southwestern IN, I am enjoying each new segment as it opens. But oh so missing seems to be a rest area. Local businesses should not have to sustain the toileting needs of the public. I had hoped for a rest area just south of Bloomington as there are some great vistas there which could serve a dual purpose but my dreams went unfulfilled. Perhaps yours is not the proper place for this request; I've made the request several times on the I-69 Digest report which I receive but no reply/explanation has been forthcoming so I thought yours might be a receptive eye . Thank you, Linda Winchell</p>	<p>Thank you for your comment. INDOT case number CS0304768 - Thank you for contacting the Indiana Department of Transportation regarding your inquiry about potential future rest areas along I-69. Currently, INDOT does not have any plans to build or construct new rest areas along I-69. We support any local government efforts to work with the private sector regarding zoning for truck stops and fast-food businesses at the interchanges along the new route. We are confident that, as I-69 is completed through Bloomington and Martinsville, more of these opportunities will be pursued by the private sector. Evidence of this can be seen in Monroe County and the City of Bloomington which are involved in working with the private sector for the Section 5 segment. We appreciate your comments and have made the project team aware for consideration.</p>

<p>Raintree Heights has 106 homes w/only one way in/out. The entrance is off of SR 3 on Waycross Dr, across from the North Memorial Park entrance. Vehicles going South on SR 3 are hidden in the valley approaching our entrance which had sewer lines installed. Over the years, the pavement has sunk and is causing a hazardous condition during the winter trying to get onto SR 3 during icing conditions.</p>	<p>Thank you for your comment. INDOT case number CS0305977- Thank you for contacting the Indiana Department of Transportation. I appreciate you taking the time to discuss your concern with me this afternoon. Feel free to reach out with other questions or concerns, as discussed. Thank you for reporting your concern.</p> <p>NOTE: INDOT personnel responsible for operations in the area investigated the customer's concern and completed a durapatch repair for the time being. It was explained to the customer via telephone via INDOT employee Stacie Faus that a more extensive repair will be made when pavement temperatures are amicable to said repairs.</p>
<p>I would like to understand and see plans for the work to be done to Stat Road 3 between 3/38 and Sherry Lynn Drive in New Castle IN. I have looked at the STIP website but can't find the information. Thanks, Rich Foster</p>	<p>Thank you for your comment. INDOT case number CS0305850- Thank you for contacting the Indiana Department of Transportation regarding your request for plans for the projects listed on the State Transportation improvement Program Fiscal year 2022 project list. Anyone who wishes to receive a copy of these types of documents, must make a request to our INDOT Public Records Department. They are responsible for providing all document copies to the public. To place a public records request, you can send an email with your request to: INDOTpublicrecords@indot.IN.gov. However, should you just wish to review the general locations of future planned projects, this information is mapped on our INDOT Next Level Roads Map (available here: https://entapps.indot.in.gov/dotmaps/nlri/). On this map you can zoom into the region you are interested in and select the project years you would like to review. For STIP projects, users may do this by selecting the Status'- 'Active' and 'Future,' along with all years available (2021-2026). From there, all available projects will be listed on the map and noted by color coded dots. Hovering over these dots will show the full area the project would affect and clicking on the dot provides a brief description of the project details.</p> <p>Additionally, if you would like to only review projects for Henry County that are part of the INDOT STIP draft, please feel free to review the list of STIP projects located in Henry County via the link: https://www.in.gov/indot/files/STIP_Draft_2020-2026-Pages-55-448.pdf. To search this pdf document for keywords like Henry, SR 3, etc., you may press 'CTRL' + F on your keyboard. From there, a search box will populate on your screen, and you can search what you would like. These projects should all be available on the Next Level Roads map if you would like to review their mapped location further. Thank you! CS0304158- Thank you for contacting the Indiana Department of Transportation with your State Transportation Improvement Program (STIP) comment. This comment has been documented for public record. New Castle is in Henry County. Henry county projects on the website: STIP_Draft_2020-2026 - Pages 55-448 (Appendix C and Appendix D - highway and transit projects). Henry county projects starts on numbered page 134 (PDF page number 136). There are multiple SR 3. , DES 1593230 / contract 39270, DES 1800759 / contract 41087, DES 159323 / contract 39270, DES 1800759 / contract 41087, DES 2000559 / contract 43078 .</p>

Submitted Comments Phase 3 - January 2022 to February 16, 2022	INDOT Response
<p>DESNOs 1802940 and 1702754 should have a work type of "Roadway Reconstruction" per the MiTIP. Not having this correct jeopardizes the ROW purchase for the Dec 2022 letting of these projects. This is the correct worktype for these projects as I am the ERC. Thanks and good work getting these moving again.</p>	<p>CS0308985-Thank you for contacting the Indiana Department of Transportation. I have called you with helpful information. NOTE: Mr. Pool was communicated to via telephone by INDOT personnel Kelcie Bishop, that he needs to submit an amendment to the MPO regarding his incorrectly recorded work type. Once this is completed through the MPO, the change can be made in the INDOT system.</p>
<p>I appreciate all of the time and effort put into a project such as this. Being from Frankton, I am glad to see the State Road 128 Project listed. It is my understanding the State will begin the project next year.</p>	<p>CS0310844- Thank you for reporting your comment regarding the INDOT State Transportation Improvement Program draft. A pavement replacement project is scheduled to begin on State Road 128 in Frankton, IN in the fall/ winter of 2023. We appreciate your comment and have documented it for public record. Thank you!</p>
<p>I just read my local paper about the planned road improvements for Henry county. what a colossal waste of money. allow me to elaborate. To start, I'm a truck driver that happens to roam mainly in Indiana. more specifically i live in henry county, and with the occasional trip to Louisville, or Dayton, stay in state. I go to indy every day. what a mess that is. and then I go to dunkirk, or winchester. so, a lot of henry county roads. I believe that the money you plan on spending can be used better elsewhere, like county roads, but I don't think anyone cares about the county judging by those roads, with pot holes the size of alaska. but let's break down your plan. a roundabout on 3 and 40. it's not needed. Neither is the one planned for raider rd and 36. because it would seem, to me, the guy that drives for a living, then no one in the state can properly execute a roundabout that can legally be used by a combination vehicle. By law, a tractor trailer can not mount the inside apron with the trailer. not only that, but over sizes i believe use 3 and 40, and i know they use 36. how about those roundabouts go on 103 and 300 and 400 by new castle. you know, the actual dangerous intersections. 36 and raider road can get a stop light that is activated when school lets out and flashes the rest of the time. There, I just saved almost 600k and let's move that work force elsewhere. the 3/38 to sherry lynn drive stretch.</p>	<p>CS0310799- Thank you for contacting the Indiana Department of Transportation with feedback regarding the 2022-2026 State Transportation Improvement Program draft. Your comments have been noted for recording purposes and review.</p>

well, considering it was a year or two ago that you ""fixed"" those roads, i can not fathom how they need ""fixed"" again. unless you mean you didn't actually fix them. which i can believe, because there is this huge problem with lanes flooding. i didn't seen mention of that in the paper, so i'd bet that wouldn't be fixed. not to mention that when you did the lane changes for the sr3 project that just finished, you couldnt properly lay out lane changes for trucks to safely negotiate. and honestly, with the ammount of unemployed people, run a crew 24 hrs a day. this taking forever is ridiculous. 3 is fine from sherry lynn to 70. theres 3 million i saved. the half butt bandaids are terrible. grind it out and do it correctly. actually, grind it out and concrete it, wasnt that the original idea. 3 in concrete from muncie to 70.103 is fine. best road we have. and i really dont want to deal with someone screwing up my hunting land (wilbur wright) for no good reason. maybe 103 from the hospital to 300 needs work, but not where you purpose. mt summit could use some pavement. especially those train tracts. you was just working on 70 where this small structure pipe is going. why didnt you do it then? nope tear up a new interstate, patch the road back half butt and waste 2.3 million dollars. oh, and as if traffic isnt bad enough, make it worse with 15 miles of orange barrels on 70 to replace a pipe that shouldve already been done. i dont know what these over priced ""small structures"" are but for 500k i can remodel and or buy a new house, or both. these better be the taj mahal of small structures. which they wont be. i wouldnt be upset if it was money well spent. but its not. its wasteful. and the roads arent ever any better than before. meanwhile the county is atrocious. maybe all of you state people should come spend a day or three driving around henry county. or, fix it, and fix it right the first time. the only worse roads around here are michigan.

CS0310799- Thank you for contacting the Indiana Department of Transportation with feedback regarding the 2022-2026 State Transportation Improvement Program draft. Your comments have been noted for recording purposes and review.

Well, considering it was a year or two ago that you ""fixed"" those roads, i can not fathom how they need ""fixed"" again. unless you mean you didn't actually fix them. which i can believe, because there is this huge problem with lanes flooding. i didn't

CS0310802- Thank you for contacting the Indiana Department of Transportation regarding your comments for the 2022-2026 State Transportation Improvement Program draft. Your comments have been documented for recording purposes and review.

Michael McNeil: My name is John Waterman I live on 200 S. 1 mile South of Highway 38. East of Wilber Wright Road. The County Road to the west 200 S to Dublin Road. We have lived here for 27 yrs. The only thing the county does each year is patch. The more patches it holes more ruff. Several neighbors complain about it. We want it paved soon as possible. Neighbors drive to and from New Castel to work. Power vehicles are link junk with all the meetings. I am 86 yr old. Please ignore the spelling. We here and pray this stretch of road get paved very soon. John Waterman

The Indiana Department of Transportation is responsible for designing, constructing and maintaining State Roads, US Routes and Interstates across Indiana. We do not have authority over County Roads. We would suggest you contact the local municipality to report your concerns. Thank you!

<p>Is INDOT going to extend 3 lanes north of Anderson on I-69?</p>	<p>Thank you for contacting the Department of Transportation. I have checked from Anderson to Fort Wayne for projects on I 69. I do not see any projects through 2025 for added travel lanes. For Road closure information: There are several map resources provided on the INDOT homepage (http://www.in.gov/indot/) showing road conditions, including closures. The state has a map showing all construction projects, current accidents resulting in road closures or detours, and upcoming projects. It is called the CARS-511IN program and can be found at 511IN.org. You may additionally find this map located on the INDOT homepage in the left menu under "Travel Conditions". For major project information: To find information about Major Projects, you may visit the INDOT homepage (http://www.in.gov/indot/).</p> <p>How to get INDOT information sent to me regularly: You may sign up for email notices through our GovDelivery notification program. If you've subscribed, you will receive notifications when there are closures, detours, etc. The website for that service is: (https://public.govdelivery.com/accounts/INDOT/subscriber/new)</p>
<p>US 6 and Ind 2 Round-about ?</p>	<p>INDOT representatives did not have the answer to this comment during the meeting. However, upon investigation after the meeting it was determined that the project in question was funded through another fundings source that was not required to be listed in the STIP. The project is advancing.</p>
<p>I have glanced through the draft STIP but it is pretty daunting. I was looking for information about the Governors previous announcement about HWY 231 improvements he announced in the summer. Also there is no information about the proposed Mid-States Corridor. I thought I would find them in the Special Projects section.</p>	<p>The Mid-States Corridor concept is currently progressing through the first tier of a required Environmental Impact Study (EIS). The Tier 1 EIS is expected to take just over two years to complete. Final review and approval in the form of a Record of Decision (ROD) from the Federal Highway Administration will come after the study is completed. The ROD is the Federal Highway Administration's final approval of the preferred corridor. After a Tier 1 ROD, a more detailed Tier 2 environmental study will determine specific alignments and preferred alternatives within the selected Tier 1 Corridor.</p> <p>Some additional information regarding the Mid-States Corridor EIS which will examine the concept of an improved highway connection in southwest Indiana. The Mid-States Corridor is anticipated to begin at the William H. Natcher Bridge crossing of the Ohio River near Rockport, continue generally through the</p>

	<p>Huntingburg and Jasper area and extend north to connect to Interstate 69 (either directly or via SR 37).</p> <p>The Mid-States Corridor Regional Development Authority (RDA) and the Indiana Department of Transportation (INDOT) have started a Tier 1 Environmental Impact Statement (EIS), which is required by the National Environmental Policy Act (NEPA) for major construction projects that will include federal funding.</p> <p>The Tier 1 EIS will include the following:</p> <ul style="list-style-type: none">• Analysis and comparison of benefits, impacts and costs of a range of reasonable options to identify a preferred corridor for the proposed facility• Assessment of the social, economic, and environmental impacts of each corridor, along with consideration of ways to avoid, minimize or mitigate impacts• Identification of the project's purpose and need, and consideration of a variety of options to meet both, including improvements to and use of existing facilities and construction of new roadway facilities• Analysis of a no-build alternative to serve as a baseline for comparison <p>Once the EIS is complete for Mid-States, potential projects will be more fully vetted for the Tier 2 Study and at that time would be programmed in the STIP. At this juncture the study is simply that, an impacts and analysis study to help the RDA, INDOT, and FHWA review the implications of the Mid-States corridor and plan for next steps accordingly.</p>
<p>In reviewing all components of the new STIP as it relates to US 31, that Des 1900145 – US 31 & Division Rd – was included in the 2022-2026 STIP after specific direction to <u>not</u> include it in this document. When the project limits changed for US from SR 931 down to 286th Street, a specific component of that was that INDOT had no funding in place for that phase of the project anyway, among other points.</p>	<p>Comment from Jennifer Beck des 1900145 was included the draft in error. This location has been eliminated from the Capital Program and agreed by FHWA.</p>



623 W. 11th Street
P.O. Box 153
Winamac, Indiana 46996
www.panhandlepathway.org

December 29, 2021

Joseph McGuiness
Commissioner
Indiana Department of Transportation
100 N. Senate Avenue, IGCN 755
Indianapolis, IN 46204

RE: INDOT LaPorte District-U.S. 35 STIP plans.


cc: Governor Holcomb.

Dear Commissioner McGuiness:

In reviewing INDOT STIP information we noticed that the U.S. 35 project between Winamac and Bass Lake does not include any mention of the Panhandle Pathway trail. Over the past several years we have worked with and stayed in touch with Marcia Blansett at the LaPorte District office on our trail connection. We have been hopeful that, someday the Panhandle would be included with the U.S. 35 highway right-of-way easement and allow for safe bicycle and pedestrian travel between and along the route to Winamac, Tippecanoe River State Park and the North Judson Erie Trail near Bass Lake. The Panhandle Pathway and the North Judson Erie Trails are state visionary trails established under former Governor Mitch Daniels and recognized by our present Governor Eric Holcomb as key connections within and through our great state, the crossroads of America. To those of us into long distance bicycle riding, this route is a key connection along the Great American Rail Trail and the American Discovery Trail. To get across the U.S.A., most northern route travelers must pass through Indiana. It appears to us that working together and including non-traditional modes of transportation like bicycling and hiking with this project would certainly benefit the state. We ask that this Panhandle connection be included with the state's current plans.

We invite you to Tippecanoe River State Park for a lunch meeting with us to review our vision for this important connection.

Sincerely,



John Bawcum
President



Indiana Department
of Natural Resources

Eric Holcomb, Governor
Daniel W. Bortner, Director

Friends of the Panhandle Pathway, Inc.
623 W. 11th Street
P.O. Box 153
Winamac, IN 46996

Feb. 18, 2022

RE: Combining Projects and Moving Forward

Dear Friends of the Panhandle Pathway, Inc.,

Thank you for your organization's interest in the extension of the Panhandle Pathway and connecting the Tippecanoe River State Park with France Park with a potential new segment of trail. INDOT and DNR are grateful for your continued interest in the expansion of trails across the state.

As you know, DNR is improving its infrastructure along U.S. 35 by updating utilities and wastewater infrastructure in the state right-of-way. Currently, project surveyors are assessing the location's specific roadway and environmental needs. For a trail to be considered, its proximity to the road must be studied for the safety of both motorists and trail users. INDOT's standards that approximately 20-30 feet must separate a trail from the road. In addition to the survey and spacing of the right-of-way, INDOT and DNR must also consider the costs and materials to construct a new trail.

At this time, INDOT and DNR are not opposed to the construction of the trail; however, it is premature to make any final determinations. Once the survey of the location is complete, INDOT and DNR will have a better understanding of what actions are allowed and appropriate in the state's right-of-way, including the construction of a connecting trail to the Tippecanoe State Park and France Park.

Thank you again for your interest in extending the Panhandle Pathway. INDOT and DNR have noted your request for a trail and will consider your thoughts should the right-of-way on U.S. 35 be deemed appropriate for the construction of a trail once the survey is completed. Please feel free to reach out if you have any additional questions or concerns.

Sincerely,

Chris Smith
Deputy Director
DNR

Michael McNeil,

My name John Waterman I live on 200 S.

1. mile south of Hwy 28. east of Wilber Wright Road.
The county Road to Hwy west 200 S. - to Dublin Road.

We have lived here for 27 yrs. The only thing the County
Does each year is patch, the more patches it gets the
more Ruff. Several neighbors complain about it.

We want it paved soon as possible. Neighbors
Drive to and from New Castle to work.

Our vehicles are like junk with all the
patches.

I'm 86 yr old, please ignore my spellings.

We hope and pray this stretch of Road gets
paved very soon.

John Waterman
765-332-2034

