

Appendix B

Public Comment Summary

- Public Open House #1 Public Comment Summary
- Public Open House #2 Public Comment Summary

PUBLIC OPEN HOUSE COMMENT SUMMARY

Date: December 11, 2019

Time: 5:30 to 7:30 p.m.

Meeting: U.S. 40 to I-70 Connector Corridor Study Open House #1

Location: Town of Plainfield Fire Department Headquarters

Corridor Alignment/Roadway Infrastructure

- Existing Miles Road has reverse curves that present a perceived safety concern given the combination of speed and tight geometry.
- The south end of Miles Road is overtopped by water frequently during rain events and experiences regular crashes.
- No desire for a 4-lane road on CR 600 S/Hadley Road in front of residences west of Moon Road.
- Connect the corridor up to CR 300 E and extend to US 36.
- CR 800 S/Lake Meski Road washes out in heavy rain events.
- Some residents recommend making Moon Road at least 3 lanes and connect to I-70. Others do not want Moon Road to be 4 lanes.
- Widen SR 39 to accommodate additional traffic instead of a new corridor.
- Consider a north-south corridor up to US 36 using SR 39.
- The state did a study to connect to I-70 at Moon Road.
- There is a blind spot on US 40 on the west side of the golf course that is on a curve and in a low spot.
- Consider connections to Morgan County/Mooresville.
- CR 525 E at County Line Road needs stop control.
- SR 267 at County Line Road is a dangerous intersection.

Environmental Features

- The Cattle Barn House is the historic resource on the west side of Miles Road.
- Just south of the Heald farmstead is environmentally sensitive area with bobcats.
- The historic structure on the west side of CR 525 E between 700 S and 750 S is the Historic Town of Joppa Telephone Exchange.
- Town of Joppa schoolhouse still remains just north of CR 800 S on the east side of CR 525 E.
- There is a concern of impacts to the residential development along CR 525 E north of I-70 with future industrial and commercial development potentially located nearby.
- South of I-70 along CR 525 E, the Joppa sawmill, post office and general store still stand.
- There is an 1800s gravestone approximately 0.2 mile west of CR 525 E near McCracken Creek.
- East of CR 525 E south of I-70 is a noise-sensitive area due to bobcats.

- A bald eagle nest is located along the west fork of White Lick Creek south of I-70.
- A cemetery and church are located north of Hadley Road/CR 600 S west of Sugar Grove Road.
- The Nysewander farmstead is immediately west of the Heald farmstead and has been in the Nysewander family for more than 100 years.
- The rest stop wastewater treatment facilities are in the southwest corner for EB I-70 and northwest corner for WB I-70.
- The septic system for the Town of Plainfield is on the south side of I-70 at the rest area.
- There is a wellfield near 6515 E CR 750 S.
- The creek along Miles Road floods the road every year.

Interchange Location

- Locate an interchange at the Moon Road/CR 600 E and I-70.
- Do not put an interchange near area of CR 525 E to CR 600 E.
- Locate an interchange where the rest stops are currently located on I-70 and relocate the rest stops.
- Locate an interchange where the rest stops are currently located on I-70 and combine with the rest stops.
- Instead of installing a new interchange, direct traffic to the existing interchange at SR 39.
- Upgrade the SR 267 interchange instead of installing a new interchange.
- Add an exit ramp to Perry Road from I-70 to relieve traffic from SR 267 or add an interchange in the industrial area.
- Add WB exit and EB on ramp from Center Street.
- Consider frontage road network and ramps at Center Street.

Miscellaneous

- West of future elementary school on Moon Road is the Heald farm, which has been in the Heald family for 109 years.
- Residents indicated multiple times that there is a strong desire to not have any warehouses in this area. They would like the warehouses to stay by SR 267/Indianapolis International Airport and/or at SR 39 and I-70. Residents are against zoning for industrial.
- Some residents would prefer the farms and farmland be left alone.
- Residents do not want to see residential islands surrounded by warehouses as has happened east of SR 267.
- Add overpass/interchange at SR 267 and Hadley Road.
- There is a desire to preserve the agricultural character of the county.
- Rezoning of land is a chief concern for area residents.
- Plainfield has the #7 school district in the state.
- Consider the impacts to wildlife and livestock when developing a corridor.
- The Hickory Woods subdivision has higher end housing.
- Ground has been broken for a new warehouse in the southwest corner of I-70 and SR 267.
- The gravel pits south of I-70 overflow frequently, flooding the roads between them.
- There is a gas line along Moon Road that runs under I-70.
- Owner of property along Miles Road has cattle on both sides of the road.
- Residents do not want warehouses; they would like to see a different revenue stream for the town.

Question Report

Topic	Webinar ID	Actual Duration (minutes)
Plainfield Corridor Study - Virtual Public Open House	996 6893 4002	146

Question Details

#	Question	Asker Name	Answer(s)
1	At previous meetings it has been discussed that there is a serious belief that the current I-70/39 interchange and the I-70/267 interchange have been evaluated and believed that this will alone correct the traffic concerns. If that is the case this cooridor is mostly being entertained to further develop the rural areas surrouonding this proposed exit to further develop commercial and warehousing developments.	Philip Glover	One of the main goals of the study was to understand what, if any, relief to traffic congestion a new western corridor could provide to both of the existing interchanges on I-70. Assuming the Town continues to develop, the existing corridors will see increased congestion. As the analysis has been conducted, it was found that even with a connection near the rest areas, congestion relief at the SR 267 interchange was minimal. This study will not provide land use recommendations. Land use would be governed by the Town and County through a Comprehensive Plan. The resolution of the images is based on the internet speeds. You can download the images at the project website. The full presentation will be posted here with all Q&A tomorrow.
2	Could you make the images any less blurry? Thank you	Chastidy Hall	https://projectmeetingonline.com/plainfield-corridor-study/
3	These maps are rather blurry on a PC, will these be available for more clear viewing on a website or in person somewhere?	Philip Glover	You can download the images here and the full presentation will be posted tomorrow: https://projectmeetingonline.com/plainfield-corridor-study/
4	Whats the timeline post final comments to break ground?	Jason Stanke	There is no timeline for construction at this point. This is only a planning study to allow the Town and County to plan for the future as needs arise.
5	Where is funding being drawn from? And are there funds readily available.	Jason Stanke	The project has not be funded beyond this study. No construction is funded currently as a part of this study.
6	Is there a phase in this process at which each route will show how much land that will be required for the routing and improvements? If so, which phase will this be?	PATRICK EVANS	Right of way acquisition needs will be included as a performance metric in this study, but the corridor identified at the end of the study will not define hard right of way limits. Defined land acquisition will not be done until funding is allocated and a detailed analysis is conducted.

7 What's the email address?

Blake Brenneman

The email address for comments is: PlainfieldCorridorStudy@cmtengr.com

Thank you and as a member of last years Citizens Academy in Plainfield I appreciate your sharing of the study up this point and think the planning involved has given me a beltter understanding of the project and the future of this area. I look forward to hearing 8 more about the plans and the project in October.

Janie Adcock

Thank you for attending and being involved!

Since we are assuming things, Is it not reasonable to believe that an exit tends to draw commercial development at, near and around an intersate exit? Assuming that is accurate same way you are "Assuming the Town continues to develop" why and how is it reasonable to attack the rural areas of the county and the people that that have choosed to avoid that sort of congestion by landing it along with 9 other developments in our front and back yards.

Philip Glover

This study is the first step in analyzing what is best for the Town related to the specific project goals of improving local traffic operations, improving safety, and travel time reliability, among others. That information will help inform town officials moving forward, including recognizing & addressing your concerns related to the quality of life of residents, and those who work, & visit Plainfield.

Is there any idea of what the plan is for the houses on 525 if the interchange happens? Last thing I want is ramp to be built around our house and my front yard taken when you have to widen the road. Is there a general area that the houses will be bought out to make interchange? A lot of us are hesitant to put any more money in our homes and do any improvements 10 due to this interchange.

Robin Duncan

We will know more about the recommended alignment at the conclusion of this study. Any construction project is further out.

I believe you stated that residents have provided feedback that they would not be inclined to travel to the west side of Plainfield in order to access 11 eastbound I-70. Is that a correct understanding?

John Carroll

There is a limit to how far commuters will travel to the west to get to where they want to go based on their perception of the congestion they experience going to SR 267 that is captured in the analysis tools used.

Plainfield Corridor Study - Virtual Public Open House #2

12	There was a proposed neighborhood in the area where the 3 connections to US40 are proposed. Is that neighborhood no longer planned?	Seth Brown	It is our understanding that developer has removed their plans. Per Scott Singleton, Plainfield Director of Transportation.
13	So as part of this study, there will be no consideration of the input from the the landowners whose land would be aquired as part of this study?	PATRICK EVANS	This is one opportunity to give input. Additionally, there are land owners represented on the community advisory committee. No land acquisition will be done during this study.
14	Im a huge fan of the Eastern Alignment with right most green dotted (following the river). Western alignment is too far west. I know a couple other residents have mentioned an interchange too far west would be useless. Eastern Alignment with and following the river makes the most sense for those on the west side of town. Thanks!	Jason Stanke	Thank you for your input! The presentation and project information will be posted here: https://projectmeetingonline.com/plainfield-corridor-study/
15	Where can we find this material presented today	Grace Holton	
16	My input on this matter is that I spent a lot of money to build my dream home this past year and now the town of Plainfield is studying a route that will most likely require me to move from my dream home. If this route were to happen, how does the acquisition of my land work? I assume I will be compensated for it, how is the value of my land determined? How will the Town of Plainfield help me in finding the new spot for my dream home that I will be building at that point if this were to happen?	PATRICK EVANS	This study is the first step in understanding the overall impact of alternatives for the Town to consider. Any land acquisition only occurs once an alignment is selected, & funding source(es) are identified and appropriated. Your comments & questions are appreciated and passed along to the Town as part of this study's deliverables.

I would be most inclined to use the Eastern Alignment routing. The Western routing would most likely require me to move from my home, and is too far west for the current size of Plainfield. Monrovia and Mooresville each have their own access to 70 already and this routing would not add much benefit to these towns. The Eastern routing will allow the rural land west of town to continue to develop as it should with the small outside of town feel, yet be appealing to people wanting to use the routing to get 17 to 70.

PATRICK EVANS

Thank you for taking the time to provide input to the study!

Do you have contact information for a representative for the landowners of the affected areas? I would like to reach out to them to discuss with them and see if other locals' input aligns with my views on this 18 matter

PATRICK EVANS

In the interest of privacy, we are not at liberty to share individual and private contact information. We do engage with numerous stakeholders throughout the community including the neighborhood groups, the school system, and the chamber of commerce. We have encouraged those individuals to represent this project in the community groups they represent. We'd encourage you to reach out to community groups you're associated with to voice your concerns.

Will my last two questions be answered at some 19 point?

PATRICK EVANS

Yes, the project team will get answers posted to all questions.

Public Email Comments/Questions

Can you please share the names of the individuals who are on the Community Advisory Committee and the process used for their selection?
This was noted in the FAQs below:
Will there be a Community Advisory Committee for this study?
Yes, a Community Advisory Committee has been formed and will meet a couple more times over the 1 course of the study. Thank you

Marsha Jay

In the interest of privacy, we are not at liberty to share individual and private contact information. We do engage with numerous stakeholders throughout the community including the neighborhood groups, the school system, and the chamber of commerce. We have encouraged those individuals to represent this project in the community groups they represent. We'd encourage you to reach out to community groups you're associated with to voice your concerns.

Plainfield Corridor Study - Virtual Public Open House #2

2 New interchange should be from I-70 to Moon Road
to U.S.40

Unknown

Thank you for your input!

3 No No and no. This is completely unnecessary. As
stated in one of your responses to a frequently asked
question- this is needed for peak travel times. It is not
that difficult to get through Plainfield even with all
the construction. Do not ruin my neighborhood so
someone can save 5 minutes at rush hour.

Jo Schultz

This study is the first step in analyzing what is best for the Town related to
the specific project goals of improving local traffic operations, improving
safety, and travel time reliability, among others. That information will help
inform town officials to assist them in planning and preparing for future
growth in Plainfield and the added congestion that would come with it.

4 What updates are slated for Milles Road? If this is a
170 - 140 connector, why does the draft show the road
extending north of 40? Are you aware of the
cemetery just north of 40 at that location?

Candice L. Smith

At this time, there are no specific improvements finalized for Miles Road.
This study is the first step in analyzing what is best for the Town related to
the specific project goals of improving local traffic operations, improving
safety, and travel time reliability, among others. Any improvements to the
roadway network are outside the scope of this study. While the focus of
the study is the area between I-70 and US 40, the project team is using
compatibility with adjacent Thoroughfare and Comprehensive plans in
Hendricks and Morgan Counties. The project team is aware of the
cemetery adjacent to the west side of the golf course.

5 Hello-
I was just listening to the Zoom call but was not able
to login to view the presentation. Could you please
provide a link where I could see the recording of the
meeting? Or just a link to the visuals?

Sharon Jones

The meeting recording, presentation and visuals are all posted to the
public open house website.

6 Dear planners,
The maps that you displayed on the zoom meeting
were very blurry and difficult if not impossible to
read. Could you post or send more visible maps on
the eastern, western and central plans? Thank you

Lisa Herndon

The meeting visuals are all posted to the public open house website.

Im a huge fan of the Eastern Alignment with right most green dotted (following the river). Western alignment is too far west. I know a couple other residents have mentioned an interchange too far west would be useless and it truly is. Eastern Alignment along with and following the river makes the most sense for those on the west side of town. If you follow the river, the town allows for residential and commercial development on the west side and deeper west while providing a quick easy drive down

7 to I70 and Indianapolis. Thanks!

Jason Stanke

Thank you for your input!

8 Currently building a new home in Plainfield

Lisa Kendall

Thank you for your input!

Hello,

I asked a couple of questions durin this evening's meeting and I never got an answer. I am hoping you can help me answer these questions to help me further understand the study and impacts that it will have on my family and community.

If the western route were to happen, how does the acquisition of my land work? I assume I will be compensated for it, how is the value of my land determined? How will the Town of Plainfield help me in finding the new spot for my dream home that I will be building at that point if this were to happen?

Do you have contact information for a representative for the landowners of the affected areas? I would like to reach out to them to discuss with them and see if other locals' input aligns with my views on this matter

9 Thank you,

Patrick Evans

Yes, the project team is preparing answers to all questions posed during the public open house that were not answered during the meeting.

I think the western alignment seems the best. I do not like the center alignment. I would worry about

10 too much traffic around the new elementary school.

Tara Sutherlin

Thank you for your input!

Hello,

I listened in to the meeting yesterday and was surprised to hear of a Community Advisory committee in regard to this project. I am interested to know as far as "residential interests" who and how those people were selected. I feel like I look at social media regularly and have definitely been trying to stay involved in this project specifically and had not heard of this committee. I want to feel like the community in this area (600/600) are being included and updated on this project as it directly affects our daily lives. Where is the best place for me to check regularly to know of updates and changes?

11 Thank you,

Sharon Jones

I would like to view the video from the Sept. 8th meeting . How do I access it?

12

Debbie Allen

This additional corridor is absolutely ridiculous. We currently own over a \$500,000 home and it now looks like a road is now going to run straight thru it. Its absolute BS. All this town has to offer now is cheap housing and warehouses. The Town Council has literally wrecked a new town. You should be absolutely ashamed of what you have done to this town. We will be moving. You can live in the ghetto if you like however we are going to move and a lot of my neighbors are also going.

13

Johnna White

In the interest of privacy, we are not at liberty to share individual and private contact information. We do engage with numerous stakeholders throughout the community including the neighborhood groups, the school system, and the chamber of commerce. We have encouraged those individuals to represent this project in the community groups they represent. We'd encourage you to reach out to community groups you're associated with to voice your concerns.

The recording of the public open house presentation and the associated exhibits are posted on the open house website <https://projectmeetingonline.com/plainfield-corridor-study/>.

We appreciate your input. This study is the first step in analyzing what is best for the Town related to the specific project goals of improving local traffic operations, improving safety, and travel time reliability, among others. The Town will use this study to guide decision making in the future as the town continues to grow, but the alignment will be a guide line for now. A future funded project will define the exact location of a corridor.

Good day,

I listened to the seminar twice. It was informative and yet very vague. The biggest problem was that I, as well as my neighbors, could not read any of the maps. It is not possible to enlarge them because they just get worse to read. We live on 300 E on the far east end of Danville. We are very concerned about the direction of the corridor after it leaves Plainfield/Rt 40.

Is there a way to send maps to me that we could read and expand?

14 Thank you.

Donna Lee Poe

The recording of the public open house presentation and the associated exhibits are posted on the open house website <https://projectmeetingonline.com/plainfield-corridor-study/>. This study is focused between US 40 and I-70, but the corridor is being conceptualized to be complementary with adjacent county thoroughfare plans.

I am strongly against the red western corridor route (West of West Fork of White Lick Creek) because it is of no value for the current residents of Plainfield to alleviate traffic and it is of no value to future residents projected growth through 2045 on the East side of creek. I believe the primary beneficiary of this route is the perceived tax revenue for the town of Plainfield. It seems wrong to lower the quality of natural land, lower the value of residential properties, and take land from people for a road. This route has a high capital cost for East/West bridges that should be factored in. Least likely to be used to

15 commute to Indy.

Ed Conder

Thank you for your input!

I like that you all included the green eastern corridor route (East of West Fork of White Lick Creek). This route has the potential to alleviate traffic congestion since commuters traveling East and less South. It also overlaps well with no interchange growth scenario through 2045. I can see the general health of the town needing this in the long term. Please investigate multiple locations along the east side that include exit ramps beginning at SR 267, hybrid with rest area, closing rest area, and just West of Co Rd 675 E with 16 hybrid ramps for rest area.

Ed Conder

Thank you for your input!

and marketed to the citizens of Plainfield as a solution to an east-west "traffic problem". However, it seems as though the underlying objective of having an exit off of I-70 is to make possible a new source of revenue for Plainfield through the re-zoning of land surrounding the new corridor.

I do not believe the Town of Plainfield has been completely transparent with the citizens of Plainfield about the potential negative consequences associated with the "explosive growth" scenario and a new commercial district developed west of Moon Rd. If this question was posed to Plainfield residents, "Do you want your town to have more warehouses?", I believe the overwhelming answer would be "No". Yet, this Corridor evaluation has been positioned as a traffic discussion - and most residents have no idea about the impacts of what could come as a result. Plainfield promotes itself as a Town of Values - one being Respect for the Environment. Yet, there seems to be no appreciation for the beautiful land west of the town which includes unique treasures such as Indian mounds, historic buildings, century-old farms and bald eagles.

I understand that a North-South Corridor could provide some benefit to Plainfield. My concern is this Corridor will enable those in positions of power to

17 push for zoning to make increased revenue possible. Marsha Jay

Thank you for your input!

Corridor Study,
Regardless of which alignment is selected for the new I-70 to US 40 corridor, residential areas will be disrupted, and farmland will eventually be developed. Therefore it is important to consider the purpose of this road and the future of growth in the area. Plainfield is landlocked on the north, south, and east, so most growth will be to the west. On a previous town study, the center of Plainfield was predicted to be Moon Road in 20 or so years. It does not seem logical for a highway exit to be near an elementary school due to traffic and safety concerns. Regional connectivity to the north and south would alleviate traffic on US 40, 267, Highway 36, and Dan Jones Road. The decision of where to put the new corridor should be based on how the area will be functioning in 20-40 years.

18 Thank you,

Chastidy Hall

Thank you for your input!

Thanks for the great public input session!

I'd like to voice my strong support for the proposed corridor to connect at the Rest Area (First choice) or 600 E/Moon Rd. (Second choice). Selfishly, these are the closest routes to my home (in Center Ridge at Hadley & Hall Rd.).

But for the good of ALL western Plainfield residents, I think building the corridor too far to the west (access at 525 E) would be a deterrent. In other words, if we have to drive TOO far west in order to access I-70, we'll just end up going back to 267... which inevitably will continue to get more congested over time.

Also, I know this isn't probably isn't part of the study, but I'd also voice my support for adding an additional left turn from NB 267 to WB Hadley... or constructing a "Michigan Left" on 267 in order to ease backups for us west-bound travelers during the evening rush hour.

Thanks for doing this study and allowing folks like me
19 to comment! Much appreciated!

William Brenneman Thank you for your input!