



CE-4

## APPENDIX G: PUBLIC INVOLVEMENT

February 12, 2021

Sample Notice of Survey Letter

Re: Floyd County Tax Parcel – 63-05-04-200-002.000-001, 63-05-04-200-006.000-001

**NOTICE OF SURVEY**

Dear Property Owner:

HNTB, on behalf of The Indiana Department of Transportation (INDOT), will perform a survey for the proposed project to improve the levels of service on I-64 and I-265 in the project area, defined on I-64 from US 150 to Spring Street and on I-265 from I-64 to Green Valley Road, in Floyd County, Seymour District, Des No. 1900162. A portion of this survey work may be performed on your property in order to provide design engineers information for project design. The survey work will include mapping the location of features such as trees, buildings, fences, drives, ground elevations, etc. The survey is needed for the proper planning and design of this highway project.

At this stage we generally do not know what effect, if any, our project may eventually have on your property. If we determine later that your property is involved, we will contact you with additional information.

Indiana Code 8-23-7-26 allows HNTB, as the authorized employees of INDOT, *Right of Entry* to the project site (including private property) upon proper notification. A copy of a Notice of Survey discussion sheet, as found on INDOT's website (<http://www.in.gov/indot/2888.htm>), is attached to this letter. Pursuant to Indiana Code 8-23-7-27, this letter serves as written notification that we will be performing the above noted survey in the vicinity of your property on or after February 12, 2021.

HNTB employees will show you their identification, if you are available, before coming onto your property.

If you own but are not the tenant of this property (i.e. rental, sharecrop), please inform us so that we may also contact the actual tenant of the property prior to commencement of our work. If you have any questions or concerns regarding our proposed survey work or schedule, please contact the HNTB Project Manager. This contact information is as follows:

William M. Jones  
111 Monument Circle, Suite 1200  
Indianapolis, IN 46204  
(317) 636-4682

Under Indiana Code 8-23-7-28, you have a right to compensation for any damage that occurs to your land or water as a result of the entry or work performed during the entry. To obtain such compensation, you should contact the Seymour District Real Estate Manager; contact information is below. The District Real Estate Manager can provide you with a form to request compensation for damages. Once you fill out this form, you can return it to the District Real Estate Manager for consideration. If you are not satisfied with the compensation that INDOT determines is owed to you, Indiana Code 8-23-7-28 provides the following:

The amount of damages shall be assessed by the county agricultural extension educator of the county in which the land or water is located and two (2) disinterested residents of the county, one (1) appointed by the aggrieved party and one (1) appointed by the department. A written report of the assessment of damages shall be mailed to the aggrieved party and the department by first class United States mail. If either the department or the aggrieved party is not satisfied with the assessment of damages, either or both may file a petition, not later than fifteen (15) days after receiving the report, in the circuit or superior court of the county in which the land or water is located.

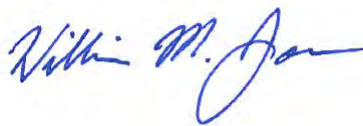
If you have questions regarding the rights and procedures outlined in this letter, please contact the Indiana Department of Transportation Central Office. This contact information is as follows:

1-855-INDOT4U (463-6848)  
www.INDOT4U.com

Thank you in advance for your cooperation in this matter.

Sincerely,

HNTB Corporation

A handwritten signature in blue ink that reads "William M. Jones". The signature is written in a cursive style.

William M. Jones

Supervisory Survey Technician – Field Crew Coordinator



June 10, 2021

Sample Notice of Survey Letter

Re: Floyd County Tax Parcel – [Parcel Number(s)]

**NOTICE FOR SURVEY OR INVESTIGATION**

Dear Property Owner or Resident:

HNTB, on behalf of the Indiana Department of Transportation (INDOT), will perform a survey for the proposed improvement I-64 and I-265 in Floyd County, Indiana, Des No. 1900162. Our information indicates that you own property near this proposed transportation project. It may be necessary for HNTB to enter your property to complete this work. This is permitted under Indiana Code § 8-23-7-26. Anyone performing this type of work has been instructed to identify him or herself to you, if you are available, before they enter your property. If you no longer own this property or it is currently occupied by someone else, please let us know the name of the new owner or occupant so that we can contact them about the survey.

**Please read the attached notice to inform you of what the “Notice of Entry for Survey or Investigation” means.** The survey work may include the identification and mapping of wetlands, archaeological investigations (which may involve the survey, testing, or excavation of identified archaeological sites), and various other environmental studies. The information we obtain from such studies is necessary for the proper planning and design of this highway project.

If any problems do occur, please contact: Kia Gillette; 111 Monument Circle, Suite 1200, Indianapolis, IN 46204; (317) 917-5240; or [kgillette@hntb.com](mailto:kgillette@hntb.com).

Please be aware that you have the right to request any or all artifacts collected from your property. If you do not ask that artifacts be returned to you, all recovered archaeological material will be curated at a state-approved Qualified Curation Facility. If you wish to have artifacts returned to you, please call or email Shaun Miller at 317-233-6795 or [smiller@indot.in.gov](mailto:smiller@indot.in.gov).

It is our sincere desire to cause as little inconvenience as possible during this survey, and we thank you in advance for your cooperation.

Sincerely,  
HNTB Corporation

Kia M. Gillette  
Environmental Project Manager

March 31, 2022

**Sample Notice of Survey Letter**

Re: Floyd County Tax Parcel – 22-04-03-000-316.000-006

**NOTICE FOR SURVEY OR INVESTIGATION**

Dear Property Owner or Resident:

HNTB, on behalf of the Indiana Department of Transportation (INDOT), will perform a survey for the proposed improvement I-64 and I-265 in Floyd County, Indiana, Des No. 1900162. Our information indicates that you own property near this proposed transportation project. It may be necessary for HNTB to enter your property to complete this work. This is permitted under Indiana Code § 8-23-7-26. Anyone performing this type of work has been instructed to identify him or herself to you, if you are available, before they enter your property. If you no longer own this property or it is currently occupied by someone else, please let us know the name of the new owner or occupant so that we can contact them about the survey.

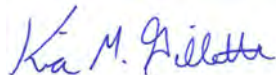
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It is our sincere desire to cause as little inconvenience as possible during this survey, and we thank you in advance for your cooperation.

Sincerely,  
HNTB Corporation



Kia M. Gillette  
Environmental Project Manager

April 7, 2022

**Sample Notice of Survey Letter**

Re: Floyd County Tax Parcel – 22-05-03-300-357.000-008

**NOTICE FOR SURVEY OR INVESTIGATION**

Dear Property Owner or Resident:

HNTB, on behalf of the Indiana Department of Transportation (INDOT), will perform a survey for the proposed improvement I-64 and I-265 in Floyd County, Indiana, Des No. 1900162. Our information indicates that you own property near this proposed transportation project. It may be necessary for HNTB to enter your property to complete this work. This is permitted under Indiana Code § 8-23-7-26. Anyone performing this type of work has been instructed to identify him or herself to you, if you are available, before they enter your property. If you no longer own this property or it is currently occupied by someone else, please let us know the name of the new owner or occupant so that we can contact them about the survey.

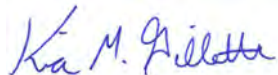
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It is our sincere desire to cause as little inconvenience as possible during this survey, and we thank you in advance for your cooperation.

Sincerely,  
HNTB Corporation



Kia M. Gillette  
Environmental Project Manager



August 5, 2022

Sample Notice of Survey Letter

Re: Floyd County Tax Parcel –

**NOTICE FOR SURVEY OR INVESTIGATION**

Dear Property Owner or Resident:

HNTB, on behalf of the Indiana Department of Transportation (INDOT), will perform a survey for proposed improvements on I-64 and I-265 in Floyd County, Indiana, Des No. 1900162. Our information indicates that you own property near this proposed transportation project. It may be necessary for HNTB, or their subcontractors, to enter your property to complete this work. This is permitted under Indiana Code § 8-23-7-26. Anyone performing this type of work has been instructed to identify him or herself to you, if you are available, before they enter your property. If you no longer own this property or it is currently occupied by someone else, please let us know the name of the new owner or occupant so that we can contact them about the survey.

**Please read the attached notice to inform you of what the “Notice of Entry for Survey or Investigation” means.** The survey work may include the identification and mapping of wetlands, archaeological investigations (which may involve the survey, testing, or excavation of identified archaeological sites), and various other environmental studies. The information we obtain from such studies is necessary for the proper planning and design of this highway project.

If any problems do occur, please contact: Kia Gillette; 111 Monument Circle, Suite 1200, Indianapolis, IN 46204; (317) 917-5240; or [kgillette@hntb.com](mailto:kgillette@hntb.com).

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It our sincere desire to cause as little inconvenience as possible during this survey, and we thank you in advance for your cooperation.

Sincerely,  
HNTB Corporation

Kia M. Gillette  
Environmental Project Manager



**Original Community Advisory Committee (CAC) Invitees:**

- Caesar's Southern IN – Brad Seigel, General Manager
- City of Clarksville – Ryan Ramsey, Clarksville Town President
- City of Jeffersonville – Amy Huffman, Community Affairs Liaison
- City of New Albany – Scott Wood, Director and Zoning Officer
- City of New Albany – Cheryl Cotner, Assistant to Mayor Gahan
- Community Action of Southern Indiana – Phil Ellis, Executive Director
- Community Foundation of Southern Indiana – Linda Speed, President & CEO
- Develop Louisville/Louisville Metro Government – Jeff O'Brien, Director
- Develop Louisville/Louisville Metro Government – Michael King
- Develop Louisville/Louisville Metro Government – Dirk Gowin
- Develop New Albany – Mary Gesenhues, Board member
- First Southern Floyds Knobs Baptist Church – Gary Yochum, Interim Pastor
- Floyd County Historian – David Barksdale, Historian
- Floyd County YMCA – Jeff Jaehnen, District Executive Director
- Floyds Knobs Community Club – Julie Hensley, Rental Coordinator
- Georgetown Southern Baptist Church – Steve Cline, Pastor
- GLI – Charles Helms, Director of Economic Development
- Holy Family School – Amy Huber, Principal
- Indiana Motor Truck Association – Barbara Smithers, Vice President
- Indiana Small Business Development Center – Jon Myers, Regional Director
- IU Southeast – Steve Miller, Chief of Police and Safety
- IU Southeast – Travis Huntley, Lieutenant
- IU Southeast – Deven Estes, Sergeant
- Ivy Tech – Michael Denny, Workforce Development Consultant
- Jeffersonville Urban Enterprise Assoc. – Les Merkley, City of Jeffersonville Legal Counsel/Staff Member of JUEA
- Kentucky Trucking – Melissa Zink, Director of Communications
- Leadership Southern Indiana – Chris Carruthers, Program Coordinator
- Leadership Southern Indiana – Beth Reedy, Events and Engagement Coordinator
- Louisville Metro – Stephanie Isaacs
- New Albany High School – Dr. Michelle Ginkins, Principal
- New Albany Housing Authority – David Duggins, Executive Director
- New Albany Urban Enterprise Zone – Tonya Fischer, Manager
- New Albany/Floyd Co. Schools – Samantha Pitts, Director of Student Programs and Cultural Responsiveness
- One Southern Indiana – Wendy Dant Chesser, President & CEO
- One Southern Indiana – Matt Hall, Executive Vice President
- Parkway Southern Baptist Church New Albany – Brian Omerso, Senior Pastor
- River Ridge Commerce Center – Josh Staten, Director of Business Development
- Rotary Club of New Albany – Joseph Glover, President
- Scribner Middle School – Larissa Williams, Assistant Principal
- St Elizabeth's Catholic Charities – Mark Casper, Agency Director
- UPS – Jeff Wafford, Director of Public Affairs
- Wesley Chapel United Methodist – Tony Alstott, Lead Pastor

*\*Some original invitees may have changed positions.*



855-INDOT4U (1-855-463-6848)  
[INDOT4U.com](http://INDOT4U.com)





**Additional Community Advisory Committee (CAC) Invitees:**

- Baptist Health Floyd – Chris Morris, Regional Marketing Manager
- East Spring Street Neighborhood Organization – Greg Roberts
- First Southern Floyds Knobs Baptist Church – Coye Still, Lead Pastor
- Floyd County Indiana Township Trustee – David Brewer, New Albany Trustee
- New Albany Floyd County Schools – Eric Reid, Director of Transportation
- New Albany Police Department – Todd Bailey, Chief of Police
- Purdue Extension Office – Angel Jackson, Floyd County Soil and Water Conservation District
- Purdue Extension Office – Gina Anderson, Purdue University Extension Educator



855-INDOT4U (1-855-463-6848)  
[INDOT4U.com](http://INDOT4U.com)



# Meeting Minutes

**Meeting Description:** COMMUNITY ADVISORY COMMITTEE (CAC) MEETING #1

**Meeting Date:** Tuesday, Aug. 3, 2021, 10 am to 11 am

**Location:** Virtual/Via Zoom

**Attendees:**

Name	Organization	Name	Organization
Matt Hall	One Southern Indiana	Kari Carmany-George	FHWA
Barbara Smithers	IN Motor Truck Association	Eryn Fletcher	FHWA
Steve Cline	Georgetown Southern Baptist Church	Greg Prince	INDOT
Michael King	Develop Louisville	Annie Walker	INDOT
Brad Seigel	Caesars Southern Indiana	Kyanna Wheeler	INDOT
Sharon Jones	New Albany/Floyd County Schools	Laura Hilden	INDOT
Scott Wood	City of New Albany	Bob Tally	INDOT
Joseph Ham	City of New Albany	Terri Fair	INDOT
Jeff Jaehnen	Floyd County YMCA	Dan Thatcher	Project Team, HNTB
Joe Glover	Rotary Club of New Albany	Tim Miller	Project Team, HNTB
Deven Estes	IU Southeast	Kia Gillette	Project Team, HNTB
Stephen Miller	IU Southeast	Kym Caird	Project Team, HNTB
Berry Craig	Project Team, C2 Strategic	Mindy Peterson	Project Team, C2 Strategic
Nicole Childress	Project Team, C2 Strategic	Drew Roberts	Project Team, C2 Strategic

**Presenters:**

Tim Miller, Public Involvement Lead, HNTB  
 Dan Thatcher, Project Manager, HNTB  
 Kia Gillette, Environmental Lead, HNTB

**I. Welcome**

Tim Miller (TM) welcomed the group, provided an overview of the virtual meeting, encouraged comments throughout the presentation and introduced presenters and Project Team members.

**II. Purpose of Meeting/Role of CAC**

TM told the group the purpose of the meeting is to introduce the Improve 64 project, receive feedback and answer questions from Community Advisory Committee (CAC) members. He also explained the CAC serves as a link to the community, sharing project information, providing feedback and serving as a sounding board throughout the project.

**III. Project Overview**

Dan Thatcher (DT) provided an overview of Improve 64, first discussing the investment INDOT is making in the region. Over 65 projects with construction costs totaling over \$400 million are planned for construction in the next five years in Floyd and Clark counties.



A map was shared of the project area. The project includes improvements on I-64 from US 150 to Spring Street in New Albany. Additional work is anticipated on I-265 from I-64 to Green Valley Road and US 150 from I-64 to the area near Old Vincennes Road. Insufficient capacity results in congestion on I-64 and I-265, especially during a.m. and p.m. peak hours. This results in slow travel speeds, intermittent slowing and stopping and a high frequency of rear-end and sideswipe crashes. DT explained the range for the Level of Service (LOS), A to F. He offered examples and shared maps to show the current LOS and the degrading LOS in 25 years if no improvements are made with an expanded area of LOS F. The purpose of Improve 64 is to reduce congestion and improve traffic flow in the project area. The goal is a minimum LOS D (stable traffic flow), where possible. LOS D is busy, but traffic is flowing – similar to rush hour.

DT also outlined expected project improvements including added travel lanes, pavement replacement, bridge replacement and rehabilitation, updated drainage and more. He highlighted one key improvement is to reconfigure the I-64/I-265 interchange, moving the left-hand exit to the right to prevent weaving and improve safety. Minimal right of way is expected for the project improvements.

DT explained that the existing number of lanes in each direction on I-64 and I-265 would be maintained during the majority of construction. He outlined the intermittent and short-term closures anticipated and said a Transportation Management Plan (TMP) would be developed in coordination with area stakeholders including emergency responders.

TM paused and asked for questions from the group. Joe Glover (JG) asked if improvements were planned for State Street ramps. DT said work is planned for the bridges, but there are currently no plans for ramp changes. The Project Team will take a closer look at the area.

Scott Wood (SW) talked about the difficulty of merging from I-265 W to I-64 E. DT said the highway was built with older design criteria. Improvements will satisfy today's criteria and include longer merge distances, sight line improvements and more.

#### **IV. Environmental Study**

Kia Gillette (KG) provided an overview of the environmental study that is underway. The National Environmental Policy Act (NEPA) requires federal agencies to assess environmental effects of their projects before making decisions. This includes impacts to human and natural environments including cultural resources, wetlands and streams, endangered species, noise and more. Public involvement is a key part of the process and will include public information meetings this fall and likely in fall 2022. A public hearing and formal comment period are expected in early 2023. In addition to the CAC, an Environmental Justice Working Group (EJ WG) has been formed to provide input on the study, especially issues affecting low-income or minority populations.

A project website (Improve64.com) is in development and project information will be shared on INDOT Southeast social media channels (Facebook and Twitter).

A project schedule was shared showing construction starting in summer 2024.

KG paused for questions. Stephen Miller (SM) asked how long construction is expected to take. KG indicated two years.

#### **V. CAC Feedback and Questions**

KG shared a list of all invited CAC and EJ members and asked for input from meeting attendees. SM suggested Todd Bailey, New Albany Police Department, be included in the CAC. JG suggested David Brewer, New Albany Trustee. SW suggested the Salvation Army of New Albany be included in the EJ WG.

When asked about meeting content, SM indicated the maps are detailed and MOT information was helpful. Barbara Smithers (BS) asked if any issues are anticipated with commerce and the trucking industry or any possible truck detours. KG said the Project Team will take a closer look at traffic modeling and at this point there are no planned truck detours. KG asked if BS becomes of any concerns from the trucking industry to please coordinate with the Project Team.

## Improve 64 Meeting Minutes – CAC Meeting #1

SW suggested underpass work be coordinated and staggered. DT indicated it would be.

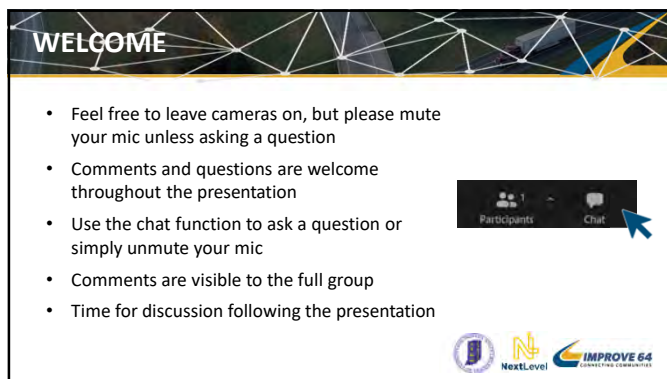
The CAC is expected to meet again in early 2022 and late 2022. Members indicated a preference of virtual or in-person would depend on COVID guidelines at the time. JG asked about the experience of the Project Team. KG indicated the convenience of virtual tends to lead to higher participation, but in-person meetings foster more discussion. CAC meetings are expected to take part during workday hours. Stephen Miller (SM) indicated he would be happy to host in-person meetings at IU Southeast.

Matt Hall (MH) asked if a copy of the presentation would be shared. KG indicated the PowerPoint and meeting summary will be shared with attendees and meeting invitees.

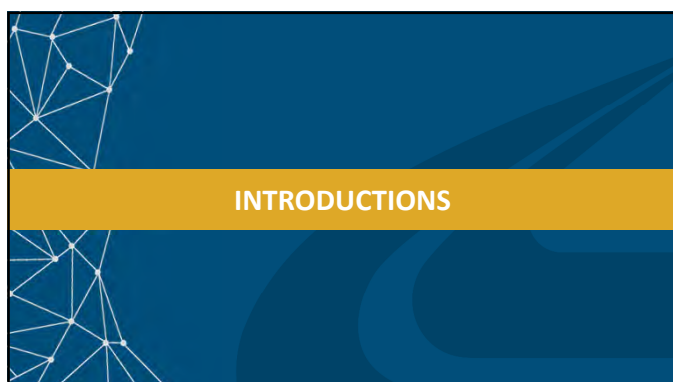
TM thanked members for their time and input and said additional questions or feedback could be directed to him or KG.



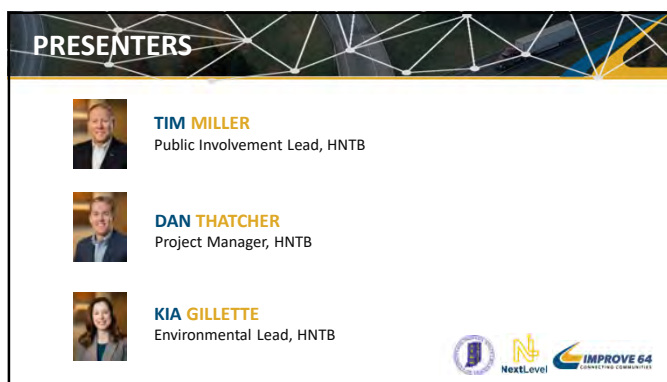
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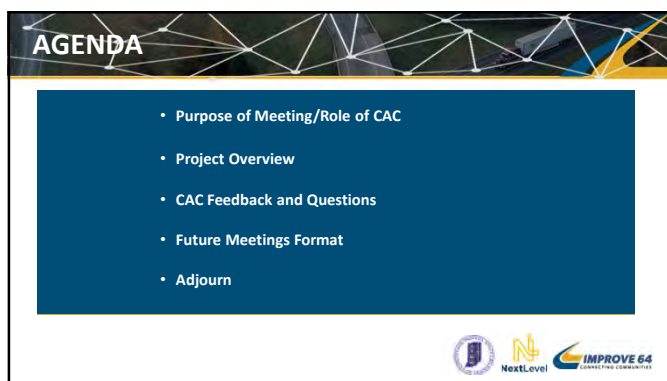
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## Purpose of Meeting/Role of CAC

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### PURPOSE OF MEETING



- Introduce Improve 64 Project to CAC members
- Receive feedback and answer questions from CAC members



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### ROLE OF CAC

- Meets 2-3 times during project development
- Provides input throughout the NEPA process
- Serves as a sounding board for study information and choices
- Facilitates collaborative problem solving, discussion of specific issues
- Serves as a link to the community, sharing project information



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## PROJECT OVERVIEW

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### REGIONAL INVESTMENT

- INDOT is making substantial transportation infrastructure investments in Southern Indiana
- Over 65 projects, with construction costs totaling over \$400 Million are planned for construction in the next 5 years in Floyd and Clark Counties
- Improve 64 is just one of those projects and the focus of the meeting today

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### IMPROVE 64 PROJECT AREA



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## I-64 CORRIDOR NEEDS

- Insufficient freeway capacity in the vicinity of the I-64/I-265 interchange resulting in:
  - Congestion on I-64 and I-265 during a.m. and p.m. peak hours
  - Slow travel speeds
  - Poor Level of Service (LOS)
  - Intermittent queueing (slowed/stopped)
  - High freq. of rear-end and sideswipe crashes

**LOS A**  
Traffic is free-flowing with almost complete freedom to maneuver.


**LOS B**  
Traffic is reasonably free-flowing with slightly reduced freedom to maneuver.

**LOS C**  
Traffic is stable, but freedom to maneuver is noticeably restricted.

**LOS D**  
Traffic flow is stable, but freedom to maneuver is more noticeably restricted. Small incidents can result in reduced speeds and backups.

**LOS E**  
Traffic flow is unstable with reduced speeds and no gaps between vehicles. Small incidents cause major backups.


**LOS F**  
Traffic flow has broken down. Traffic volumes are high with long backups and stop-and-go conditions.



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## I-64 CORRIDOR DRAFT PURPOSE

The purpose of the project is to reduce congestion and improve traffic flow on I-64 from the SR 62/64 to Spring Street interchanges and on I-265 from I-64 to State Street. The goal is a minimum of LOS D, where possible.



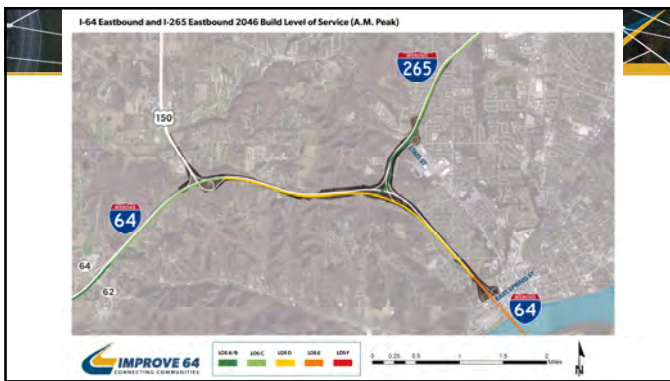
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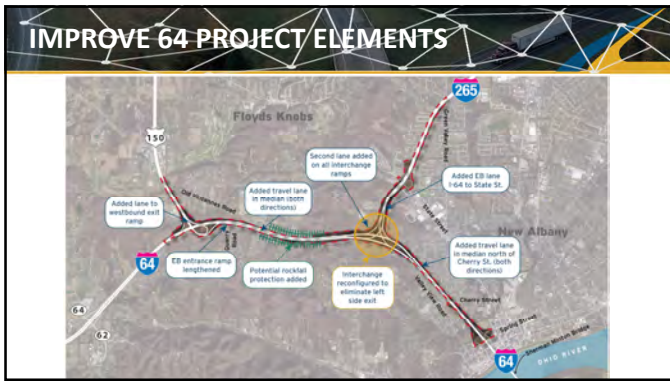
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## IMPROVE 64 PROJECT ELEMENTS

- Add travel lane on I-64 between US 150 and Cherry St.
- Add travel/auxiliary lane on EB I-265 from I-64 to State St.
- Reconfigure I-64/I-265 interchange to remove left hand exit
- Replacement/rehabilitation of pavement on I-64 and I-265
- Replace/rehabilitate and widen bridges
- Update drainage structures
- Add and replace signs and lights
- Potential rock fall protection
- Minimal new right-of-way anticipated



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### MAINTENANCE OF TRAFFIC

Work zone safety for the contractor, INDOT inspectors, and traveling public is #1 goal

**I-64/I-265**

- Maintain existing # of lanes in each direction during majority of construction
- Intermittent lane and shoulder restrictions on I-64/I-265 will be required

**Interchanges**

- Short term ramp closures at US 150, State St., and Spring St. are possible
- Nighttime closures may be required for construction of I-265 ramps

**Local Streets**

- Quarry Rd., Captain Frank Rd., and Cherry St. may be closed for bridge construction

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### TRANSPORTATION MANAGEMENT PLAN (TMP)

- TMP is an overall strategy to accommodate traffic during road work
- Minimizes adverse impacts and maximizes safety and mobility
- TMP Team includes INDOT, design team, state police, emergency responders, local officials, etc.
- Design team will reach out to engage stakeholders soon

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### ENVIRONMENTAL STUDY

- National Environmental Policy Act (NEPA)
  - Requires federal agencies to assess environmental effects of actions prior to making decisions
- Environmental document
  - Summarizes impacts to both human and natural environment
    - Cultural resources
    - Noise
    - Wetlands and streams
    - Threatened and endangered species

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### PUBLIC INVOLVEMENT

**Public Information Meetings**

- Fall 2021
- Fall 2022
- Virtual/In-person options

**Public Hearing/Comment Period**

- Early 2023

**Environmental Justice Working Group**

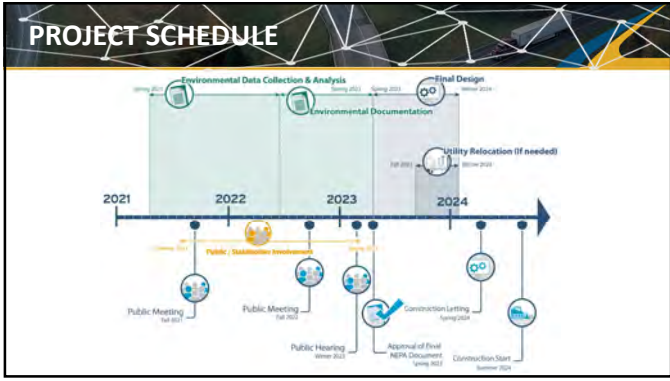
**Website**

- Improve64.com (under development)

**Social Media**

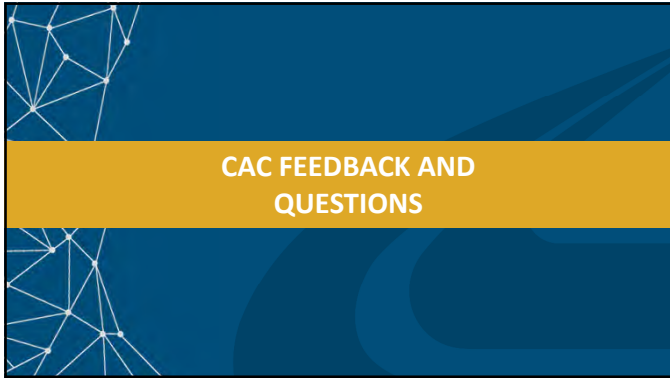
- INDOT Southeast Facebook and Twitter

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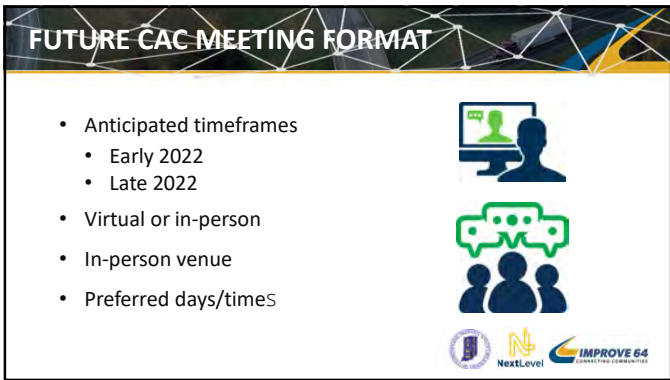
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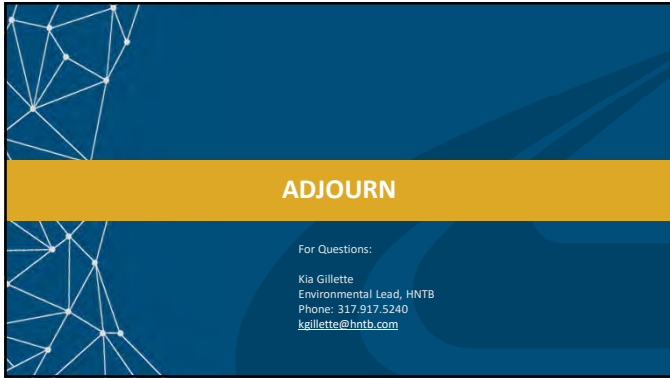
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# Meeting Minutes

**Meeting Description:** COMMUNITY ADVISORY COMMITTEE/ENVIRONMENTAL JUSTICE WORKING GROUP

**Meeting Date:** Tuesday, Aug. 9, 2022, 10:30 a.m. to 12:00 p.m.

**Location:** Scribner Middle School

**Attendees:**

Name	Organization		Name	Organization
Samantha Pitts	New Albany/Floyd Co. Schools		Erin Goodlett	St. Elizabeth Catholic Charities
Dirk Gowin	Louisville Metro Government		Rob Monsma	Center for Neighborhoods
Scott Wood	City of New Albany Plan Commission		Dave Barksdale	Floyd County Historian
Michael Denny	Ivy Tech		Larry Summers	New Albany City Engineer
John Rosenbarger	City of New Albany		Natalie Garrett	INDOT
Greg Prince	INDOT		Kevin Sears	INDOT
Bob Tally	INDOT		Kyanna Wheeler	INDOT
Dan Thatcher	Project Team HNTB		Kia Gillette	Project Team, HNTB
Tim Miller	Project Team, HNTB		Stacey Osburn	Project Team HNTB
Mallory Duncan	Project Team, HNTB		Emma Collins	Project Team, C2 Strategic

**Presenters:**

- Tim Miller, Public Involvement, HNTB
- Dan Thatcher, Project Manager, HNTB
- Kia Gillette, Environmental Lead, HNTB

**I. Welcome**

Tim Miller (TM) welcomed the group, provided an overview of the meeting, encouraged comments throughout the presentation and introduced presenters and Project Team members.

**II. Project Overview**

Dan Thatcher (DT) told the group the purpose of the meeting is to provide an update on the Improve 64 project, receive feedback and answer questions from Community Advisory Committee (CAC) and Environmental Justice Working Group (EJ WG) members. DT provided an overview of INDOT’s investment in Southern Indiana, noting that it plans to spend over \$400 million in construction projects in Floyd and Clark Counties with Improve 64 as part of that investment. He also discussed the project’s purpose and need to address insufficient freeway capacity and deteriorating pavement by reducing congestion, improving traffic flow and updating the pavement conditions. DT explained the range for the Level of Service (LOS), A to F. The goal is a minimum LOS D which is busy, but traffic is flowing. DT provided LOS maps of the project area today, in 2046 with no build and an improved condition in 2046.

DT also provided details on the project elements with maps. These improvements included added travel lanes on I-64 in both directions from US 150 to Cherry Street; replacing, rehabilitating and widening bridges; replacing or rehabilitating pavement; updating drainage structures; adding and replacing signs, pavement markings and lighting; and with minimal



anticipated right of way. With an emphasis on work zone safety, DT provided an overview of the maintenance of traffic goals and Transportation Management Plan (TMP).

### **III. Environmental Review Process**

Kia Gillette (KG) provided an overview of the environmental study that is underway. The National Environmental Policy Act (NEPA) requires federal agencies to assess environmental effects of their projects before making decisions. This includes impacts to human and natural environments including cultural resources, wetlands and streams, endangered species, noise and more.

KG also discussed the upcoming noise analysis that is required per INDOT's 2017 Traffic Noise Analysis Procedure (INDOT's Noise Policy). She explained that noise analysis will identify noise impacts and locations of possible barriers. INDOT also considers community input when determining if noise barriers are built. Noise surveys and public meetings are anticipated September/October 2022.

KG explained that environmental justice (EJ) is the fair treatment and meaningful involvement of all people regardless of race or income. For the Improve 64 project, EJ refers to how the project may impact or benefit low-income and minority communities. EJ communities will continue to be engaged throughout the project. KG walked attendees through the boards outlining where census data identifies EJ communities and asked attendees to provide any feedback on missing areas. KG detailed the timeline of this engagement, which includes the first CAC/EJWG meeting on August 3, 2021; the meeting today, the upcoming public meeting on August 17, 2022. The next CAC/EJWG meeting is anticipated in Fall 2023.

KG detailed what the project team learned at the first EJ WG meeting, including the need for more West Louisville representation; the importance of explaining with EJ means, and the need for transparency on road closures. At the first EJ WG meeting, attendees generally agreed with low-income and minority communities identified based on census data. In response to EJ WG input, INDOT has reached out to more than 50 additional organizations/individuals (including many in West Louisville), inviting them to be a member of the EJ WG and participate in the second meeting as well as providing fliers for the public meeting. A public notice was published in the local newspaper, social media posts made announcing the public meeting, more than 12,000 postcards were mailed to adjacent and nearby zip codes, and more than hard copy 1,500 fliers were distributed to grocery stores, community centers, apartment complexes and other locations within the community. Fliers in English and Spanish were distributed. KG asked if the project team should translate project materials into other languages and attendees were not aware of any other languages that would be helpful.

### **IV. Anticipated Schedule**

TM walked the attendees through the anticipated schedule for the project. The project is currently in the preliminary design and environmental review phase. A public hearing is anticipated in Fall 2023. Final design is expected Fall 2024 with construction letting Fall 2024 and construction starting late 2024. The majority of construction is expected to occur in 2025 and 2026. The project is expected to be substantially completed by late 2026.

### **V. Public Comments**

TM discussed the current public comment period. He noted that formal comments will be accepted through September 2, 2022. An additional official comment period will also be available in liaison with the Fall 2023 public hearing. He noted that all comments will be considered and addressed in the final environmental document. TM detailed the avenues for public comment, including verbal comments and comment forms at the public meeting, email, hard copy by U.S. mail. He noted that formal comments will be accepted through September 2, 2022.

TM also highlighted the newly launched Improve 64 website, [Improve64.com](http://Improve64.com).

### **VI. Discussion**

When asked about the westbound (WB) I-265 left-side exit to I-64 eastbound (EB), DT explained that layout meets driver expectation since I-265 came to a T at I-64. INDOT will be adding a lane to each interchange ramp to assist with traffic flow.

Attendees asked about the opportunity to address traffic on I-265 past the current project limits. DT shared that INDOT is considering those potential changes as it evaluates an expansion plan that looks at the totality of all projects and the available budget. DT also shared that the Improve 64 modeling indicates that the changes will improve the level of service and lessen the back up in this area.

DT also assured attendees that school calendars and bus routes will be considered when developing TMP plans. Attendees noted that if Cherry Street and Captain Frank Road are closed at the same time, it would shut down neighborhood access.

When discussing maintenance of traffic on interchange ramps, DT shared that INDOT will be adding a lane on the ramps, but they will likely remain open during construction without hard closures. DT also shared the project includes adding concrete restoration on the Spring Street ramps. Transit routes will be considered during the development of the TMP.

TARC was suggested as a good resource for their users and communicating to residents. KG shared that a TARC representative was invited to this meeting but unable to attend. KIPDA may also have information regarding EJ communities.

A question was raised about local street access. DT shared short-term closures may occur for certain construction activities and any local detour routes will be identified.

An attendee asked whether INDOT has considered a dual left turn at State Street. DT shared that it has and would be coordinated further with district traffic as a potential future separate project.

The question was raised whether INDOT would consider including signage along the interstate indicating the historic downtown, similar to Madison. The project team noted that the sign process is in its preliminary stages and the request would be noted.

When asked about Section 106 and historic properties, KG noted that the project team is determining the project's effects on the eight identified historic properties and drafting the effects report now.

An attendee noted that some Louisville residents may not travel to the public meeting and noted that they would benefit from boards and information being available at the Walmart and Kroger on State Street, as well Portland Branch Library, Shawnee Library, Shawnee Community Center and Portland Community Center. The project team plans to reach out to these locations to provide materials and information.

TM thanked members for their time and input and said additional questions or feedback could be directed to him or KG.



Welcome & Introductions

 **TIM MILLER**  
Public Involvement Lead, HNTB

 **DAN THATCHER**  
Project Manager, HNTB

 **KIA GILLETTE**  
Environmental Lead, HNTB

Agenda

Where We Are

Question 1

Agenda

- Project Overview
- Environmental Review Process
- Anticipated Schedule
- Public Comments
- Discussion



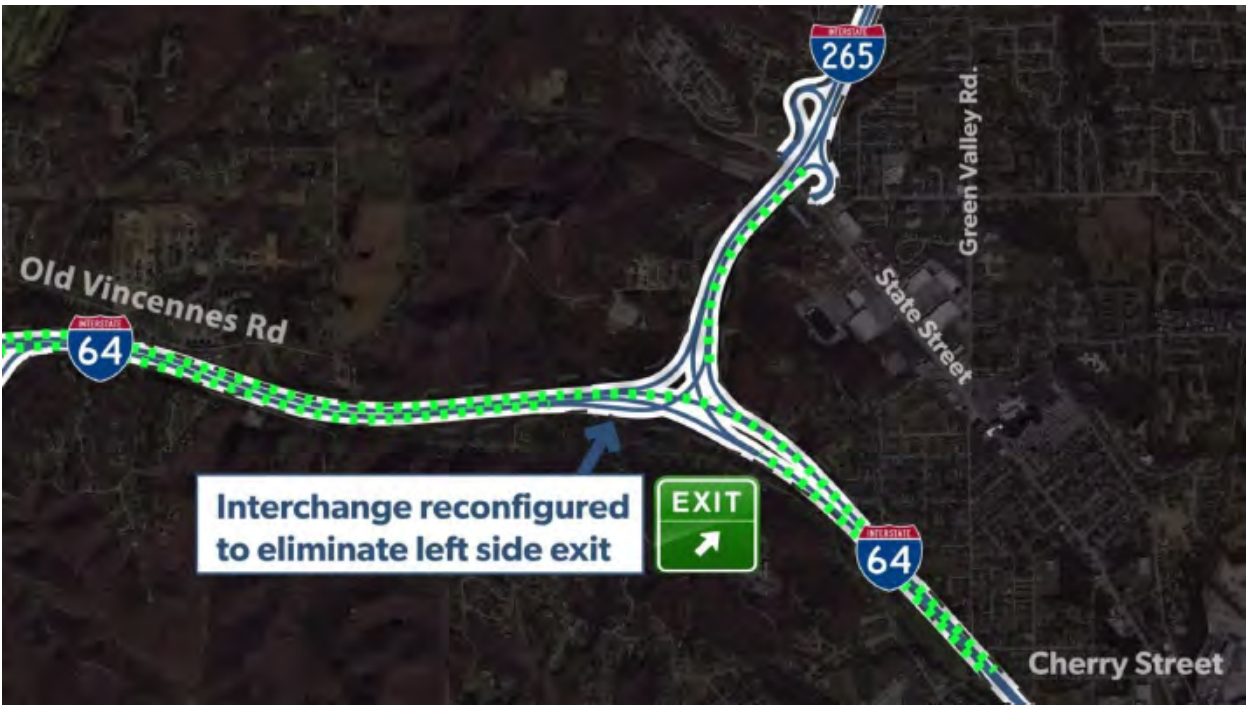
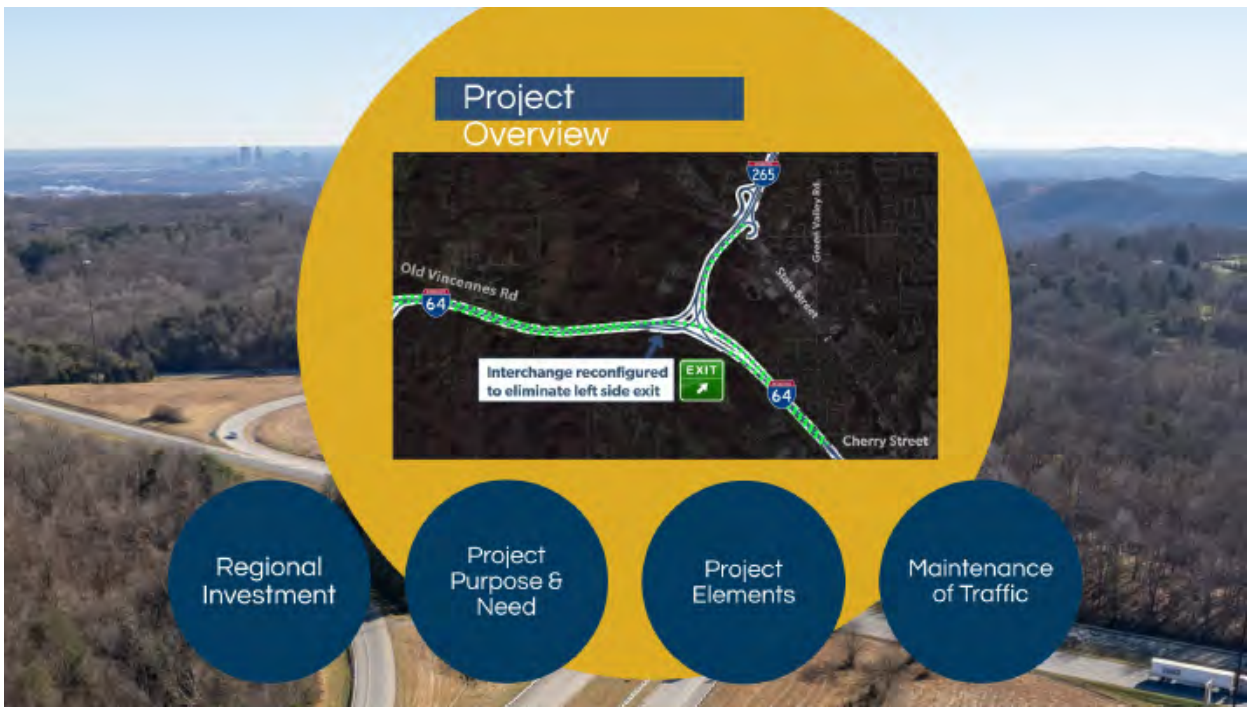
Where We Are

- Met with CAC/EJWG in early August, 2021
- Investigated alternatives for the corridor
- Continuing preliminary design
- Completing environmental field investigations

Question 1

"What would you like to learn about this project?"







## Regional Investment



- INDOT is making substantial transportation infrastructure investments in Southern Indiana
- Throughout the next 5 years, INDOT plans to spend over \$400 million in construction projects in Floyd and Clark counties
- Improve 64 is a portion of that investment

## Project Need

- Insufficient freeway capacity
- Deteriorating pavement



## Project Purpose

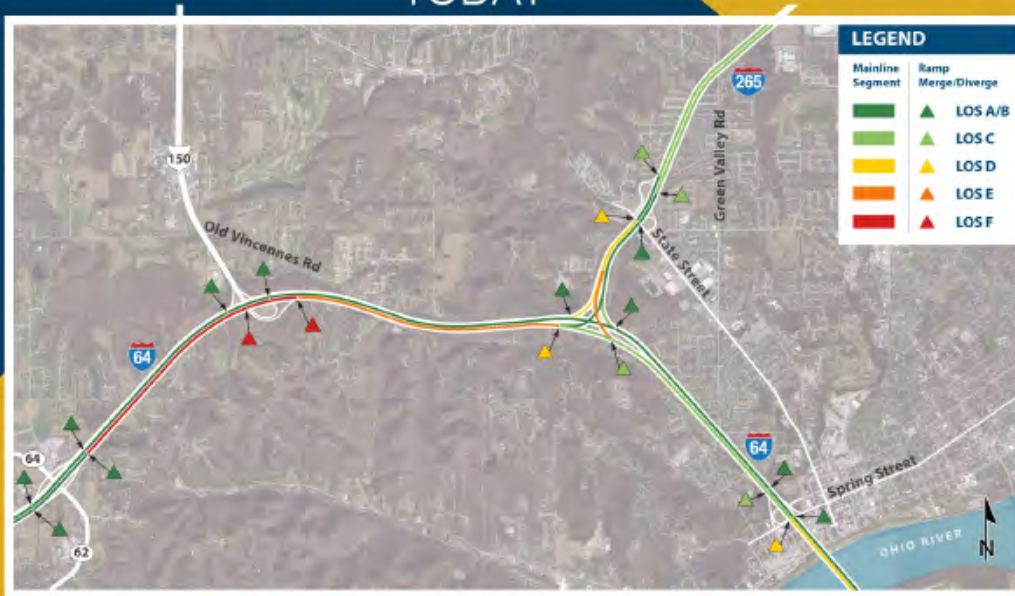
- Reduce congestion
- Improve traffic flow
  - GOAL: Minimum level of service (LOS) D
- Improve pavement condition of I-64 and I-265

TODAY

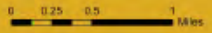
NO  
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2046

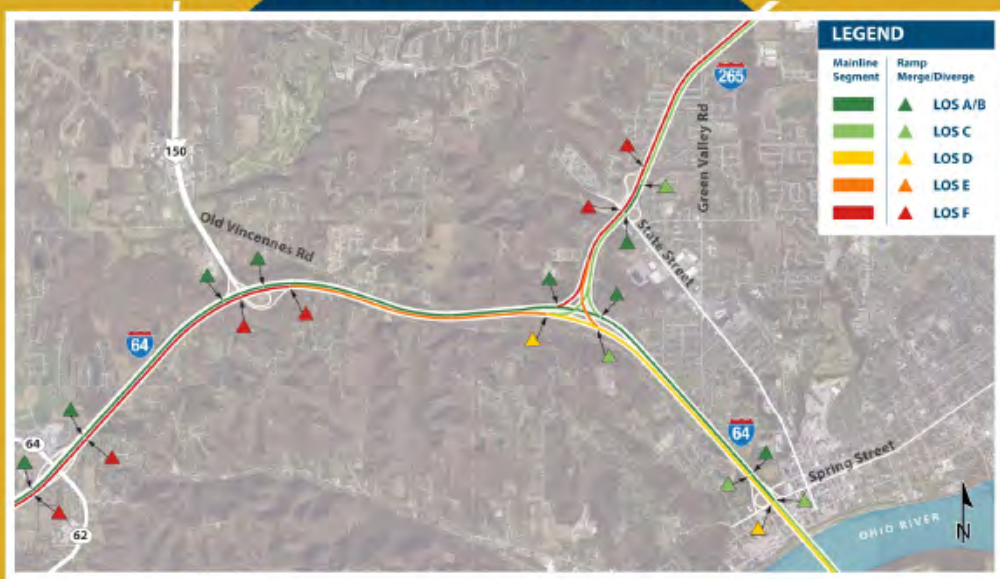
# TODAY



2019 Peak - AM



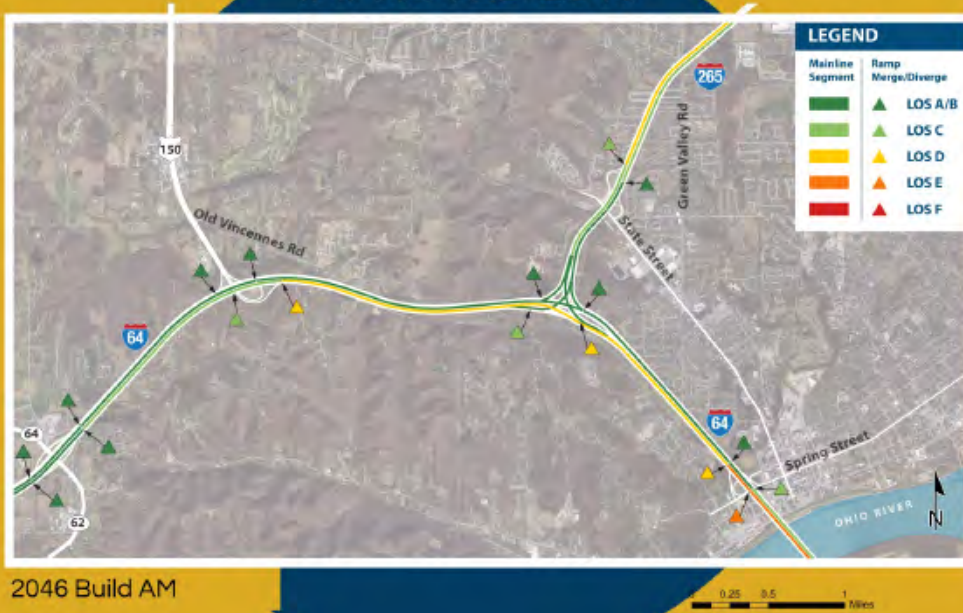
# NO BUILD 2046



2046 No Build AM



# IMPROVED 2046



2046 Build AM

## Project Elements



- Added travel lanes on I-64 in both directions from U.S. 150 to Cherry Street
- Replace/rehabilitate and widen bridges
- Replace/rehabilitate pavement
- Update drainage structures
- Add and replace signs and lights
- Minimal new right-of-way anticipated

A closer look

# Added Travel Lanes



## Maintenance of Traffic Goals



Work zone safety is the #1 goal - for public and construction.

### I-64/I-265

- No long term interstate closures
- Maintain two lanes in each direction during peak periods

### Interchanges

- Short term ramp closures during off peak hours
- Possible ramp closures and detours

### Local Streets

- Quarry Rd., Captain Frank Rd., Spring St., State St. and Cherry St. may be intermittently closed for bridge construction

## Transportation Management Plan (TMP)



- TMP Team includes INDOT, design team, state police, emergency responders, local officials, etc.
- An overall strategy to accommodate traffic during road work
- Minimizes adverse impacts and maximizes safety and mobility

## Environmental Review Process



- National Environmental Policy Act (NEPA)
  - Requires federal agencies to assess environmental effects of actions prior to making decisions
- Environmental document
  - Impacts to both human and natural environment
    - Cultural resources
    - Noise
    - Wetlands and streams
    - Threatened and endangered species
    - Environmental justice

Noise

Environmental Justice

Public Involvement

## Noise

- A noise analysis is required per INDOT's 2017 Traffic Noise Analysis Procedure (INDOT Noise Policy)
- Noise analysis will identify noise impacts and locations of possible barriers
- INDOT considers community input when determining if noise barriers are built
- Noise surveys and public meeting anticipated September/October 2022

## Environmental Justice

Fair treatment and meaningful involvement of all people regardless of race or income.

Public meeting: August 17, 2022

First CAC/ EJWG meeting: August 3, 2021

Next CAC/ EJWG meeting: Fall, 2023

- What we learned
- What we did
- Reaching out

## What we learned



Include more West Louisville representation



Provide explanation on what EJ means, be transparent on road closures



Low-income and minority community location agreement

## What we did



Reached out to 50+ organizations



Invited them to participate



Provided flier for public meeting

**Reaching Out**

- Public notice sent through newspaper and social media
- 12,000+ postcards mailed to nearby zip codes
- 1,500+ fliers distributed in English and Spanish

**Public Involvement**

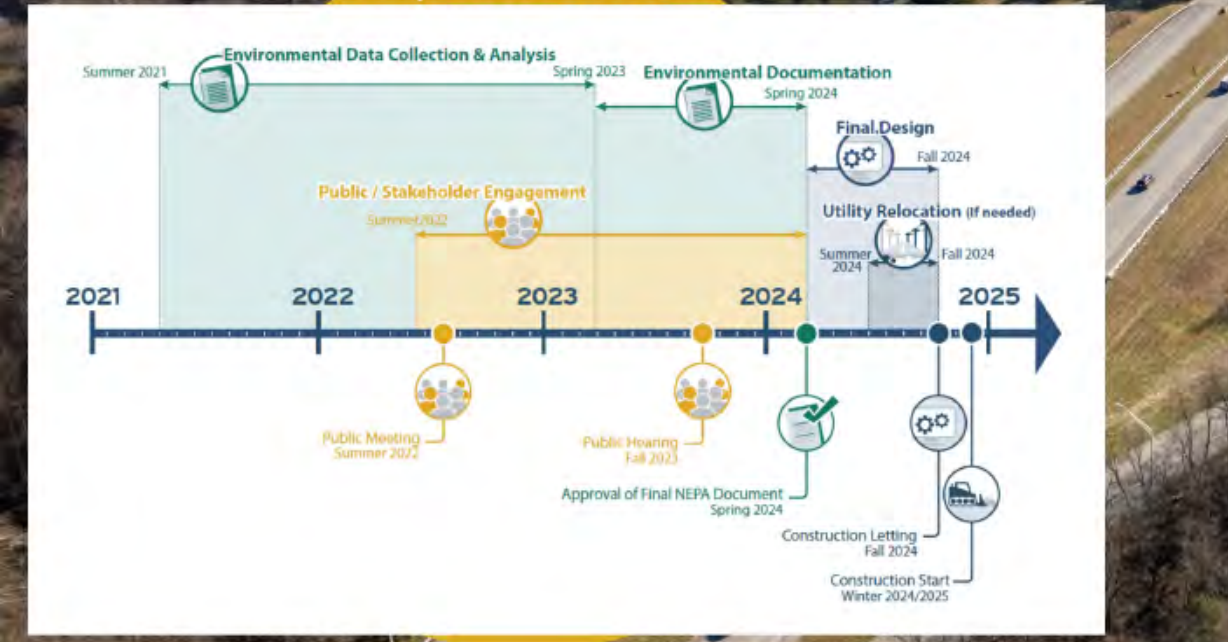
- August 17, 2022: PI Meeting
- Fall, 2022: Noise Survey/ PI Meeting
- Fall, 2023: Public Hearing/ Comment Period

**Join us!**

- Community Advisory Committee
- Environmental Justice Working Group



# Anticipated Schedule



## Addressing Comments

All comments received will be considered and addressed in the Final Environmental Document

Comments can be provided by:

- Comment form at public meeting
- Verbally at public meeting
- Email
- Hard copy by mail

Formal comments will be accepted through September 2, 2022

**Public Comments**

**Question**

**Website**

A graphic with a dark blue circular background overlaid on an aerial photograph of a road and trees. The text is white. A white speech bubble icon is positioned to the right of the title.

**Public Comments**

Written Statements  
U.S. Postal Service, E-mail

Kia Gillette  
Subject: Improve 64 Comment

Email: [kgillette@HNTB.com](mailto:kgillette@HNTB.com)  
Physical Mail: 111 Monument Circle, Suite 1200  
Indianapolis, IN 46204

Formal comments will be accepted  
through September 2, 2022

A screenshot of the 'Improve 64' website homepage. The background is an aerial view of a road interchange. The website content is overlaid on a dark blue semi-circular shape.

**Improve 64 Website**  
Going live today!

**IMPROVE 64**  
CONNECTING COMMUNITIES

About Updates Map Timeline Public Meetings Contact

**Improve 64: Connecting Communities**  
Improve 64 will reduce congestion and improve safety and mobility in southeast Indiana.

[Learn How](#)

⌵

Question 2

What will be important  
to the public about  
Improve 64?



Proof of Publication

STATE OF INDIANA  
COUNTY OF FLOYD - SS

Theresa Wheatbrook says on oath that she is the bookkeeper of NEWS AND TRIBUNE and in the employ of the publisher of

NEWS AND TRIBUNE,

a daily newspaper of general circulation printed and published in the city of New Albany, Floyd County State of Indiana, and further says that the annexed advertisement was published in said paper for #( 2 ) time(s) to-wit: In issue of said NEWS AND TRIBUNE Dated: 8/2, 8/9 2022

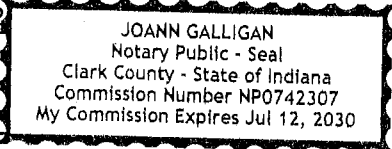
(X) *Theresa Wheatbrook*

STATE OF INDIANA  
COUNTY OF FLOYD

Subscribed and sworn to before me this

10<sup>TH</sup> day of August 2022

(X) *Joann Galligan*  
Joann Galligan



Notary Public, Floyd County, Indiana  
My Commission Expires July 12, 2030  
Commission Number NP0742307

Publication  
Fee \$ 386.76  
1784906

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DES. # 1900162 LEGAL NOTICE OF PUBLIC MEETING Improve 64 Project In Floyd County The Indiana Department of Transportation (INDOT) will host a public meeting on Wednesday, August 17, 2022, at Scribner Middle School at 910 Old Vincennes Road, New Albany, IN 47150. The open house portion of the public meeting will begin at 6 p.m. and the presentation will begin at 6:30 p.m. The purpose of the public meeting is to offer all interested persons an opportunity to learn about the Improve 64 Project in New Albany, Floyd County, IN. The project will include work on portions of I-64, I-265, and US 150. Meeting attendees can ask questions of the project team and provide comments on preliminary project information. The proposed project limits will extend northwest along I-64 from the bridge over Main Street in New Albany for approximately 4.2 miles to the US 150 Interchange. The project limits also include a portion of I-265 from the I-64/I-265 Interchange for 1.8 miles north-northeast to approximately the Green Valley Road overpass. The need for the project is existing traffic congestion and deteriorated pavement condition along I-64 and I-265 within the project area. The purpose of the project is to reduce congestion such that peak hour operating conditions are at a Level of Service (LOS) D or better and address the deteriorating pavement condition. As currently proposed, the project involves (1) the construction of additional travel lanes in each direction on I-64 from US 150 to 2,000 feet north of Cherry Street; (2) the addition of an auxiliary lane on eastbound I-265 from I-64 to State Street and a travel lane on eastbound I-265 from I-64 to 4,000 feet east of State Street; (3) the addition of one lane to all I-64/I-265 interchange ramps and one lane on the I-64 westbound exit ramp to US 150; (4) replacement and/or rehabilitation of pavement on I-64, I-265, and US 150; (5) relocation of the eastbound I-64 to eastbound I-265 ramp within the I-64/I-265 Interchange; (6) replacement, widening, and rehabilitation of bridges; (7) replacement of culverts and storm sewers, and construction of detention basins; (8) installation of guardrail and concrete barrier wall as needed along I-64; and (9) replacement and addition of signage, lighting, and pavement markings. A small amount of new right-of-way may be required. The maintenance of traffic plan is anticipated to keep the existing number of traffic lanes in each direction (two to three depending on location) throughout most of construction. However, intermittent lane restrictions will be implemented on I-64 and I-265. It is also anticipated Quarry Road, Captain Frank Road, Cherry Street, Spring Street, and State Street will be closed for periods during construction of the above bridges, and the construction of foundations adjacent to those roadways. Nighttime or weekend closures may be required for construction activities along State Street, and for the I-64/US 150, I-64/I-265, I-64/Spring Street, and I-265/State Street Interchange ramps. Comments can be submitted in writing via a comment form at the public meeting. Submissions can also be made through the U.S. Postal Service or E-mail. Written comments may be submitted at the public meeting and within the comment period to Kia Gillette, HNTB, 111 Monument Circle, Suite 1200, Indianapolis IN 46204 or [kgillette@HNTB.com](mailto:kgillette@HNTB.com). INDOT respectfully requests comments be submitted by Friday, September 2, 2022. With advance notice, INDOT will provide accommodations for persons with disabilities with regards to participation and access to project information as part of the hearings process including arranging auxiliary aids, interpretation services for the hearing impaired, services for the sight impaired, and other services as needed. In addition, INDOT will provide accommodations for persons of Limited English Proficiency (LEP) requiring auxiliary aids including language interpretation services and document conversion. Should accommodations be required, please contact Kelly Scott, HNTB, 111 Monument Circle, Suite 1200, Indianapolis IN 46204, 317-619-8231, or [kescott@HNTB.com](mailto:kescott@HNTB.com). This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) states: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 23 CFR 450.212(a)(7) states: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary," approved by the Federal Highway Administration, U.S. Department of Transportation on July 7, 2021. hspaxlp

# WE NEED YOUR INPUT!

Join us for a **Public Meeting**

**When:** August 17, 2022

**Where:** Scribner Middle School  
910 Old Vincennes Rd,  
New Albany, IN 47150

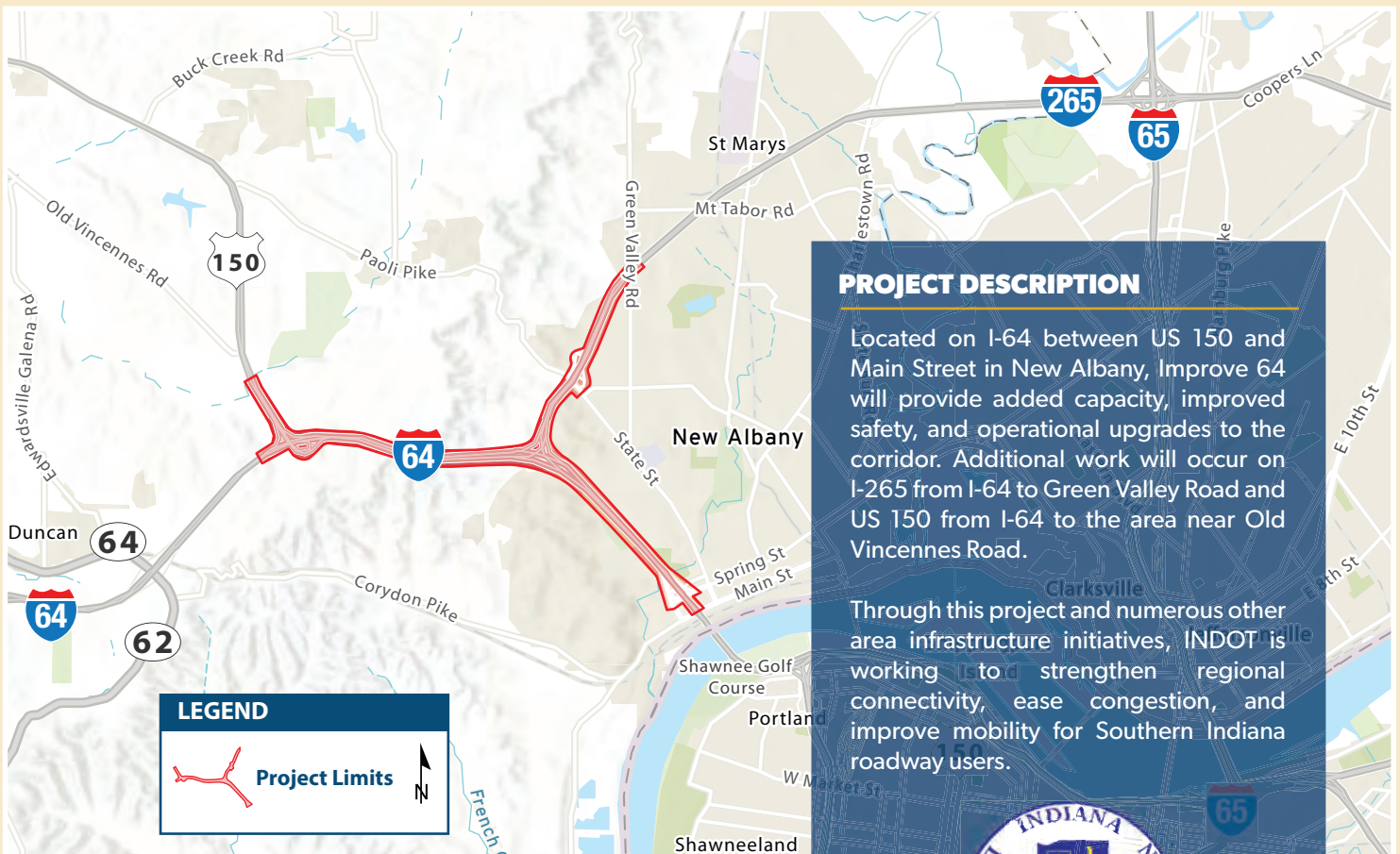
**Who:** General Public

**Why:** To learn more about the Improve 64 Project and to provide feedback to the project team



Open House **6 PM**

Presentation **6:30 PM**



**COMING AUGUST 9!**  
[www.Improve64.com](http://www.Improve64.com)



# ¡QUEREMOS SABER SUS OPINIONES!



Únase a nosotros para una **reunión pública**

**Fecha:** 17 de agosto de 2022

**Ubicación:** Scribner Middle School  
910 Old Vincennes Rd,  
New Albany, IN 47150

**Quienes:** Público en general

**Por qué:** Para obtener información sobre Improve 64 y proporcionar comentarios al equipo del proyecto

Casa abierta **6 PM**

Presentación **6:30 PM**



¡PRÓXIMAMENTE EL 9 DE AGOSTO!  
[www.Improve64.com](http://www.Improve64.com)





[www.Improve64.com](http://www.Improve64.com)

# Improve 64 - Fact Sheet

## PROJECT FACTS

- Since its first segment was completed in 1961, I-64 has served as a key connector for Southern Indiana. To ensure that safe and accessible travel remains possible throughout the region for years to come, the Indiana Department of Transportation (INDOT) is undertaking Improve 64.
- Located on I-64 between US 150 and Main Street in New Albany, the project will provide added capacity, improved safety and operational upgrades to the corridor. Additional work will occur on I-265 from I-64 to Green Valley Road and US 150 from I-64 to the area near Old Vincennes Road.
- Through Improve 64 and numerous other area infrastructure initiatives, INDOT is working to strengthen regional connectivity, ease congestion and improve mobility for Southern Indiana roadway users.

## OVERVIEW

- I-64 is a heavily used transportation corridor. Improve 64 will reduce congestion by increasing capacity within the project area.
- There will be no full closures of I-64 or I-265 during project construction. At least two lanes will remain open in each direction along both interstates during peak periods throughout construction. Short-term, off peak closures may occur for certain construction activities.

## ENVIRONMENTAL

- A noise analysis is being conducted in accordance with INDOT's Traffic Noise Analysis Procedures (2017).
- A robust public involvement strategy, including public information meetings and a formal public hearing, will be used to inform and engage area residents and stakeholders.
- Historic properties will be identified and impacts determined as part of the Section 106 consultation process.

## CONSTRUCTION ACTIVITIES

- Added travel lanes in each direction of I-64 from US 150 to Cherry Street.
- I-64/I-265 interchange ramp reconfigured to change left-hand exit ramps.
- Added travel/auxiliary lanes on I-265 from State Street to I-64.
- Added travel lanes on I-64/I-265 interchange ramps.
- New or rehabilitated pavement on mainline and shoulders.
- Drainage improvements including detention basin construction, culvert and storm sewer replacement.

## PROJECT SCHEDULE

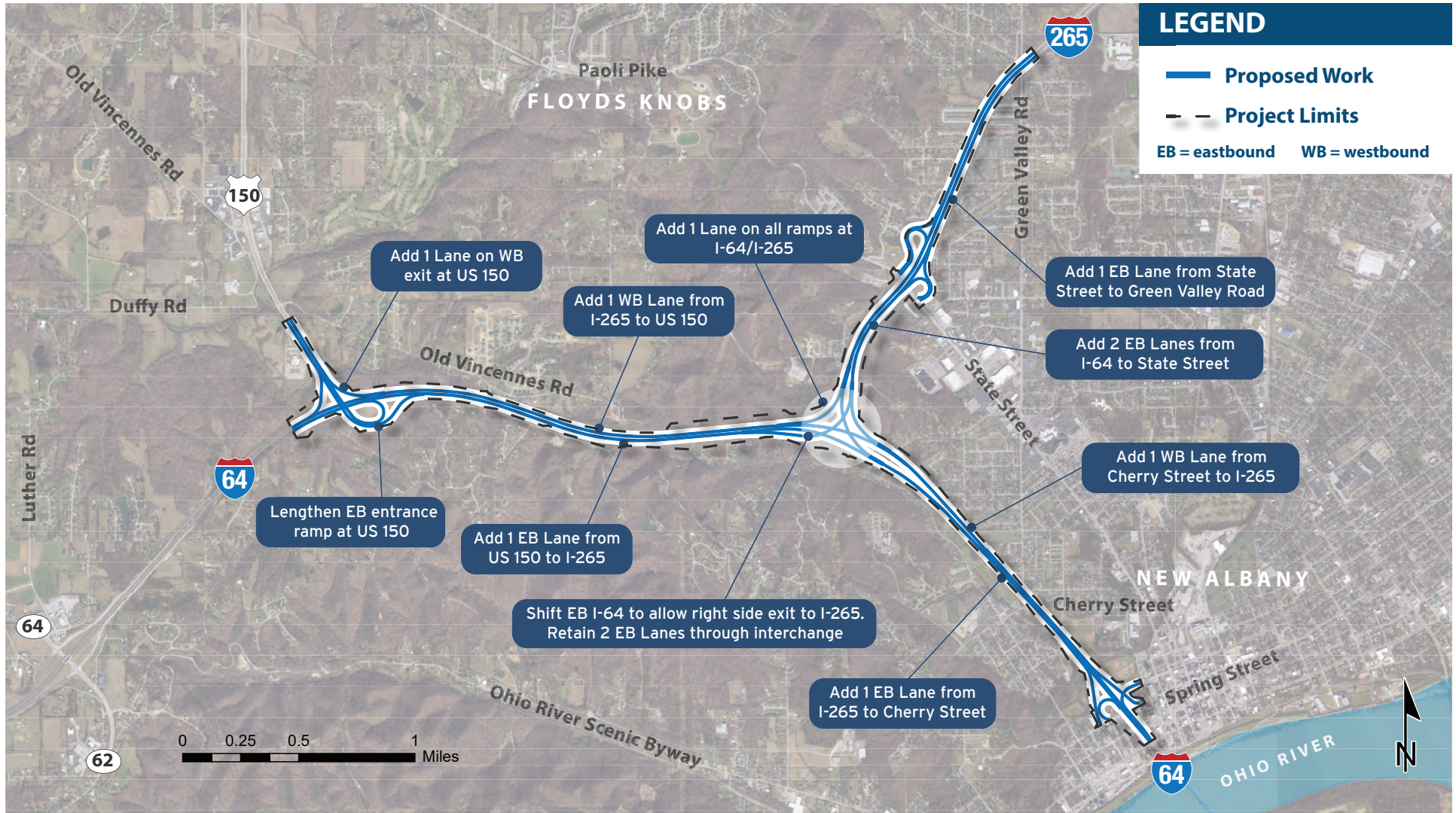
- Construction is expected to begin in late 2024.
- Project is expected to be substantially completed by late 2026.

## FUNDING

- Improve 64 is funded through a combination of state and federal transportation funding programs.



# Improve 64 - Project Area



## CONTACT

Indiana Department of Transportation  
 Customer Service  
**855-INDOT-4-U**



[www.Improve64.com](http://www.Improve64.com)



## **FREQUENTLY ASKED QUESTIONS**

### **What is Improve 64?**

The Improve 64 project will provide added capacity, improved safety, and operational upgrades along I-64 in Floyd County. Improve 64 is one of several infrastructure projects planned by the Indiana Department of Transportation (INDOT) to reduce congestion and improve mobility in Southern Indiana.

Improvements will address the recent growth of communities served by I-64 and support continued economic development in the area. Over the next five years, the department will undertake more than 65 transportation projects in Floyd and Clark counties to create a regional, large-scale, cohesive infrastructure improvement effort.

### **Where is the project area?**

Improve 64 includes work on I-64 between US 150 and Main Street in New Albany. Additional work will occur on I-265 from I-64 to Green Valley Road and on US 150 from I-64 to Old Vincennes Road.

### **What improvements are planned?**

Additional travel lanes will be constructed in each direction of I-64 from US 150 to just north of Cherry Street.

The project includes changes to the I-64/I-265 interchange that will reduce traffic lane changes and congestion by changing the left-hand exit ramp from eastbound I-64 to I-265 to a right exit.

Additional lanes are also planned along I-265 eastbound from I-64 to State Street, on the I-64 westbound to US 150 westbound exit ramp, as well as on the I-64/I-265 interchange entrance and exit ramps.

Other planned improvements include pavement replacement or rehabilitation on I-64 and I-265, bridge replacement and rehabilitation, new bridge construction, drainage improvements, guardrail installation, updated signage, additional lighting, and updated pavement markings.

### **Why is this project underway?**

As a heavily used transportation corridor, I-64 experiences recurring congestion within the project area during peak travel times. Over time, increased use has resulted in reduced traffic flow. Improve 64 aims to resolve this issue. To further improve drivability within the area, aging pavement and bridges will also be rehabilitated or replaced during construction.

### **How will the project improve traffic?**

Constructing additional lanes on I-64 will reduce congestion as well as improve safety and mobility. Modifying the I-64 and I-265 interchange to eliminate left-hand exit ramps and increasing the number

of lanes will improve traffic flow, particularly during morning and evening commutes. Improvements to eastbound I-64 will also reduce morning commute congestion that occurs between US 150 and SR 62/SR 64.

**Will this project conflict with Sherman Minton Renewal construction?**

The Improve 64 Project Team is actively coordinating with the Sherman Minton Renewal Project Team. Improve 64 construction is scheduled to begin as work on the Sherman Minton Bridge nears completion. Improvements made during the project will be designed to connect with those made on the bridge.

**What is the project development timeline?**

The project is currently under development which includes design work, surveying, and environmental studies. Pre-construction activities are expected to be completed by mid-2024.

**When is construction expected to begin?**

Construction is expected to begin in late 2024. The project is expected to be completed in two years.

**Who is on the project team?**

Improve 64 is being led by the INDOT Seymour District with support from HNTB Corporation and its subcontractors. INDOT is also coordinating with the Federal Highway Administration (FHWA), resource agencies and project stakeholders.

**What traffic impacts are expected during construction?**

The Project Team will develop a Traffic Management Plan (TMP) in coordination with emergency responders, school transportation departments, and local officials to minimize traffic impacts during construction.

**Will I-64 and I-265 be closed during construction?**

There will be no long-term full closures of I-64 or I-265 during construction. At least two lanes will remain open in each direction along both interstates during peak periods. Short-term lane closures may occur for certain construction activities.

**How much will the project cost and how is it being funded?**

Improve 64 is funded through a combination of state and federal transportation funding programs. A detailed cost estimate will be developed during project design.

**How will I-64 be widened through the steep incline and cut near Floyds Knobs?**

To minimize issues with rock removal, the road will be widened into the median.

**Are noise barriers planned as part of the project?**

A noise analysis is being conducted in accordance with the INDOT Traffic Noise Analysis Procedures (2017) (INDOT Noise Policy). Possible noise barrier construction will be analyzed as part of this process.

To learn more about noise barriers and INDOT's noise policy, please read [this brochure](https://www.in.gov/indot/files/Noise-Barriers-Brochure.pdf).  
(<https://www.in.gov/indot/files/Noise-Barriers-Brochure.pdf>)

**Will any land be purchased for the project?**

Minimal right-of-way acquisition is anticipated for the project.

**How will impacts on historic resources be minimized?**

The Project Team, in coordination with the State Historic Preservation Officer, will identify historic properties and potential impacts in accordance with Section 106 of the National Historic Preservation Act.

**How can I get involved in the project?**

Project information can be found on the project website, [Improve64.com](http://Improve64.com), and through the INDOT Southeast [Facebook](#) and [Twitter](#) pages. The public is also encouraged to subscribe to the INDOT Seymour District email and text message list through GovDelivery to learn more about the project. Subscription information, questions, and comments can be made by contacting INDOT4U via email ([INDOT@indot.in.gov](mailto:INDOT@indot.in.gov)) or by phone at 855-INDOT4U (855-463-6848). Public and stakeholder outreach will be conducted to gather input for use in the decision-making and project development processes.



Table 1 List of Comments from Public Comment Period 1 (August 2 – September 2, 2022)

Last Name	First Name	Agency/Organization	Date Received	Comment ID
<b>Elected Official Comments</b>				
Clere	Ed	State Representative, House District 72	9/2/2022	EO001
<b>Community Advisory Committee Comments</b>				
Anderson	Gina	Purdue University Extension Educator	9/12/2022	CA002
Cotner	Cheryl	City of New Albany, Assistant to Mayor	8/23/2022	CA001
<b>Public Comments</b>				
Bomersbach	Denise	Public	8/20/2022	PI032
Cooley	Don	Public	8/19/2022	PI023
Crosier	James	Public	8/19/2022	PI024
D'Annunzio	JD	Public	8/17/2022	PI010
Dietrich	Steve	Public	8/19/2022	PI025
Dowden	Roger	Public	8/18/2022	PI012
Eichenberger	Kenneth	Public	8/17/2022	PI009
Eichenberger	Kenneth	Public	9/15/2022	PI042
Fernandez	Aaron	Public	8/18/2022	PI013
Goodman	Carl	Public	8/17/2022	PI008
Greulich	Alexander	Public	8/18/2022	PI014
Hasken	Lee	Public	8/19/2022	PI026
Hengartner	Mark	Public	8/10/2022	PI003
Isaacs	David	Public	8/22/2022	PI036
Jenkins	Bryant	Public	8/20/2022	PI033
Lindgren	Vicki	Public	8/18/2022	PI016
Love	Catherine	Public	8/20/2022	PI034
May	Jesse	Public	8/18/2022	PI017
McGloshen	Nicole	Public	8/20/2022	PI035
McHargue	Candice	Public	8/10/2022	PI004
Nealy	Terese	Public	8/19/2022	PI027
Pearrow	Sarah	Public	8/18/2022	PI018
Pfeifer	Meagan	Public	8/24/2022	PI037
Pfeifer	Meagan	Public	8/26/2022	PI038
Pfeifer	Ryan	Public	8/26/2022	PI039
Pruzin	Michael	Public	8/12/2022	PI005
Renn	Neal	Public	8/30/2022	PI040
Richmer	Bryce	Public	8/18/2022	PI019
Rockhill	Jeff	Public	8/18/2022	PI020
Rockhill	Jeff	Public	8/19/2022	PI028



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Last Name	First Name	Agency/Organization	Date Received	Comment ID
Stumler	Randall	Public	8/18/2022	PI021
Toenjes	Paul	Public	8/19/2022	PI029
Uhl	Matt	Public	8/9/2022	PI001
Van Bree	Michael	Public	9/1/2022	PI041
Vissing	Nick	Public	8/9/2022	PI002
Wacker	Doug	Public	8/19/2022	PI030
West	John	Public	8/17/2022	PI011
Whitaker	Craig	Public	8/18/2022	PI022
Youell	Deborah	Public	8/19/2022	PI031
Zipp	Damian	Public	8/17/2022	PI006
Zipp	Kristen	Public	8/17/2022	PI007
Zipp	Kristen	Public	8/18/2022	PI015

**Table 2 Responses to Comments from Public Comment Period 1 (August 2 – September 2, 2022)**

(EO=Elected Official, CA=Member of the Community Advisory Committee, PI=Public Individual)

Comment ID	Sub	Last Name	First Name	Agency/ Organization	Date Received	Comment	Response
<b>Elected Official</b>							
EO001	01	Clerc	Ed	State Representative, House District 72	9/2/22	<p>Please include this in the record of public comments.</p> <p>I am very concerned that current project planning only provides for noise analysis along I-265 up to the Green Valley Road area. I have heard from many constituents who live beyond this area and who are negatively impacted by existing noise and concerned about the threat of additional noise. Noise analysis should continue at least to the Charlestown Road intersection. There are dozens of homes along I-265 between Grant Line Road and Charlestown Road, and there are hundreds of others in close proximity. Not conducting noise analysis in this area would be more than a missed opportunity; it would be an injustice to people who already experience disproportionate impact based on a number of measures.</p>	In accordance with the INDOT Traffic Noise Analysis Procedure (2022) (Noise Policy), only the Improve 64 project area was modeled for noise. Noise Barrier 6 and Noise Barrier 7 along I-265 will stop west of Green Valley Road along the project area. Any future added travel lanes projects along I-265 will include a noise analysis.
<b>Community Advisory Committee</b>							
CA001	01	Cotner	Cheryl	City of New Albany, Assistant to Mayor	8/23/22	If not already, Larry Summers, City Engineer for the City of New Albany, should be included on any correspondence from here forward regarding this project.	Larry Summers is now included on the Improve 64 Community Advisory Committee (CAC) list and will receive all future correspondence and meeting invitations for the project.

CA002	01	Anderson	Gina	Purdue University Extension Educator	9/12/22	Although I know it would be daunting, it might be good to send information about this project to Harrison County. There are many people who commute from there that would be affect by the construction.	Efforts will be made to notify Harrison County local officials and residents about the public hearing.
CA002	02	Anderson	Gina	Purdue University Extension Educator	9/12/22	When another public forum is done, it would be good to do it somewhere like Floyd Central, because the many of the people who travel that stretch of road live outside of New Albany, and they aren't going to come to New Albany for a meeting. It would be good to do it on a night when there aren't other county meetings going on. I know that Planning Commission and BZA meet the 2nd Monday of the month. The council and commissioners meet every other Tuesday. I think the Commissioners meet on the 1st and 3rd Tuesday with Council meeting the 2nd and 4th Tuesday. I know there are some county meetings on Monday nights other than Planning and BZA, but I don't remember what they are.	Consideration will be given to holding a public meeting or hearing in the Floyd Central area.
CA002	03	Anderson	Gina	Purdue University Extension Educator	9/12/22	As far as when construction is taking place and finishing up, it would be good if we could plant the area in native plants. What I have seen a lot in road projects whether it is a county or state project is that invasive species like callery pear get brought in, or we get things like poison hemlock because equipment wasn't washed off before being moved and the seed heads were carried to a new location.	Following construction, disturbed areas will be planted with INDOT's Standard Seed Mix Type R which includes ryegrass, red fescue and white Dutch clover.



CA002	04	Anderson	Gina	Purdue University Extension Educator	9/12/22	My only other thought is what is going to happen to the runoff on the sides of the rock walls. During having rain and snow events, there are water falls coming down the sides of the rock along 64. I would hate for that feature to disappear because those rock walls and the water flowing through them are unique to Floyd County and southern Indiana.	Rock will be removed in the interstate median, but will remain in areas outside of the interstate. No changes are anticipated to the water falls in the rock that remains in place.
<b>Public Individuals</b>							
PI001	01	Uhl	Matt	Public	8/9/2022	<p>I applaud your forward thinking on this proposed project.</p> <p>As a resident of the Floyd County/Greenville area, I also think serious thought just as important as interstate congestion is the US150 travel corridor west from I64 thru Galena. A third, convertible travel lane for morning rush traffic east, and afternoon rush traffic west, must be contemplated.</p> <p>Otherwise, the additional traffic your new design on I64 will alleviate will simply overburden this critical 7+ mile stretch where over 25,000 residents reside within a 5 mile radius of US150.</p>	The addition of a lane to US 150 is not included in the Improve 64 project. This project will not preclude the addition of lanes to US 150 in the future.
PI002	01	Vissing	Nick	Public	8/9/2022	<p>I am very excited about the Improve64 project and just reviewed the plans for the project. Everything about it looks great and is very much needed. However, I believe that not adding a westbound travel lane on I-265 between Grant Line Road and I-64 is a big mistake. The congestion that I generally experience at that interchange comes from traveling west on I-265 way more than traveling east, where an extra travel lane is being added. I urge the planners to please reconsider and add an additional travel lane on I-265 westbound as well. All of I-265 needs a third lane from I-65 to I-64 as</p>	The Improve 64 project will address congestion on westbound I-265 between State Street and I-64, which will also improve traffic flow further upstream toward Grant Line Road. Adding capacity to westbound I-265 east of State Street is not within the scope or budget of the Improve 64 project, but INDOT is aware this could be needed in the future.

						traffic is extremely congested in this area. Thank you for your consideration.	
<b>PI003</b>	01	Hengartner	Mark	Public	8/10/2022	Will that exit enter I 64 from the right instead of left as it does now? Any way to slow traffic down in the area?	The I-64 eastbound to I-265 eastbound exit ramp, which is currently on the left, will be reconfigured to be on the right side. The I-265 to I-64 ramps will remain in the same configuration.
<b>PI004</b>	01	McHargue	Candice	Public	8/10/2022	<p>I'm not sure I'll be able to attend the meeting next week as my daughter has teacher open house at Floyds Knobs Elementary, but as a driver who drives this daily I wanted to make sure my opinion is voiced.</p> <p>The need to expand this is more than overdue. I hope the expansion of new developments is in mind. I would expect there should be no less than 4 lanes due to the growth in Floyd County. Meanwhile the expansion of Hwy 150 to Greenville will also be discussed. The highway backs up in the mornings and afternoons, 2 lanes are needed here and 3 lanes where it is now 2 lanes. This should be something that the state and county should be working on in Floyd County as well and has been well overdue. Appreciate your time.</p>	<p>The Improve 64 project includes the addition of 1 eastbound lane and 1 westbound lane on I-64 from US 150 to Cherry Street. This additional capacity, along with interchange improvements, will meet INDOT's traffic operations standards for the forecast traffic growth.</p> <p>The addition of a lane to US 150 is not included in the Improve 64 project. This project will not preclude the addition of lanes to US 150 in the future.</p>
<b>PI005</b>	01	Pruzin	Michael	Public	8/12/2022	I have lived on Barrington Court for several years and I previously asked for sound barriers to be put up along I265 to decrease the road noise in our neighborhood. I was told that the barriers would only be considered if there was other work being done on the road. Now, I see that I265 work is being considered. I would like you to let me know how I can request that sound barriers be constructed along I265 from the I64 interchange to Green Valley Road. I think this would be an improvement to the neighborhoods around this area.	Based on the studies completed to date, INDOT has determined that noise abatement is likely, but not guaranteed at 3 locations, Noise Barrier 5, Noise Barrier 6, and Noise Barrier 7. Noise Barrier 7 is located adjacent to Barrington Court. Noise abatement at these locations is based upon preliminary design criteria. A reevaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have changed such that noise abatement is not feasible and reasonable, the abatement measures might not be provided.

<b>PI006</b>	01	Zipp	Damian	Public	8/17/2022	The road noise is already bad from the interchange to the bridge. The semi tractor trailers use the Jake brake on the downgrade from Floyd Knobs to downtown New Albany. A sound barrier wall would be greatly appreciated to help reduce the noise along with the added lanes.	Please see response to comment PI005.  Jake brakes emit a low frequency intermittent sound that might be heard behind a noise barrier either way. The sporadic occurrence of jake brakes is not specifically accounted for in the noise model.
<b>PI007</b>	01	Zipp	Kristen	Public	8/17/2022	The jake brakes coming off the hill on 64 E from the knobs through the interchange is terrible! We live right next to the easements and they cut down all the trees a few years ago and now the highway noise is even worse. But the trucks jake breaking is what is terrible. Would love to see a sound barrier wall in this area!  Or maybe add a no jake braking sign  Would it help to get signatures from neighbors?	INDOT does not install "no jake brake" signs on the interstates. Jake brakes emit a low frequency intermittent sound that might be heard behind a noise barrier either way. The sporadic occurrence of jake brakes is not specifically accounted for in the noise model.
<b>PI008</b>	01	Goodman	Carl	Public	8/17/2022	Great presentation!  Make sure this project does not add tolls to the Sherman Minton bridge.  Signage both above and painted on the road during the project and at the end will be extremely helpful to all!	The Improve 64 project will not add tolls to the Sherman Minton bridge.  Signage both above and painted on the road will be included during and after construction.
<b>PI009</b>	01	Eichenberger	Kenneth	Public	8/17/2022	So the State Street intersection, as it's shown on the map, it would be the south side of 265, and it's going from what I'm going to call the hill, coming under the expressway. I'm re -- there is a huge need for that interchange on the left- hand turn lane going onto the expressway to be redone because there is an underground water that comes up through that intersection year-round, and on frosty cold mornings in the winter and the spring, and in the fall, especially in the winter. But, I mean, it catches you off guard in the fall and the spring.	The Improve 64 project will not reconstruct the I-64/State Street ramp intersections.

						There have been many, many, many unsuspecting vehicles slide into oncoming traffic with their loss of front wheel control because of the pockets of frozen water. And so, if they're going to do anything there, I hope they extend it to fix the problem that's been there for at least ten years. 12, actually. We've been here 12 years, and that problem has been there for 12 years. And I've written stuff to the city. I have sent pictures of accidents. I have e-mailed. I have stopped in and talked to them. This would be a perfect time to fix a problem the city can't fix.	
<b>PI009</b>	02	Eichenberger	Kenneth	Public	8/17/2022	The eastbound entrance ramp at U.S. 150. I know they are planning on extending that lane, but just extending the lane, if they don't plan on better signage, it's not going to fix that problem. So I'm -- great to hear -- it looks like a lot of the same ideas that we've had here, just thinking about it as we've been driving for 25 years, this area, but the signage is important, and I haven't seen anything on the signage. So glad that they're planning. Please plan the signage appropriately.	The entrance ramp from US 150 to eastbound I-64 will be lengthened as part of the project, which will reduce the disruption caused by vehicles entering I-64. In addition, the exit from eastbound I-64 to eastbound I-265 will be reconfigured from a left-hand exit to a right-hand exit, which will reduce driver confusion and lane changing. All signage within the project limits will be upgraded.
<b>PI009</b>	03	Eichenberger	Kenneth	Public	8/17/2022	I vote for taking whatever money that they're going to spend on sound walls and putting it into walls at the border down in Texas.	The Improve 64 project is funded by the Federal Highway Administration and INDOT. It does not include sending money to Texas for border walls.
<b>PI010</b>	01	D'Annunzio	JD	Public	8/17/2022	I am a resident of New Albany and work in Louisville, so I am familiar with the stretches of I-64 and I-265 affected by the proposed Improve 64 project.  I have no objection to the adjustments to the ramps, but I have severe reservations regarding the additional highway and interchange lanes included in the proposal. As I'm sure the staff of HNTB and INDOT know, this project would cost at least tens of millions of dollars up front and mandate millions	The number of added lanes are based on traffic modeling with a design year of 2046. The traffic model takes into account planned developments. The Improve 64 project is designed to improve safety and reduce congestion, both to address existing conditions as well as conditions caused by continued traffic demand growth.  The Improve 64 project has been modeled for air quality conformity and is included in the Kentuckiana Regional Planning & Development Agency (KIPDA)

					<p>more in regular maintenance spending for as long as these highways stand.</p> <p>By increasing the highways' car capacity, they would enable developers to build (and citizens to live) even further from work, shopping, and amenities than they already do, exacerbating suburban sprawl, lengthening commutes, and requiring more infrastructure to be built and maintained to serve new sparse subdivisions.</p> <p>They would increase the rate of carbon emissions due to transportation at a time when Indiana, the US, and the world desperately need to reduce them in order to limit climate change - and I remind anyone reading this that New Albany and much of southern Indiana lies in a flood plain. They would also worsen air quality by the increased emission of carbon and tire and brake dust near populated areas. The site of this project's first public hearing, Scribner Middle School, is less than 1,000 feet from I-64, meaning the lungs of its students would be directly affected.</p> <p>In addition, neither of the claimed benefits of the project touted on its website are true: highway expansions neither make driving safer nor reduce congestion.</p> <p>Because the added lanes would increase driving, the likelihood of a crash would also increase as a simple matter of mathematics: more drivers means more opportunities for a crash. Even if the project were to not increase the number of drivers and simply provided more lanes for them to use, drivers would travel faster because of the lack of obstacles, causing deadlier crashes when they</p>	<p>Transportation Improvement Program (TIP) and INDOT's State Transportation Improvement Program (STIP).</p> <p>The entire project area is not within a 100-year floodplain; however, there will be impacts to the 100-year floodplain of Valley View Creek. Coordination with the Indiana Department of Natural Resources to get a Construction in a Floodway permit is underway. Drainage detention is also included in the project to avoid increasing the rate at which water leaves the project area. Flows leaving the project area will match or be reduced (where not contributing to a stream) from the existing condition.</p> <p>Based on traffic and crash data, insufficient traffic capacity near the I-64/I-265 system interchange currently causes recurring freeway congestion along I-64 between SR 62/64 and the Indiana/Kentucky state line and along I-265 between I-64 and Grant Line Road. This results in peak period travel speeds below 20-mph, intermittent queueing, and a high frequency of rear end and sideswipe crashes. The frequency of crashes along I-64 within the project area is higher than similar freeway segments elsewhere in Indiana, and nearly half of the crashes are related to congestion.</p> <p>The Improve 64 project is anticipated to reduce congestion compared to the No Build condition and provide a highway capacity Level of Service (LOS) D or better in peak periods in most locations within the project area through 2046. By reducing congestion, the project will provide smoother travel conditions and reduce the likelihood for crashes that occur in congested stop-and-go conditions (rear end and sideswipe crashes).</p>
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					<p>inevitably occur. All this must be considered in the context that US traffic deaths are <a href="#">the highest they've been in 20 years</a>.</p> <p>Finally, any reduction in congestion would be short-lived, as has been observed time and time again in highway expansions. While trips would indeed be quicker immediately after the new lanes opened, people would take note and adjust their driving habits accordingly. They would shift from taking TARC to driving, move a non-essential trip from outside rush hour into it, or simply take a car trip they otherwise wouldn't have at all. Over time, congestion would increase until it reached the same extent it has now. This has been demonstrated in scientific studies, <a href="#">one of which</a> showed an <i>exact</i> positive correlation between highway capacity added and vehicle travel.</p> <p>This is all not to mention the fact that I have very rarely encountered significant congestion on any part of the affected stretches of 64 or 265, and what little there is has been due to construction on the Sherman Minton Bridge; or the fact that any new lane on southbound 64 will still have to merge down to 3 lanes at the bridge, creating a brand-new traffic bottleneck.</p> <p>To summarize, the proposed lane additions would: be expensive to build and maintain, make suburban sprawl worse, cause more countryside to be bulldozed, increase carbon emissions, worsen air quality, make driving even more dangerous, and do nothing at all to improve congestion long-term.</p>	<p>The Sherman Minton bridge will continue to act as a bottleneck to traffic flow on I-64, as no additional lanes will be added to it.</p>
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						The lane additions should be stricken from this plan altogether. The funding saved should be used to pursue safer transportation options that actually reduce congestion in the long run: new bus routes, bus lanes, bike lanes, greenways, traffic calming, roundabouts, and pedestrian safety measures like continuous sidewalks and curb bumpouts.	
<b>PI011</b>	01	West	John	Public	8/17/2022	Will the new right-side exit ramp from the 64 EB to the 265 EB be a flyover style?	The ramp will not be a flyover. The I-64 EB to the I-265 EB will go under I-64 WB and I-64 EB.
<b>PI012</b>	01	Dowden	Roger	Public	8/18/2022	I think this will help a lot. Traffic has run smoother on 265 to 64, around State Street, since both lanes have been able to take the exit for west bound 64 and not having to merge with slow traffic on 64.	The Improve 64 project is anticipated to reduce congestion within the project area.
<b>PI013</b>	01	Fernandez	Aaron	Public	8/18/2022	This project would not help much to relieve congestion. This would only make things worse with induced demand. This corridor is not busy enough. The only time it is truly busy is when there is construction, bad weather, or an accident. I would highly recommend using the funds for just re-pavement and sound barriers. Or maybe none at all and re-direct funding for more public transportation options or more bike and pedestrian infrastructure.	Please see response to comment PI010.
<b>PI014</b>	01	Greulich	Alexander	Public	8/18/2022	This whole project is a waste of money. Haven't we known for 40 years that adding lanes doesn't help congestion because of induced demand? This situation is exacerbated by the fact that this stretch of road feeds and is fed by the main non-toll bridge in the area. Why not use the money set aside for this entire project to fund ongoing increased capacity and routes to the TARC system to allow New Albany residents to travel by bus. Adding lanes DOES NOT WORK and increasing public transit is the only way to relieve congestion in cities.	Please see response to comment PI010.  Many of the interstate users do not live in New Albany and using transit is not an option for them.

<b>PI015</b>	01	Zipp	Kristen	Public	8/18/2022	Hello! I would love for a sound barrier wall to be put up along I-64 E coming down the hill from Floyd knobs, around the interchange. The Jake brakes coming off the hill are so terrible. We live right next to an easement, and a few years ago they cut down all of the tress and now the sound is even worse. Would love to see a sound barrier wall in this area or maybe adding a no Jake break sign. Would getting neighbors signatures help at all?	Please see responses to comments PI005 and PI007.
<b>PI016</b>	01	Lingren	Vicki	Public	8/18/2022	Please put a sound barrier along the interstate that backs up to residential homes. It is in our backyard and is loud and dangerous. Thank you	Please see response to comment PI005.
<b>PI017</b>	01	May	Jesse	Public	8/18/2022	A sound barrier along i-265 from the i-64 interchange to the Grant Line Rd exit, is desperately needed. The interstate traffic noise is an endless and brutal assault.	Please see responses to comments EO001 and PI005.
<b>PI018</b>	01	Pearrow	Sarah	Public	8/18/2022	Sound barrier installation should be a priority in the scope of this project as well as improving past oversights, particularly along the majority of the 1-265 corridor — not as an afterthought in these projects. Noise levels have steadily worsened since the speed limit increase to 65 MPH over 2 years ago, as well as substantially more traffic due to the I-64 bridge project.	Please see responses to comments EO001 and PI005.
<b>PI019</b>	01	Richmer	Bryce	Public	8/18/2022	“Improve 64” is an excellent idea. Please do move forward with this plan. I travel it enough during high traffic periods to know this will improve flow and safety. Appreciate this focus to the local to me Southern IN area.	The Improve 64 project is anticipated to improve traffic congestion and safety.
<b>PI020</b>	01	Rockhill	Jeff	Public	8/18/2022	As a frequent user of the west bound ramp from Hwy. 150 to I-64, I feel this needs to be lengthened as part of the improvements project. This is a very short ramp and I have almost been run off the road on a couple of occasions, especially when merging with semi trucks. Usually the trucks want to stay on the interstate, but don't	The Improve 64 project will not lengthen the ramp from US 150 to westbound 64. This project will not preclude lengthening that ramp as part of a future project.



						always realize the far right lane is ending ahead. The length of this ramp along with busy traffic and long vehicles makes merging very hazardous. This is usually only an issue on weekday afternoons. This would be a huge oversight to not include this in the improvements project. Thanks for listening.	
<b>PI021</b>	01	Stumler	Randall	Public	8/18/2022	Why do we have zero "Welcome Centers/rest stops" entering Indiana from Kentucky in the metropolitan area? We are sending the signal that "there is nothing to see" in Indiana, and we are a non-welcoming state for motorists and working truckers. Just about every state I entered this summer had nice facilities that also promoted their state with literature and employees who were very helpful. For example, I spoke to a nice woman at the Tennessee-North Carolina border this summer who gave me suggestions on what to visit and where to eat, along with some flyers, and I visited two of those places because of my interaction with her at the Welcome Center. It seems like Indiana isn't interested in this.	The Improve 64 project does not include the addition of welcome centers or rest areas.
<b>PI022</b>	01	Whitaker	Craig	Public	8/18/2022	As it has been acknowledged that the current traffic flow is already significantly compromised, and additional short-term growth burgeoning with new housing and apartment complexes, and road augmentations at the Georgetown Exit 118 and Highway 150 thoroughfares... it seems that planning to add more than one lane each direction would be necessary. By the time this project is completed, the available traffic capacity will be outdated. Considering that (most likely) significant remediation of the knob pass, cutting more into the rock face, that it should be made wide enough for 2 additional lanes at that time.	The number of added lanes are based on traffic modeling with a design year of 2046. The traffic model takes into account forecasted traffic growth through 2046.  The Improve 64 project is anticipated to improve congestion to a Level of Service (LOS) D or better in peak periods in most locations within the project area compared to the No Build condition in 2046. By improving congestion, it will reduce the likelihood for congestion-related crashes (rear end and sideswipe crashes).
<b>PI022</b>	02	Whitaker	Craig	Public	8/18/2022	One other comment - I drive this I64 expressway daily, and one other contributor to the traffic	The Improve 64 project will not change the grade of the hill. The Improve 64 project will provide more

						backup and delay is that semi trucks and other large vehicles with trailers, etc. slow down significantly to come down the eastbound hill safely, and go slowly up the westbound hill due to the grade as well. I am looking forward to this project being completed!	available capacity to allow for more gaps to pass slow moving vehicles. The longitudinal grades of westbound and eastbound I-64 will not change as part of this project.
<b>PI023</b>	01	Cooley	Don	Public	8/19/2022	How much traffic could be diverted to the other two Bridges if there was no toll on those two Bridges. I think your ideas will help to some extent but you're still going to have the problem of not increasing the number of lanes on the bridge	The Improve 64 project will not remove tolls from the bridges. A traffic modeling analysis that includes removed tolls was not completed.
<b>PI024</b>	01	Crosier	James	Public	8/19/2022	The problem really starts at the Edwardsville /Georgetown exit. Has it been considered to lengthen the job this short distance to solve all of the problems?	The project is anticipated to relieve congestion in the morning peak period back to the Edwardsville/ Georgetown interchange. Traffic flow will be improved by adding lanes and reducing bottlenecks downstream.  This project will not preclude potential future addition of travel lanes on I-64 west of US 150.
<b>PI025</b>	01	Dietrich	Steve	Public	8/19/2022	Hello. I live very close to I-64 between 265 and 150. I was unable to attend the public information meeting held on Aug. 17 at Scribner Middle School, 910 Old Vincennes Road in New Albany. I read that there would be a link to a recording of the presentation posted on the website. I have not been able to find this link. I have several questions about this project and am very interested in seeing the presentation. Please let me know where this recording can be accessed.	The link to the presentation was emailed to the commenter on August 24, 2022.
<b>PI025</b>	02	Dietrich	Steve	Public	8/19/2022	I am hopeful the plan includes adding noise barriers along 64 near the Quarry Road overpass. Semi trucks heading eastbound regularly engage their "Jake" breaks there because of the grade change.	Please see responses to comments PI005 and PI007.
<b>PI026</b>	01	Hasken	Lee	Public	8/19/2022	Saw in article to send comments to this address.	Addressing this bottleneck on westbound I-64 through the Spring Street interchange was considered for

						<p>I did not see it in the article, but west bound from Shermin Minton bridge goes from 3 lanes to 2 lanes to 3 lands in quarter of mile. One lane turns into second New Albany exit lane. Always bottle necks there, and surprised more wrecks where the second exit lane for New Albany turns off. Should only have one exit lane for New Albany (west bound) and continue the three lanes unrestricted.</p> <p>Driven this stretch for 30 years, have requested that it be looked at multiple times. Maybe it will get fixed this time.</p>	<p>inclusion in the Improve 64 project. It would require an additional travel lane be added to westbound I-64 from Spring Street past Cherry Street. This was ultimately excluded from the project due to limited funding and potential impacts to adjacent properties.</p>
<b>PI027</b>	01	Nealy	Terese	Public	8/19/2022	<p>Heading west, exiting interstate 64 to st road 62, that lane needs to be extended all the way to interstate 64. Should have been done in the last construct for the exit ramps.</p>	<p>Please see response to comment PI024.</p> <p>The Improve 64 project does not include extending a lane at the I-64/SR 62 interchange. This project will not preclude improvements at that interchange in the future.</p>
<b>PI028</b>	01	Rockhill	Jeff	Public	8/19/2022	<p>As a frequent user of the ramps at I-64 and Highway 150, I feel that the ramp from Highway 150 to westbound I-64 needs to be lengthened as part of the Improve 64 project. During weekday afternoons when the traffic gets heavy it can become dangerous to merge onto the interstate. Do to the angle of the merge and low visibility leading up to the merge there is a very narrow window of time where you can see what traffic is coming and make a decision on if you need to speed up or slow down to merge. It is especially difficult when semi-trucks are in the lane and I have almost been run off the road on a couple of occasions. Most cars are good about trying to let you over, but semi-trucks can sometimes get stuck in their lane and can't speed up or slow down quickly to adjust to merging traffic. Obviously this is only going to get worse as traffic increases in the area over time and I feel it would be a great</p>	<p>Please see response to comment PI020.</p>

						oversight to not include improvements to this ramp as part of the overall project. Thanks for listening.	
<b>PI029</b>	01	Toenjes	Paul	Public	8/19/2022	The project should be done without adding lanes in either direction. Correcting the crossover would solve the problem without the added cost to me and the rest of the state's taxpayers. This is experience from commuting daily from 150 into Louisville and back at rush hour. If additional lanes are deemed necessary later once a few years have passed, then reconsider. Tolls on the Sherman Minton or removal of the tolls on I-65 would also make this project completely unnecessary, as Daily trips would drop back to 60 to 70k.	The Improve 64 project will include adding travel lanes and reconfiguration of the I-64/I-265 interchange. Constructing this all at one time will minimize disruption to motorists who use I-64 and I-265. This project will not add or remove tolls on the bridges.
<b>PI030</b>	01	Wacker	Doug	Public	8/19/2022	Why is this project stopping at Hwy 150. I get on at SR 64 Georgetown. It is OFTEN congested. While the improvements are welcome let's not waste taxpayer money and put a bandaid on the problem. Interstate 64 should be at least 3 lanes in both directions to at least the Georgetown exit if not even to the lanes ville exit. What other major city do you see a 2 lane interstate within 5 miles of downtown? Let's do it once and right!	Please see response to comment PI024.
<b>PI031</b>	01	Youell	Deborah	Public	8/19/2022	It concerns me that this project does not extend to the Georgetown exit. An extra lane clearly is needed westbound when drivers are going home from work. The right lane is backed up to the Highway 150 exit during that time.	Please see response to comment PI024.
<b>PI032</b>	01	Bomersbach	Denise	Public	8/20/2022	1) Please put up a sound barrier wall along 64 westbound. Traffic noise has gotten so much worse for those living along Old Vincennes Road (east of US 150). More lanes of traffic will create even more noise.	Please see response to comment PI005. A noise barrier at that location is not included in the project.
<b>PI032</b>	02	Bomersbach	Denise	Public	8/20/2022	2) To ensure traffic can keep moving when exiting from I64 west onto US 150, please extend the turn lane onto east Old Vincennes Rd from the exit all the way to the right turn.	The Improve 64 project will add a lane on the westbound I-64 exit ramp to US 150. It will not extend that lane to Old Vincennes Road. The possibility of extending the turn lane was investigated during

							project design but was considered too expensive due to the need for extensive rock excavation.
<b>PI032</b>	03	Bomersbach	Denise	Public	8/20/2022	3) To turn left onto US 150 from east Old Vincennes Rd is very dangerous because there are no lanes or arrows painted on the pavement in the median section. Every single day, people drive in the wrong lane to turn left onto US 150 from east Old Vincennes Rd and when turning left from US 150 onto east Vincennes Rd. Don't wait until 2024 to fix this very dangerous road situation. Yield signs are not sufficient. Drivers yield, but they do so in the wrong lane. A simple paint job with arrows and a middle line/lane divider would make it much safer.	A separate INDOT project constructed at the same time as Improve 64 will modify the US 150 and Old Vincennes Road intersection. Your comments about existing safety issues have been provided to INDOT staff for review.
<b>PI033</b>	01	Jenkins	Bryant	Public	8/20/2022	Can design include express lanes from Georgetown and 150 exits to eastbound I 64 and terminate near / at Sherman Minton Bridge?	The Improve 64 project will add a travel lane on eastbound I-64 from US 150 to just north of Cherry Street. This lane will be available for all traffic and will improve traffic conditions for all I-64 users without adding express lanes.
<b>PI034</b>	01	Love	Catherine	Public	8/20/2022	1) Please put up a sound barrier wall along 64 westbound. Traffic noise has gotten so much worse for those living along Old Vincennes Road (east of US 150). More lanes of traffic will create even more noise.	Please see response to comment PI005. A noise barrier at that location is not included in the project.
<b>PI034</b>	02	Love	Catherine	Public	8/20/2022	2) To ensure traffic can keep moving when exiting from I64 west onto US 150, please extend the turn lane onto east Old Vincennes Rd from the exit all the way to the right turn.	Please see response to comment PI032 02.
<b>PI034</b>	03	Love	Catherine	Public	8/20/2022	3) To turn left onto US 150 from east Old Vincennes Rd is very dangerous because there are no lanes or arrows painted on the pavement in the median section. Every single day, people drive in the wrong lane to turn left onto US 150 from east Old Vincennes Rd and when turning left from US 150 onto east Old Vincennes Rd. Don't wait until 2024 to fix this very dangerous road situation. Yield	Please see response to comment PI032 03.

						signs are not sufficient. Drivers yield, but they do so in the wrong lane. A simple paint job with arrows and a middle line/lane divider would make it much safer.	
<b>PI035</b>	01	McGloshen	Nicole	Public	8/20/2022	1) Please put up a sound barrier wall along 64 westbound. Traffic noise has gotten so much worse for those living along Old Vincennes Road (east of US 150). More lanes of traffic will create even more noise.	Please see response to comment PI005. A noise barrier at that location is not included in the project.
<b>PI035</b>	02	McGloshen	Nicole	Public	8/20/2022	2) To ensure traffic can keep moving when exiting from I64 west onto US 150, please extend the turn lane onto east Old Vincennes Rd from the exit all the way to the right turn.	Please see response to comment PI032 02.
<b>PI035</b>	03	McGloshen	Nicole	Public	8/20/2022	3) To turn left onto US 150 from east Old Vincennes Rd is very dangerous because there are no lanes or arrows painted on the pavement in the median section. Every single day, people drive in the wrong lane to turn left onto US 150 from east Old Vincennes Rd and when turning left from US 150 onto east Old Vincennes Rd. Don't wait until 2024 to fix this very dangerous road situation. Yield signs are not sufficient. Drivers yield, but they do so in the wrong lane. A simple paint job with arrows and a middle line/lane divider would make it much safe	Please see response to comment PI032 03.
<b>PI036</b>	01	Isaacs	David	Public	8/22/2022	First of all, I thought the meeting, the presentation, the willing help from those at the tables, and this website are all great.  I do want to echo a comment I have seen in several places and that is that the area around Georgetown is mushrooming and by the time this project is complete the problems may still be present but now between Exits 118 and 119.	The number of added lanes are based on traffic modeling with a design year of 2046. The traffic model takes into account expected traffic demand growth through 2046.  Please see response to comment PI024.
<b>PI037</b>	01	Pfeifer	Meagan	Public	8/24/2022	My name is Meagan Pfeifer and I am a resident of Floyd County that lives in close proximity to	Please see response to comment PI005. A noise barrier at that location is not included in the project.

						<p>interstate 64. With the proposed expansion of the interstate, I am concerned about the increase in traffic noise. We currently already hear the traffic from our neighborhood, it is especially loud in the winter or when vehicles honk their horns. In addition, the interstate will now be closer to our homes and the current natural sound blocking structures (the stone, rock, and dirt on the side of the interstate and established vegetation) might be removed for project to be completed. Being a property owner near the traffic noise source, I am requesting for a noise barrier to be constructed along I-64 from Highway 150 to I-265, or some subset of 64W that encompasses the majority of housing along the interstate. As long as it doesn't not significantly impact the land owners adjacent to the interstate otherwise, then I would prefer a larger natural barrier implemented.</p>	
<b>PI038</b>	01	Pfeifer	Meagan	Public	8/26/2022	<p>My name is Meagan Pfeifer and I am a resident of Floyd County that lives in close proximity to interstate 64. With the proposed expansion of the interstate, I am concerned about the increase in traffic noise. We currently already hear the traffic from our neighborhood, it is especially loud in the winter or when vehicles honk their horns. In addition, the interstate will now be closer to our homes and the current natural sound blocking structures (the stone, rock, and dirt on the side of the interstate and established vegetation) might be removed for project to be completed. Being a property owner near the traffic noise source, I am requesting for a noise barrier to be constructed along I-64 from Highway 150 to I-265, or some subset of 64W that encompasses the majority of housing along the interstate. As long as it doesn't not significantly impact the land owners adjacent to the interstate otherwise, then I would prefer a</p>	<p>Please see response to comment PI005. A noise barrier at that location is not included in the project.</p>

						larger natural barrier implemented.	
<b>PI039</b>	01	Pfeifer	Ryan	Public	8/26/2022	<p>My name is Ryan Pfeifer and I am a resident of Floyd County that lives in close proximity to interstate 64. With the proposed expansion of the interstate, I am concerned about the increase in traffic noise. We currently already hear the traffic from our neighborhood. It is especially loud in the winter or when vehicles honk their horns. In addition, the interstate will now be closer to our homes and the current natural sound blocking structures (the stone, rock, and dirt on the side of the interstate and established vegetation) might be removed for project to be completed. Being a property owner that is one of the closest to the traffic noise source, I am requesting for a noise barrier to be constructed along I-64 from Highway 150 to I-265, or some subset of 64W that encompasses the majority of housing along the interstate.</p>	Please see response to comment PI005. A noise barrier at that location is not included in the project.
<b>PI040</b>	01	Renn	Neal	Public	8/30/2022	<p>First the presentation is a good first shot to give the public something to throw darts at. That said, there are some 'considerations' that may or may not be best for our community.</p> <p>- Rock wall treatment – the rock wall faces have not truly been addressed since the Cut was made. The stairstep configuration has morphed over time into a large ski slope for boulders. These boulders sled down the hill and bounce off the concrete trough at the bottom and many times end up in the driving lanes. The same happens with trees on the south wall. Any construction should address an improved treatment of the catch troughs and do wall remediation.</p>	The Improve 64 project does not include rock wall treatment. A rock fall capture system (such as a fence or netting) was not feasible due to cost. The project will add guardrail along the length of the rock wall which will improve safety.



<b>PI040</b>	02	Renn	Neal	Public	8/30/2022	Additional lanes 1 – On the eastbound side, the US150 entrance to I-64 MUST have its own dedicated lane. Asking US150 traffic to continue to merge into the I64 traffic is only halfway solving the problem. Our number 1 problem on US150 is merging. I-64's number 1 problem is US 150 trying to merge. Adding a lane for I-64 to move over into before the US150 merger is a half a solution.	A third travel lane for I-64 eastbound will be added upstream of the entrance ramp from US 150, providing more freeway capacity at the entrance ramp. In addition, the merge lane from US 150 will be lengthened from 500-feet to 1,500-feet, which allows entering vehicles to accelerate and merge more smoothly. Finally, the exit ramp to I-265 will be moved to the right side of I-64, which will reduce congestion caused by lane changing between US 150 and I-265. Together, these improvements on eastbound I-64 will make traffic flow much better while minimizing the number of lanes that need to be added.
<b>PI040</b>	03	Renn	Neal	Public	8/30/2022	Additional lanes 2 – Extending the merging lane from the Georgetown entrance to I-64 all the way to US150 and making it exit only is a better solution than adding a 3rd lane immediately before the US150 overpass.	Please see responses to comment PI027.
<b>PI040</b>	04	Renn	Neal	Public	8/30/2022	I-64 E exit to I-265 – having a double exit lane is proven at current with the bridge construction to be far less of an improvement to traffic flow than what the studies may indicate. No traffic studies done at current will adequately show the current condition as people have adjusted their travel schedules to miss peak periods.	The two-lane ramps that have been implemented at the I-64/I-265 interchange are part of a temporary traffic mitigation strategy for construction at the Sherman Minton Bridge. However, the full benefit of the two-lane ramps cannot be realized until traffic bottlenecks upstream and downstream of the interchange are also removed. The Improve 64 project will add capacity and reconfigure lanes along I-64 and I-265 in the vicinity of the interchange to complement the additional capacity on the interchange ramps.  Traffic volumes used to analyze the Improve 64 project were obtained before lane restrictions were implemented for the Sherman Minton Bridge project, and the analysis considers expected traffic volume growth through 2046.
<b>PI040</b>	05	Renn	Neal	Public	8/30/2022	I-64E exit to I-265 LH/RH – A lot of noise was made about weaving to find the lane to exit at 265. Not sure what the peak models say, but it would be	It is correct that more traffic entering eastbound I-64 from US 150 is destined toward the Sherman Minton Bridge than to I-265. However, switching the exit to I-

						<p>fully to think that the primary travel route is for US150 traffic to exit on I-265. By far and away, the traffic flow from west of US150 and from US150 is across the Minton. Data to prove otherwise was not shown, but even when I took I-265 in the morning, the exit was never overloaded as a left exit. In ANY case, the exit to I-265 MUST have a dedicated exit only lane. Best condition is for the lane to leave I-64 completely and pick back up on the other side of the exit. Either RH or LH exit, there will be PLENTY of bobbing and weaving to find the exit lane.</p>	<p>265 from the left side of I-64 to the right side is more familiar to drivers and reduces the amount of lane changing on the freeway, and thus it helps to provide smoother traffic flow. As it approaches the I-265 exit, eastbound I-64 will be configured so that traffic in the left lane will remain on I-64, traffic in the right lane will exit to I-265, and traffic in the center lane will have the option to go either direction.</p>
<b>PI040</b>	06	Renn	Neal	Public	8/30/2022	<p>I-64E exit to New Albany – for many years, we had our own lane to exit at New Albany, with 2 lanes going onto the bridge and New Albany getting their own dedicated entrance lane. Someone a few years back sent all 3 lanes across the bridge. Its improvement is dubious, but this project should bring back the dedicated exit lane for New Albany downtown.</p>	<p>Traffic analysis conducted for the Improve 64 project indicates that three eastbound I-64 lanes on the Sherman Minton Bridge are necessary to meet traffic operation standards, and that the right lane should not be a dedicated exit lane to Spring Street.</p>
<b>PI040</b>	07	Renn	Neal	Public	8/30/2022	<p>I64W to I-265 – The exit should be configured to be one lane an EXIT ONLY like it is currently configured. Go from 4 lanes WB to 1 lane exiting and 3 lanes continuing. Having 2 lanes exit is probably a good thing for evening rush, but with minimal EB traffic from I-64 at that time, its effectiveness is probably overblown.</p>	<p>Westbound I-64 will have four lanes as it approaches the I-265 exit. The left two lanes will continue on I-64, the right lane will exit to I-265, and the second lane will allow the option to either continue on I-64 or exit to I-265.</p>
<b>PI040</b>	08	Renn	Neal	Public	8/30/2022	<p>I-265 W to I-64W – The entrance ramp at State Street should not have to merge...add the lane and continue it all the way onto I-64. With a 2 lane exit, it could still be a bit of a bottleneck at margining onto I-64W. In any case DEDICATED added lane for the I-265 traffic is a must! If there is a 2 to 1 merge, leave ADEQUATE merging distance. No more Henry Watterson merging lanes (3 car lengths long). When you make the I-265 exit ramp into 1, pick,</p>	<p>The entrance ramp lane from State Street to westbound I-265 will continue all the way to I-64 westbound. The left through lane on westbound I-265 will be dedicated to traffic destined for eastbound I-64, and traffic in the right through lane on westbound I-265 will have the option to take the ramp to eastbound I-64 or the ramp to westbound I-64.</p>

						and 1, there will be plenty of crossover crashes with people from Kentucky caught in the wrong lane...they do it today, 3 lanes will only make it worse. The only reason there are 265W backups today is because people try to merge into the RH lane of WB 265 as soon as they complete the turn, yet they have 1200 feet remaining to complete the merge.	A two-lane entrance ramp will be provided from westbound I-265 to westbound I-64. The right lane of the ramp will merge after a standard acceleration length, and the left lane will continue on westbound I-64 to the US 150 exit.
<b>PI040</b>	09	Renn	Neal	Public	8/30/2022	I-64W to US150 – the ONLY problem we have and will have for MANY years to come is the thru traffic clogging our exit lane at US150. Easy...dedicated exit lane for US150. If you put 2 lanes of exit there...it will only exacerbate the jams we have at Highlander point...Those can get over ¼ mile long in the evenings, over the Big Indian bridge and blocking the left travel lane.	The westbound I-64 exit to US 150 will be a two-lane exit. The right exit lane will be a dedicated exit lane to US 150, and the left exit lane will be an option lane that allows drivers to either exit at US 150 or continue on I-64.
<b>PI040</b>	10	Renn	Neal	Public	8/30/2022	US150 to I-64W – It would be good to have a dedicated lane that is added at US150 WB to I-64, but that merging situation today has never seen a backup that I can recall. If it were added, make it exit at Georgetown.	The Improve 64 project does not include any changes to I-64 travel lanes west of US 150.
<b>PI040</b>	11	Renn	Neal	Public	8/30/2022	After looking at it the last couple of times down the hill, I can't for the life of me figure out how the exit from 64E to 265E can be accomplished without a flyover, or a really LONG underpass. Save the money...spend it on something else and keep the LH exit. We have almost a MILE for people unfamiliar with the area to tell them LEFT EXIT 1 MILE. I've driven interstates in almost all 50 states...some are notable for their uniqueness. Left exit is our uniqueness.	The eastbound I-64 mainline will be shifted closer to the westbound mainline and allow room for the exit ramp to eastbound I-265 to go under I-64. Please see the response to question PI040 05 for a discussion of the benefits of the right hand exit.
<b>PI040</b>	12	Renn	Neal	Public	8/30/2022	If done well, you will have 2 lanes entering the Georgetown interchange, those 2 lanes will travel ALL the way to the MINTON, with a lane added at US150, then lost at I-265. With a RH exit. If you have a LH exit, the far left lane will EXIT ONLY with	Adding travel lanes on I-64 between SR 62 and US 150 is not within the scope or budget of the Improve 64 project. However, changes that will be made at the I-

						almost a mile of warning and the RH 2 lanes will continue. You then pick back up a lane when 265 joins. If you insist on 3 thru lanes...bubble out for the exit LONG before the exit – ¼ mile or more.	265 and US 150 interchanges will improve conditions on eastbound I-64 as far back as SR 62.  It was determined through analysis of forecast traffic conditions that only two through lanes are needed on eastbound I-64 within the I-265 interchange.
<b>PI040</b>	13	Renn	Neal	Public	8/30/2022	For westbound....4 lanes coming up the hill from Spring Street, one exits at 265, then one added back at the 265 confluence with I-64 and then the 4th lane exits at US150. Don't cheap out between Spring and Cherry streets. We just spent about 5 MILLION to update the drainage structure near Cherry street.	Please see response to comment PI026.
<b>PI040</b>	14	Renn	Neal	Public	8/30/2022	Additional note – the one chart presented suggested that there was morning congestion from I-265 W to I-64W. The congestion is to I-64E.	That is correct. The morning peak congestion on I-64 is in the eastbound direction.
<b>PI040</b>	15	Renn	Neal	Public	8/30/2022	LOS – looks like the project is targeting approximately 130,000 cars and trucks per day. Is that in line with the growth prospects in the area, considering the 1000+ housing units being added in Edwardsville and the 500+ being added at Highlander point?	Traffic growth rates in the project area were developed based on travel demand models maintained by INDOT and by the Kentuckiana Regional Planning and Development Agency (KIPDA). These models forecast future traffic activity and patterns based on existing conditions and the anticipated locations of population and employment growth. These models are regularly updated and do anticipate significant growth in western Floyd County.
<b>PI041</b>	01	Van Bree	Michael	Public	9/1/2022	I was unable to attend the presentation regarding the above referenced project, but want to thank you for planning infrastructure enhancements to alleviate traffic issues with the I-64 corridor through Floyd County. I was able to review some diagrams presented in the press. These are all excellent improvements and much needed! I drive this section of roadway in both directions on a daily basis and have direct knowledge of the issues.	Please see response to comment PI040 02.  Please see responses to comments PI024 and PI027.

						<p>Additionally, I was involved in an accident at the US-150 merge onto I-64 East bound (EB) a couple years ago. While attempting to merge, a tractor trailer impacted the drivers side rear of my vehicle one morning during rush hour. I believe that the ramp is entirely too short for rush hour conditions and needs to be extended at least to the bridge crossing over quarry road to allow a sufficient distance for merging. From what I was able to see of the plans, it appears that perhaps the entrance from US 150 to I-64 EB becomes an entirely new lane. If so, that would certainly resolve the issue that led to my accident. However, I have significant concerns that the addition of a third lane does not begin sooner at the I-64 interchange to the west with SR 62 and SR 64. There is a lot of traffic that already enters/exits I-64 at those ramps. Moreover, the growth in that area is significant (several platted subdivisions and others still under construction) and this will further crowd the roadways. It is not just residential traffic. With the addition of Novaparke (<a href="https://novaparke.com/">https://novaparke.com/</a>), traffic will only become more challenging in this area. Traffic already has to merge with the eastbound volume from Corydon and Lanesville in the mornings and a third lane addition, at least in the eastbound direction, seems necessary. In sum, I believe the addition of the third lanes should be considered from the Sherman Minton bridge West to the interchange with SR 62 and SR64. Additionally, please consider lengthening the US150 to I-64 EB ramp to at least Quarry Road.</p>	
<b>PI042</b>	01	Eichenberger	Kenneth	Public	9/15/2022	<p>During this project, will you please address the terrible road condition at the two intersections of State Street and I-265 interchange since the City of New Albany keeps avoiding the fix. There is underground water coming up through the road at</p>	Please see response to comment PI009 01.

					<p>both southbound turn lanes that freeze in the fall, winter, and spring and causes accidents and tons of uncontrolled turns for folks trying to get onto each direction of I-265 coming from Floyds Knobs area of Paoli Pike. Happy to share pics of this issue.</p> <p>\r\nAlso, the old median needs to be expanded for the turn lane under this interchange because it reduces the number of cars able to turn on the turn light and therefore backs up both the other lanes EVERY school day morning from ~7:30 to after ~8:10am.</p>	
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**From:** [Kia Gillette](#)  
**To:** [Ed Clere](#)  
**Subject:** RE: Comments regarding Improve 64 noise analysis  
**Date:** Monday, September 12, 2022 8:54:00 AM

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Ed,

Thank you for providing comments on the Improve 64 project. We have received your comments and they will be included in the formal project record.

Thank you,  
Kia

**Kia Gillette**  
Environmental Project Manager  
Email [kgillette@hntb.com](mailto:kgillette@hntb.com)

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**From:** Ed Clere <edclere@gmail.com>  
**Sent:** Friday, September 2, 2022 3:04 PM  
**To:** Kia Gillette <kgillette@HNTB.com>  
**Subject:** Comments regarding Improve 64 noise analysis

Kia,

Please include this in the record of public comments.

I am very concerned that current project planning only provides for noise analysis along I-265 up to the Green Valley Road area. I have heard from many constituents who live beyond this area and who are negatively impacted by existing noise and concerned about the threat of additional noise. Noise analysis should continue at least to the Charlestown Road intersection. There are dozens of homes along I-265 between Grant Line Road and Charlestown Road, and there are hundreds of others in close proximity. Not conducting noise analysis in this area would be more than a missed opportunity; it would be an injustice to people who already experience disproportionate impact based on a number of measures.

Thank you for your consideration.

Edward D. Clere  
State Representative  
House District 72

**From:** [Kia Gillette](#)  
**To:** [Cheryl Cotner](#)  
**Cc:** [Larry Summers](#)  
**Subject:** RE: INDOT Improve 64 Project (Des. No. 1900162) - Community Advisory Committee (CAC) & Environmental Justice (EJ) Working Group (WG) Meeting Minutes and Presentation  
**Date:** Friday, September 16, 2022 2:58:00 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)

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Cheryl,

Larry is now included on the Improve 64 CAC list and will receive all future correspondence and meeting invitations for the project.

Thank you,  
Kia

**Kia Gillette**  
 Environmental Project Manager  
 Email [kgillette@hntb.com](mailto:kgillette@hntb.com)

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**From:** Cheryl Cotner <ccotner@cityofnewalbany.com>  
**Sent:** Tuesday, August 23, 2022 8:16 AM  
**To:** Kia Gillette <kgillette@HNTB.com>  
**Cc:** Larry Summers <lsummers@cityofnewalbany.com>  
**Subject:** RE: INDOT Improve 64 Project (Des. No. 1900162) - Community Advisory Committee (CAC) & Environmental Justice (EJ) Working Group (WG) Meeting Minutes and Presentation

If not already, Larry Summers, City Engineer for the City of New Albany, should be included on any correspondence from here forward regarding this project.

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**From:** Kia Gillette <[kgillette@HNTB.com](mailto:kgillette@HNTB.com)>  
**Sent:** Monday, August 22, 2022 5:05 PM  
**To:** Kia Gillette <[kgillette@HNTB.com](mailto:kgillette@HNTB.com)>  
**Cc:** Greg Prince ([gprince@indot.in.gov](mailto:gprince@indot.in.gov)) <[gprince@indot.in.gov](mailto:gprince@indot.in.gov)>; Kyanna Wheeler <[kwheeler@indot.in.gov](mailto:kwheeler@indot.in.gov)>; Tally, Robert <[RTally@indot.IN.gov](mailto:RTally@indot.IN.gov)>; Garrett, Natalie R <[NaGarrett@indot.IN.gov](mailto:NaGarrett@indot.IN.gov)>; [ksears@indot.in.gov](mailto:ksears@indot.in.gov); Ross, Anthony <[ARoss3@indot.IN.gov](mailto:ARoss3@indot.IN.gov)>; Passmore, Andrew D <[APassmore@indot.IN.gov](mailto:APassmore@indot.IN.gov)>; Kari Carmany-George <[k.carmanygeorge@dot.gov](mailto:k.carmanygeorge@dot.gov)>; Tait, Erica (FHWA) <[erica.tait@dot.gov](mailto:erica.tait@dot.gov)>; Dan Thatcher <[DThatcher@HNTB.com](mailto:DThatcher@HNTB.com)>; Timothy Miller <[tnmiller@HNTB.com](mailto:tnmiller@HNTB.com)>; Stacey Osburn <[sosburn@HNTB.com](mailto:sosburn@HNTB.com)>; Kelly Scott <[kescott@HNTB.com](mailto:kescott@HNTB.com)>; Emma Collins <[ecollins@c2strategic.com](mailto:ecollins@c2strategic.com)>  
**Subject:** INDOT Improve 64 Project (Des. No. 1900162) - Community Advisory Committee (CAC) & Environmental Justice (EJ) Working Group (WG) Meeting Minutes and Presentation

Dear Improve 64 Community Advisory Committee (CAC) and Environmental Justice (EJ) Working Group (WG) Invited Members,



**From:** [Kia Gillette](#)  
**To:** ["Anderson, Gina M"](#)  
**Subject:** RE: INDOT Improve 64 Project (Des. No. 1900162) - Community Advisory Committee (CAC) & Environmental Justice (EJ) Working Group (WG) Meeting Minutes and Presentation  
**Date:** Friday, September 16, 2022 3:49:00 PM  
**Attachments:** [image001.png](#)

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Hi Gina,

Thank you for sending these comments. They are very helpful and will be included in the formal record for the project.

Thank you,  
 Kia

**Kia Gillette**  
 Environmental Project Manager  
 Email [kgillette@hntb.com](mailto:kgillette@hntb.com)

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**From:** Anderson, Gina M <gmanders@purdue.edu>  
**Sent:** Monday, September 12, 2022 9:21 AM  
**To:** Kia Gillette <kgillette@HNTB.com>  
**Subject:** INDOT Improve 64 Project (Des. No. 1900162) - Community Advisory Committee (CAC) & Environmental Justice (EJ) Working Group (WG) Meeting Minutes and Presentation

Hi Kia,

So sorry that I haven't emailed you before now.

Here are some thoughts that I have about this project.

Although I know it would be daunting, it might be good to send information about this project to Harrison County. There are many people who commute from there that would be affected by the construction.

When another public forum is done, it would be good to do it somewhere like Floyd Central, because many of the people who travel that stretch of road live outside of New Albany, and they aren't going to come to New Albany for a meeting. It would be good to do it on a night when there aren't other county meetings going on. I know that Planning Commission and BZA meet the 2<sup>nd</sup> Monday of the month. The council and commissioners meet every other Tuesday. I think the Commissioners meet on the 1<sup>st</sup> and 3<sup>rd</sup> Tuesday with Council meeting the 2<sup>nd</sup> and 4<sup>th</sup> Tuesday. I know there are some county meetings on Monday nights other than Planning and BZA, but I don't remember what they are.

As far as when construction is taking place and finishing up, it would be good if we could plant the area in native plants. What I have seen a lot in road projects whether it is a county or state project is that invasive species like callery pear get brought in, or we get things like poison hemlock because

equipment wasn't washed off before being moved and the seed heads were carried to a new location.

My only other thought is what is going to happen to the runoff on the sides of the rock walls. During having rain and snow events, there are water falls coming down the sides of the rock along 64. I would hate for that feature to disappear because those rock walls and the water flowing through them are unique to Floyd County and southern Indiana.

Those are my only thoughts for now.

Please let me know if there is anything else I can do to help with this project.

Have a great day.

Gina Anderson  
Purdue University Extension Educator  
ANR/CD  
Floyd County  
3000 Technology Avenue, Ste. L2110  
New Albany, IN 47150  
Telephone: 812-948-5470  
Email: [gmanders@purdue.edu](mailto:gmanders@purdue.edu)

**Find us at:**

-  [www.extension.purdue.edu/floyd](http://www.extension.purdue.edu/floyd)
-  Purdue Extension Floyd County
-  @PurdueExtFloyd
-  purdueextfloydco

**From:** [Kia Gillette](#)  
**To:** [Matt Uhl](#)  
**Subject:** RE: I-64 and US150 interchange  
**Date:** Friday, August 12, 2022 7:52:00 AM

---

Matt,

Thank you for providing comments on the Improve 64 project. We have received your comments and they will be included in the formal project record.

Thank you,  
Kia

**Kia Gillette**  
Environmental Project Manager  
Email [kgillette@hntb.com](mailto:kgillette@hntb.com)

---

**From:** Matt Uhl <muhl24@gmail.com>  
**Sent:** Tuesday, August 9, 2022 9:23 PM  
**To:** Kia Gillette <kgillette@HNTB.com>  
**Subject:** I-64 and US150 interchange

I applaud your forward thinking on this proposed project.

As a resident of the Floyd County/Greenville area, I also think serious thought just as important as interstate congestion is the US150 travel corridor west from I64 thru Galena. A third, convertible travel lane for morning rush traffic east, and afternoon rush traffic west, must be contemplated.

Otherwise, the additional traffic your new design on I64 will alleviate will simply overburden this critical 7+ mile stretch where over 25,000 residents reside within a 5 mile radius of US150.

Thanks,

Matt Uhl  
Greenville resident  
812-670-0356

**From:** [Kia Gillette](#)  
**To:** [Nick Vissing](#)  
**Subject:** RE: Improve64 project comment  
**Date:** Friday, August 12, 2022 7:48:00 AM

---

Nick,

Thank you for providing comments on the Improve 64 project. We have received your comments and they will be included in the formal project record.

Thank you,  
Kia

**Kia Gillette**  
Environmental Project Manager  
Email [kgillette@hntb.com](mailto:kgillette@hntb.com)

---

**From:** Nick Vissing <[nickviss@yahoo.com](mailto:nickviss@yahoo.com)>  
**Sent:** Tuesday, August 9, 2022 11:18 AM  
**To:** Kia Gillette <[kgillette@HNTB.com](mailto:kgillette@HNTB.com)>  
**Subject:** Improve64 project comment

Good morning,

I am very excited about the Improve64 project and just reviewed the plans for the project. Everything about it looks great and is very much needed. However, I believe that not adding a westbound travel lane on I-265 between Grant Line Road and I-64 is a big mistake. The congestion that I generally experience at that interchange comes from traveling west on I-265 way more than traveling east, where an extra travel lane is being added. I urge the planners to please reconsider and add an additional travel lane on I-265 westbound as well. All of I-265 needs a third lane from I-65 to I-64 as traffic is extremely congested in this area. Thank you for your consideration.

Nick Vissing

**From:** [Kia Gillette](#)  
**To:** [Mark Hengartner](#)  
**Subject:** RE: I 265 to I 64  
**Date:** Friday, August 12, 2022 7:58:00 AM

---

Mark,

Thank you for providing comments on the Improve 64 project. We have received your comments and they will be included in the formal project record.

The I-64 eastbound to I-265 eastbound exit ramp, which is currently on the left, will be reconfigured so it is on the right side. The I-265 to I-64 ramps will remain in the same configuration.

Thank you,  
Kia

**Kia Gillette**  
Environmental Project Manager  
Email [kgillette@hntb.com](mailto:kgillette@hntb.com)

---

**From:** Mark Hengartner <theindianamark@gmail.com>  
**Sent:** Wednesday, August 10, 2022 10:05 AM  
**To:** Kia Gillette <kgillette@HNTB.com>  
**Subject:** I 265 to I 64

Will that exit enter I 64 from the right instead of left as it does now? Any way to slow traffic down in the area?

**From:** [Kia Gillette](#)  
**To:** [Candice M](#)  
**Subject:** RE: More lanes coming to I-64 in Floyd County, construction planned on I-265  
**Date:** Friday, August 12, 2022 7:54:00 AM

---

Candice,

Thank you for providing comments on the Improve 64 project. We have received your comments and they will be included in the formal project record.

Thank you,  
Kia

**Kia Gillette**  
Environmental Project Manager  
Email [kgillette@hntb.com](mailto:kgillette@hntb.com)

---

**From:** Candice M <cemchargue@gmail.com>  
**Sent:** Wednesday, August 10, 2022 8:53 AM  
**To:** Kia Gillette <kgillette@HNTB.com>  
**Subject:** More lanes coming to I-64 in Floyd County, construction planned on I-265

Good morning,

I'm not sure I'll be able to attend the meeting next week as my daughter has teacher open house at Floyds Knobs Elementary, but as a driver who drives this daily I wanted to make sure my opinion is voiced.

The need to expand this is more than overdue. I hope the expansion of new developments is in mind. I would expect there should be no less than 4 lanes due to the growth th Floyd County. Meanwhile the expansion of Hwy 150 to Greenville will also be discussed. The highway backs up in the mornings and afternoons, 2 lanes are needed here and 3 lanes where it is now 2 lanes. This should be something that the state and county should be working on in Floyd County as well and has been well overdue. Appreciate your time.

Thank you,

Candice McHargue  
Driver and Resident

**From:** [Kia Gillette](#)  
**To:** [Pruzin, Michael](#)  
**Subject:** RE: Improve64 project  
**Date:** Monday, August 15, 2022 7:31:00 AM

---

Mike,

Thank you for providing comments on the Improve 64 project. We have received your comments and they will be included in the formal project record.

The project does include a noise analysis. The noise study area includes I-265 from the I-64 interchange to Green Valley Road. This analysis will include potential noise barrier locations and is anticipated to be released to the public later this fall.

Thank you,  
Kia

**Kia Gillette**  
Environmental Project Manager  
Email [kgillette@hntb.com](mailto:kgillette@hntb.com)

---

**From:** Pruzin, Michael <Michael.Pruzin.sg@hca.hitachi-cable.com>  
**Sent:** Friday, August 12, 2022 8:26 AM  
**To:** Kia Gillette <kgillette@HNTB.com>  
**Subject:** Improve64 project

I have lived on Barrington Court for several years and I previously asked for sound barriers to be put up along I265 to decrease the road noise in our neighborhood. I was told that the barriers would only be considered if there was other work being done on the road. Now, I see that I265 work is being considered. I would like you to let me know how I can request that sound barriers be constructed along I265 from the I64 interchange to Green Valley Road. I think this would be an improvement to the neighborhoods around this area.

Mike Pruzin  
3044 Barrington Court  
New Albany, IN 47150  
(502) 724-7510



# We Welcome your Feedback!

RE: DES NUMBER: 1900162  
PROJECT NO.: 78704  
Improve 64  
Public Information Meeting

TO: INDOT Project Team  
Attn: Kia Gillette  
C/O HNTB Corporation  
111 Monument Circle, Suite 1200  
Indianapolis IN, 42204  
[kgillette@hntb.com](mailto:kgillette@hntb.com)

FROM: Name Damian Zipp  
Address 797 Captain Frank Rd  
Phone (502) 645 0251 (Optional) Email Dzipp36@hotmail.com (Optional)  
Organization/Agency (if relevant) \_\_\_\_\_ (Optional)

COMMENTS: INDOT respectfully requests that comments be submitted by:  
**Friday, September 2, 2022.** Comments can be submitted to Kia Gillette at the  
address above or at <https://improve64.com/comments/>

## Comments

The road noise is already bad from the interchange to the bridge. The semi tractor trailers use the Jake brake on the downgrade from Floyd Knobs to downtown New Albany. A sound barrier wall would be greatly appreciated to help reduce the noise along with the added lanes.





# We Welcome your Feedback!

RE: DES NUMBER: 1900162  
PROJECT NO.: 78704  
Improve 64  
Public Information Meeting

TO: INDOT Project Team  
Attn: Kia Gillette  
C/O HNTB Corporation  
111 Monument Circle, Suite 1200  
Indianapolis IN, 42204  
[kgillette@hntb.com](mailto:kgillette@hntb.com)

FROM: Name Kristen Zipp  
Address 797 Captain Franklin  
Phone (502) 930-6209 (Optional) Email kristenzipp@legmail.com (Optional)  
Organization/Agency (if relevant) \_\_\_\_\_ (Optional)

COMMENTS: INDOT respectfully requests that comments be submitted by:  
**Friday, September 2, 2022.** Comments can be submitted to Kia Gillette at the  
address above or at <https://improve64.com/comments/>

### Comments

The jake Brakes coming off the hill on 64 E from the knobs  
through the interchange is terrible! we live right next to the  
apartments and they cut down all the trees a few years ago  
and now the highway noise is even worse. but the trucks  
jake breaking is what is terrible. would love to see a sound barrier  
wall in this area!

Thanks!

OR maybe add a no jake Braking sign :)

would it help to get signatures from neighbors?



## We Welcome your Feedback!

RE: DES NUMBER: 1900162  
PROJECT NO.: 78704  
Improve 64  
Public Information Meeting

TO: INDOT Project Team  
Attn: Kia Gillette  
C/O HNTB Corporation  
111 Monument Circle, Suite 1200  
Indianapolis IN, 42204  
[kgillette@hntb.com](mailto:kgillette@hntb.com)

FROM: Name CARL GOODMAN  
Address 5428 BUTTONTOWN ROAD GEORGETOWN IN 47122  
Phone ( ) (Optional) Email cgjgoodman@gmail.com (Optional)  
Organization/Agency (if relevant) (Optional)

COMMENTS: INDOT respectfully requests that comments be submitted by:  
**Friday, September 2, 2022.** Comments can be submitted to Kia Gillette at the  
address above or at <https://improve64.com/comments/>

### Comments

Great presentation!

Make sure this project does not add tolls to the Sherman Minton bridge.

Signage both above and painted on the road during the project and at the end will be extremely helpful to all!

1                   IN RE: IMPROVE 64 PROJECT - PUBLIC COMMENTS  
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23    COMMENTS:   KENNETH EICHENBERGER

24    DATE:         AUGUST 17, 2022

25    REPORTER:    MAGGIE PATTERSON

## PROCEEDINGS

1  
2  
3 MR. EICHENBERGER: So the State Street  
4 intersection, as it's shown on the map, it would be  
5 the south side of 265, and it's going from what I'm  
6 going to call the hill, coming under the expressway.  
7 I'm re -- there is a huge need for that interchange  
8 on the left- hand turn lane going onto the  
9 expressway to be redone because there is an  
10 underground water that comes up through that  
11 intersection year-round, and on frosty cold mornings  
12 in the winter and the spring, and in the fall,  
13 especially in the winter. But, I mean, it catches  
14 you off guard in the fall and the spring. There  
15 have been many, many, many unsuspecting vehicles  
16 slide into oncoming traffic with their loss of front  
17 wheel control because of the pockets of frozen  
18 water. And so, if they're going to do anything  
19 there, I hope they extend it to fix the problem  
20 that's been there for at least ten years. 12,  
21 actually. We've been here 12 years, and that  
22 problem has been there for 12 years. And I've  
23 written stuff to the city. I have sent pictures of  
24 accidents. I have e-mailed. I have stopped in and  
25 talked to them. This would be a perfect time to fix

1 a problem the city can't fix.

2 The eastbound entrance ramp at U.S. 150. I  
3 know they are planning on extending that lane, but  
4 just extending the lane, if they don't plan on  
5 better signage, it's not going to fix that problem.  
6 So I'm -- great to hear -- it looks like a lot of  
7 the same ideas that we've had here, just thinking  
8 about it as we've been driving for 25 years, this  
9 area, but the signage is important, and I haven't  
10 seen anything on the signage. So glad that they're  
11 planning. Please plan the signage appropriately.

12 COURT REPORTER: Is that it?

13 MR. EICHENBERGER: I vote for taking whatever  
14 money that they're going to spend on sound walls and  
15 putting it into walls at the border down in Texas.

16 (COMMENT CONCLUDED)

17  
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19  
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25

**From:** [Kia Gillette](#)  
**To:** [jddannunzio@icloud.com](mailto:jddannunzio@icloud.com)  
**Subject:** RE: Improve 64 Project Comment  
**Date:** Friday, September 16, 2022 1:31:00 PM

---

JD,

Thank you for providing comments on the Improve 64 project. We have received your comments and they will be included in the formal project record.

Thank you,  
Kia

**Kia Gillette**  
Environmental Project Manager  
Email [kgillette@hntb.com](mailto:kgillette@hntb.com)

---

**From:** jddannunzio@icloud.com <jddannunzio@icloud.com>  
**Sent:** Wednesday, August 17, 2022 1:06 PM  
**To:** Kia Gillette <kgillette@HNTB.com>  
**Subject:** Improve 64 Project Comment

To whom it may concern,

I am a resident of New Albany and work in Louisville, so I am familiar with the stretches of I-64 and I-265 affected by the proposed Improve 64 project.

I have no objection to the adjustments to the ramps, but I have severe reservations regarding the additional highway and interchange lanes included in the proposal. As I'm sure the staff of HNTB and INDOT know, this project would cost at least tens of millions of dollars up front and mandate millions more in regular maintenance spending for as long as these highways stand.

By increasing the highways' car capacity, they would enable developers to build (and citizens to live) even further from work, shopping, and amenities than they already do, exacerbating suburban sprawl, lengthening commutes, and requiring more infrastructure to be built and maintained to serve new sparse subdivisions.

They would increase the rate of carbon emissions due to transportation at a time when Indiana, the US, and the world desperately need to reduce them in order to limit climate change - and I remind anyone reading this that New Albany and much of southern Indiana lies in a flood plain. They would also worsen air quality by the increased emission of carbon and tire and brake dust near populated areas. The site of this project's first public hearing, Scribner Middle School, is less than 1,000 feet from I-64, meaning the lungs of its students would be directly affected.

In addition, neither of the claimed benefits of the project touted on its website are true: highway expansions neither make driving safer nor reduce congestion.

Because the added lanes would increase driving, the likelihood of a crash would also increase as a simple matter of mathematics: more drivers means more opportunities for a crash. Even if the project were to not increase the number of drivers and simply provided more lanes for them to use, drivers would travel faster because of the lack of obstacles, causing deadlier crashes when they inevitably occur. All this must be considered in the context that US traffic deaths are [the highest they've been in 20 years.](#)

Finally, any reduction in congestion would be short-lived, as has been observed time and time again in highway expansions. While trips would indeed be quicker immediately after the new lanes opened, people would take note and adjust their driving habits accordingly. They would shift from taking TARC to driving, move a non-essential trip from outside rush hour into it, or simply take a car trip they otherwise wouldn't have at all. Over time, congestion would increase until it reached the same extent it has now. This has been demonstrated in scientific studies, [one of which](#) showed an *exact* positive correlation between highway capacity added and vehicle travel.

This is all not to mention the fact that I have very rarely encountered significant congestion on any part of the affected stretches of 64 or 265, and what little there is has been due to construction on the Sherman Minton Bridge; or the fact that any new lane on southbound 64 will still have to merge down to 3 lanes at the bridge, creating a brand-new traffic bottleneck.

To summarize, the proposed lane additions would:

- be expensive to build and maintain,
- make suburban sprawl worse,
- cause more countryside to be bulldozed,
- increase carbon emissions,
- worsen air quality,
- make driving even more dangerous, and
- do nothing at all to improve congestion long-term.

The lane additions should be stricken from this plan altogether. The funding saved should be used to pursue safer transportation options that actually reduce congestion in the long run: new bus routes, bus lanes, bike lanes, greenways, traffic calming, roundabouts, and pedestrian safety measures like continuous sidewalks and curb bumpouts.

Thank you for your time.

JD D'Annunzio

**From:** [Kia Gillette](#)  
**To:** [John West](#)  
**Subject:** RE: Improve64 question for tonight's info session  
**Date:** Friday, September 16, 2022 2:31:00 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)

---

John,

Thank you for providing comments on the Improve 64 project. We have received your comments and they will be included in the formal project record.

The ramp will not be a flyover. The I-64 EB to the I-265 EB will go under I-64 WB and I-64 EB.

Thank you,  
Kia



**Kia Gillette**  
 Environmental Project Manager  
 Email [kgillette@hntb.com](mailto:kgillette@hntb.com)

---

**From:** John West <John@indco.com>  
**Sent:** Wednesday, August 17, 2022 1:37 PM  
**To:** Kia Gillette <kgillette@HNTB.com>  
**Subject:** Improve64 question for tonight's info session

Good afternoon. Will the new right-side exit ramp from the 64 EB to the 265 EB be a flyover style?

Thank you,

*John R West*    | Application Engineer  
[john@indco.com](mailto:john@indco.com) | Ph: 800-942-4383 | Fx: 800-942-9742  
 4040 Earnings Way, New Albany, IN 47150 | [www.indco.com](http://www.indco.com)





**From:** [Kelly Scott](#)  
**To:** [Kia Gillette](#)  
**Subject:** FW: New Feedback Submission for "Improve 64"  
**Date:** Thursday, August 18, 2022 10:43:01 AM

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**Kelly N. Scott, M.S.**

Senior Public Involvement Rep.

Transportation Department

Cell (317) 619-8231 Email [kescott@hntb.com](mailto:kescott@hntb.com)

---

**From:** Improve 64 <[email@improve64.com](mailto:email@improve64.com)>  
**Sent:** Thursday, August 18, 2022 10:21 AM  
**To:** Kelly Scott <[kescott@HNTB.com](mailto:kescott@HNTB.com)>  
**Subject:** New Feedback Submission for "Improve 64"

First Name: Roger

Last Name: Dowden

Email: [rogerdd@gmail.com](mailto:rogerdd@gmail.com)

Phone Number:

Organization:

Comments: I think this will help a lot. Traffic has run smoother on 265 to 64, around State Street, since both lanes have been able to take the exit for west bound 64 and not having to merge with slow traffic on 64.

---

Date: August 18, 2022

Time: 10:21 am

Page URL: <https://improve64.com/comments/>

Remote IP: 85.237.194.177

**From:** [Kelly Scott](#)  
**To:** [Kia Gillette](#)  
**Subject:** FW: New Feedback Submission for "Improve 64"  
**Date:** Thursday, August 18, 2022 3:34:22 PM

---

**Kelly N. Scott, M.S.**

Senior Public Involvement Rep.  
Transportation Department  
Cell (317) 619-8231 Email [kescott@hntb.com](mailto:kescott@hntb.com)

---

**From:** Improve 64 <[email@improve64.com](mailto:email@improve64.com)>  
**Sent:** Thursday, August 18, 2022 3:31 PM  
**To:** Kelly Scott <[kescott@HNTB.com](mailto:kescott@HNTB.com)>  
**Subject:** New Feedback Submission for "Improve 64"

First Name: Aaron

Last Name: Fernandez

Email: [aafernandez205@gmail.com](mailto:aafernandez205@gmail.com)

Phone Number: (812) 946-9186

Organization:

Comments: This project would not help much to relieve congestion. This would only make things worse with induced demand. This corridor is not busy enough. The only time it is truly busy is when there is construction, bad weather, or an accident. I would highly recommend using the funds for just re-pavement and sound barriers. Or maybe none at all and re-direct funding for more public transportation options or more bike and pedestrian infrastructure.

---

Date: August 18, 2022

Time: 3:31 pm

Page URL: <https://improve64.com/comments/>

Remote IP: 2600:1700:1f90:7090:785c:1b16:43d3:65c

**From:** [Kelly Scott](#)  
**To:** [Kia Gillette](#)  
**Subject:** FW: New Feedback Submission for "Improve 64"  
**Date:** Thursday, August 18, 2022 10:01:45 AM

---

**Kelly N. Scott, M.S.**

Senior Public Involvement Rep.  
Transportation Department  
Cell (317) 619-8231 Email [kescott@hntb.com](mailto:kescott@hntb.com)

---

**From:** Improve 64 <[email@improve64.com](mailto:email@improve64.com)>  
**Sent:** Thursday, August 18, 2022 9:03 AM  
**To:** Kelly Scott <[kescott@HNTB.com](mailto:kescott@HNTB.com)>  
**Subject:** New Feedback Submission for "Improve 64"

First Name: Alexander

Last Name: Greulich

Email: [alexandergreulich@gmail.com](mailto:alexandergreulich@gmail.com)

Phone Number: 8125495073

Organization:

Comments: This whole project is a waste of money. Haven't we known for 40 years that adding lanes doesn't help congestion because of induced demand? This situation is exacerbated by the fact that this stretch of road feeds and is fed by the main non-toll bridge in the area. Why not use the money set aside for this entire project to fund ongoing increased capacity and routes to the TARC system to allow New Albany residents to travel by bus. Adding lanes DOES NOT WORK and increasing public transit is the only way to relieve congestion in cities.

---

Date: August 18, 2022

Time: 9:03 am

Page URL: <https://improve64.com/comments/>

Remote IP: 163.182.188.71

**From:** [Kelly Scott](#)  
**To:** [Kia Gillette](#)  
**Subject:** FW: New Feedback Submission for "Improve 64"  
**Date:** Friday, August 19, 2022 7:36:21 AM

---

**Kelly N. Scott, M.S.**

Senior Public Involvement Rep.

Transportation Department

Cell (317) 619-8231 Email [kescott@hntb.com](mailto:kescott@hntb.com)

---

**From:** Improve 64 <[email@improve64.com](mailto:email@improve64.com)>  
**Sent:** Thursday, August 18, 2022 6:21 PM  
**To:** Kelly Scott <[kescott@HNTB.com](mailto:kescott@HNTB.com)>  
**Subject:** New Feedback Submission for "Improve 64"

First Name: Kristen

Last Name: Zipp

Email: [kristenzipp24@gmail.com](mailto:kristenzipp24@gmail.com)

Phone Number:

Organization:

Comments: Hello! I would love for a sound barrier wall to be put up along I-64 E coming down the hill from Floyd knobs, around the interchange. The Jake brakes coming off the hill are so terrible. We live right next to an easement, and a few years ago they cut down all of the tress and now the sound is even worse. Would love to see a sound barrier wall in this area or maybe adding a no Jake break sign. Would getting neighbors signatures help at all?

---

Date: August 18, 2022

Time: 6:20 pm

Page URL: <https://improve64.com/comments/>

Remote IP: 2600:1700:1f91:1040:10d3:bcb1:e5d5:389

**From:** [Kelly Scott](#)  
**To:** [Kia Gillette](#)  
**Subject:** FW: New Feedback Submission for "Improve 64"  
**Date:** Thursday, August 18, 2022 7:30:58 AM

---

**Kelly N. Scott, M.S.**

Senior Public Involvement Rep.

Transportation Department

Cell (317) 619-8231 Email [kescott@hntb.com](mailto:kescott@hntb.com)

---

**From:** Improve 64 <[email@improve64.com](mailto:email@improve64.com)>  
**Sent:** Thursday, August 18, 2022 7:11 AM  
**To:** Kelly Scott <[kescott@HNTB.com](mailto:kescott@HNTB.com)>  
**Subject:** New Feedback Submission for "Improve 64"

First Name: Vicki

Last Name: Lindgren

Email: [vglindgren@gmail.com](mailto:vglindgren@gmail.com)

Phone Number: 5026124307

Organization:

Comments: Please put a sound barrier along the interstate that backs up to residential homes. It is in our backyard and is loud and dangerous. Thank you

---

Date: August 18, 2022

Time: 7:11 am

Page URL: <https://improve64.com/comments/>

Remote IP: 2600:1700:1f96:cc10:b5ea:d833:e966:b427

**From:** [Kelly Scott](#)  
**To:** [Kia Gillette](#)  
**Subject:** FW: New Feedback Submission for "Improve 64"  
**Date:** Friday, August 19, 2022 7:36:21 AM

---

**Kelly N. Scott, M.S.**

Senior Public Involvement Rep.

Transportation Department

Cell (317) 619-8231 Email [kescott@hntb.com](mailto:kescott@hntb.com)

---

**From:** Improve 64 <[email@improve64.com](mailto:email@improve64.com)>  
**Sent:** Thursday, August 18, 2022 7:47 PM  
**To:** Kelly Scott <[kescott@HNTB.com](mailto:kescott@HNTB.com)>  
**Subject:** New Feedback Submission for "Improve 64"

First Name: Jesse

Last Name: May

Email: [jessec15@gmail.com](mailto:jessec15@gmail.com)

Phone Number: 18122648447

Organization:

Comments: A sound barrier along i-265 from the i-64 interchange to the Grant Line Rd exit, is desperately needed. The interstate traffic noise is an endless and brutal assault.

---

Date: August 18, 2022

Time: 7:46 pm

Page URL: <https://improve64.com/comments/>

Remote IP: 69.23.57.42

**From:** [Kelly Scott](#)  
**To:** [Kia Gillette](#)  
**Subject:** FW: New Feedback Submission for "Improve 64"  
**Date:** Thursday, August 18, 2022 7:31:07 AM

---

**Kelly N. Scott, M.S.**

Senior Public Involvement Rep.  
Transportation Department  
Cell (317) 619-8231 Email [kescott@hntb.com](mailto:kescott@hntb.com)

---

**From:** Improve 64 <[email@improve64.com](mailto:email@improve64.com)>  
**Sent:** Thursday, August 18, 2022 7:07 AM  
**To:** Kelly Scott <[kescott@HNTB.com](mailto:kescott@HNTB.com)>  
**Subject:** New Feedback Submission for "Improve 64"

First Name: Sarah

Last Name: Pearrow

Email: [sarah0628@live.com](mailto:sarah0628@live.com)

Phone Number: 8122073955

Organization: Homeowner

Comments: Sound barrier installation should be a priority in the scope of this project as well as improving past oversights, particularly along the majority of the 1-265 corridor — not as an afterthought in these projects. Noise levels have steadily worsened since the speed limit increase to 65 MPH over 2 years ago, as well as substantially more traffic due to the I-64 bridge project.

---

Date: August 18, 2022

Time: 7:06 am

Page URL: <https://improve64.com/comments/>

Remote IP: 2603:6011:9544:2200:90d6:cdc4:facf:9f16

**From:** [Kia Gillette](#)  
**To:** [Bryce Richmer](#)  
**Subject:** RE: Project "Improve 64"  
**Date:** Monday, September 12, 2022 9:27:00 AM

---

Bryce,

Thank you for providing comments on the Improve 64 project. We have received your comments and they will be included in the formal project record.

Thank you,  
Kia

**Kia Gillette**  
Environmental Project Manager  
Email [kgillette@hntb.com](mailto:kgillette@hntb.com)

---

**From:** Bryce Richmer <bryce.richmer@gmail.com>  
**Sent:** Thursday, August 18, 2022 5:34 PM  
**To:** Kia Gillette <kgillette@HNTB.com>  
**Subject:** Project "Improve 64"

"Improve 64" is an excellent idea. Please do move forward with this plan. I travel it enough during high traffic periods to know this will improve flow and safety. Appreciate this focus to the local to me Southern IN area.

Bryce Richmer  
502-553-4096



**From:** [Kelly Scott](#)  
**To:** [Kia Gillette](#)  
**Subject:** FW: New Feedback Submission for "Improve 64"  
**Date:** Thursday, August 18, 2022 7:51:56 AM

---

**Kelly N. Scott, M.S.**

Senior Public Involvement Rep.  
Transportation Department  
Cell (317) 619-8231 Email [kescott@hntb.com](mailto:kescott@hntb.com)

---

**From:** Improve 64 <[email@improve64.com](mailto:email@improve64.com)>  
**Sent:** Thursday, August 18, 2022 7:49 AM  
**To:** Kelly Scott <[kescott@HNTB.com](mailto:kescott@HNTB.com)>  
**Subject:** New Feedback Submission for "Improve 64"

First Name: Jeff

Last Name: Rockhill

Email: [j\\_rock2000@yahoo.com](mailto:j_rock2000@yahoo.com)

Phone Number:

Organization:

Comments: As a frequent user of the west bound ramp from Hwy. 150 to I-64, I feel this needs to be lengthened as part of the improvements project. This is a very short ramp and I have almost been run off the road on a couple of occasions, especially when merging with semi trucks. Usually the trucks want to stay on the interstate, but don't always realize the far right lane is ending ahead. The length of this ramp along with busy traffic and long vehicles makes merging very hazardous. This is usually only an issue on weekday afternoons. This would be a huge oversight to not include this in the improvements project. Thanks for listening.

---

Date: August 18, 2022

Time: 7:48 am

Page URL: <https://improve64.com/comments/>

Remote IP: 71.67.14.226

**From:** [Kelly Scott](#)  
**To:** [Kia Gillette](#)  
**Subject:** FW: New Feedback Submission for "Improve 64"  
**Date:** Thursday, August 18, 2022 10:08:49 AM

---

**Kelly N. Scott, M.S.**

Senior Public Involvement Rep.  
Transportation Department  
Cell (317) 619-8231 Email [kescott@hntb.com](mailto:kescott@hntb.com)

---

**From:** Improve 64 <[email@improve64.com](mailto:email@improve64.com)>  
**Sent:** Thursday, August 18, 2022 10:08 AM  
**To:** Kelly Scott <[kescott@HNTB.com](mailto:kescott@HNTB.com)>  
**Subject:** New Feedback Submission for "Improve 64"

First Name: Randall

Last Name: Stumler

Email: [stumler@live.com](mailto:stumler@live.com)

Phone Number:

Organization:

Comments: Why do we have zero "Welcome Centers/rest stops" entering Indiana from Kentucky in the metropolitan area? We are sending the signal that "there is nothing to see" in Indiana, and we are a non-welcoming state for motorists and working truckers. Just about every state I entered this summer had nice facilities that also promoted their state with literature and employees who were very helpful. For example, I spoke to a nice woman at the Tennessee-North Carolina border this summer who gave me suggestions on what to visit and where to eat, along with some flyers, and I visited two of those places because of my interaction with her at the Welcome Center. It seems like Indiana isn't interested in this.

---

Date: August 18, 2022

Time: 10:07 am

Page URL: <https://improve64.com/comments/>

Remote IP: 2600:1700:1f96:2240:e4db:fb91:fe7:d28e

**From:** [Kelly Scott](#)  
**To:** [Kia Gillette](#)  
**Subject:** FW: New Feedback Submission for "Improve 64"  
**Date:** Thursday, August 18, 2022 10:01:56 AM

---

**Kelly N. Scott, M.S.**

Senior Public Involvement Rep.  
Transportation Department  
Cell (317) 619-8231 Email [kescott@hntb.com](mailto:kescott@hntb.com)

---

**From:** Improve 64 <[email@improve64.com](mailto:email@improve64.com)>  
**Sent:** Thursday, August 18, 2022 10:01 AM  
**To:** Kelly Scott <[kescott@HNTB.com](mailto:kescott@HNTB.com)>  
**Subject:** New Feedback Submission for "Improve 64"

First Name: Craig

Last Name: Whitaker

Email: [cwhitaker1157@gmail.com](mailto:cwhitaker1157@gmail.com)

Phone Number: 5022623885

Organization:

Comments: As it has been acknowledged that the current traffic flow is already significantly compromised, and additional short-term growth burgeoning with new housing and apartment complexes, and road augmentations at the Georgetown Exit 118 and Highway 150 thoroughfares... it seems that planning to add more than one lane each direction would be necessary. By the time this project is completed, the available traffic capacity will be outdated. Considering that (most likely) significant remediation of the knob pass, cutting more into the rock face, that it should be made wide enough for 2 additional lanes at that time.

One other comment - I drive this I64 expressway daily, and one other contributor to the traffic backup and delay is that semi trucks and other large vehicles with trailers, etc. slow down significantly to come down the eastbound hill safely, and go slowly up the westbound hill due to the grade as well. I am looking forward to this project being completed!

---

Date: August 18, 2022

Time: 10:00 am

Page URL: <https://improve64.com/comments/>

Remote IP: 74.137.47.209

**From:** [Kelly Scott](#)  
**To:** [Kia Gillette](#)  
**Subject:** Fwd: New Feedback Submission for "Improve 64"  
**Date:** Saturday, August 20, 2022 7:44:32 AM

---

Get [Outlook for iOS](#)

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**From:** Improve 64 <email@improve64.com>  
**Sent:** Friday, August 19, 2022 7:58:22 PM  
**To:** Kelly Scott <kescott@HNTB.com>  
**Subject:** New Feedback Submission for "Improve 64"

First Name: Don

Last Name: Cooley

Email: [cooldon0309@gmail.com](mailto:cooldon0309@gmail.com)

Phone Number: +15027413739

Organization: Retired

Comments: How much traffic could be diverted to the other two Bridges if there was no toll on those two Bridges. I think your ideas will help to some extent but you're still going to have the problem of not increasing the number of lanes on the bridge

---

Date: August 19, 2022

Time: 7:58 pm

Page URL: <https://improve64.com/comments/>

Remote IP: 2607:fb90:2c2e:8f34:76b0:ef4a:e98:9fcf

**From:** [Kelly Scott](#)  
**To:** [Kia Gillette](#)  
**Subject:** FW: New Feedback Submission for "Improve 64"  
**Date:** Friday, August 19, 2022 9:09:48 AM

---

**Kelly N. Scott, M.S.**

Senior Public Involvement Rep.

Transportation Department

Cell (317) 619-8231 Email [kescott@hntb.com](mailto:kescott@hntb.com)

---

**From:** Improve 64 <[email@improve64.com](mailto:email@improve64.com)>  
**Sent:** Friday, August 19, 2022 9:02 AM  
**To:** Kelly Scott <[kescott@HNTB.com](mailto:kescott@HNTB.com)>  
**Subject:** New Feedback Submission for "Improve 64"

First Name: James

Last Name: Crosier

Email: [james.h.crosier@gmail.com](mailto:james.h.crosier@gmail.com)

Phone Number:

Organization:

Comments: The problem really starts at the Edwardsville / Georgetown exit. Has it been considered to lengthen the job this short distance to solve all of the problems?

---

Date: August 19, 2022

Time: 9:02 am

Page URL: <https://improve64.com/comments/>

Remote IP: 2600:1015:b02a:d677:38f5:68a2:79f3:6999

**From:** [Kia Gillette](#)  
**To:** [s.dietrich](#)  
**Subject:** RE: Public Information Meeting questions  
**Date:** Wednesday, August 24, 2022 7:29:00 AM  
**Attachments:** [image001.png](#)

Steve,

Thank you for providing comments on the Improve 64 project. We have received your comments and they will be included in the formal project record.

To access the presentation recording and boards, please go to [www.improve64.com](http://www.improve64.com), then click on Public Meetings in the upper right hand corner. This will take you down the page to screenshot below. Then click on Public Information Meeting #1 Recording.

**IMPROVE 64**  
CONNECTING COMMUNITIES

About Updates Map Timeline **Public Meetings** Contact

## Public Meetings

[Improve 64 Project Display Boards](#)  
[Public Information Meeting #1 Recording](#)

Public comments can be provided by:

- Comment form at public meeting
- Verbally at public meeting
- On our [online comment form](#)
- Hard copy by mail: 111 Monument Circle, Suite 1200, Indianapolis, IN 46202

Public comments will be accepted until September 2, 2022.

Thank you,  
 Kia

**Kia Gillette**  
 Environmental Project Manager  
 Email [kgillette@hntb.com](mailto:kgillette@hntb.com)

**From:** s.dietrich <s.dietrich@twc.com>  
**Sent:** Friday, August 19, 2022 7:08 PM  
**To:** Kia Gillette <kgillette@HNTB.com>  
**Subject:** Public Information Meeting questions

Hello. I live very close to I-64 between 265 and 150. I was unable to attend the public information meeting held on Aug. 17 at Scribner Middle School, 910 Old Vincennes Road in New Albany. I read that there would be a link to a recording of the presentation posted on the website. I have not been able to find this link. I have several questions about this project and am very interested in seeing the presentation.

Please let me know where this recording can be accessed.

I am hopeful the plan includes adding noise barriers along 64 near the Quarry Road overpass. Semi trucks heading eastbound regularly engage their "Jake" breaks there because of the grade change.

Warmest regards,

Steve Dietrich

**From:** [Kia Gillette](#)  
**To:** [leehasken0@gmail.com](mailto:leehasken0@gmail.com)  
**Subject:** RE: 64 Improvement Projects  
**Date:** Monday, September 12, 2022 9:23:00 AM

---

Lee,

Thank you for providing comments on the Improve 64 project. We have received your comments and they will be included in the formal project record.

Thank you,  
Kia

**Kia Gillette**  
Environmental Project Manager  
Email [kgillette@hntb.com](mailto:kgillette@hntb.com)

---

**From:** leehasken0@gmail.com <leehasken0@gmail.com>  
**Sent:** Friday, August 19, 2022 9:54 AM  
**To:** Kia Gillette <kgillette@HNTB.com>  
**Subject:** 64 Improvement Projects

Saw in article to send comments to this address.

I did not see it in the article, but west bound from Shermin Minton bridge goes from 3 lanes to 2 lanes to 3 lands in quarter of mile. One lane turns into second New Albany exit lane. Always bottle necks there, and surprised more wrecks where the second exit lane for New Albany turns off. Should only have one exit lane for New Albany (west bound) and continue the three lanes unrestricted.

Driven this stretch for 30 years, have requested that it be looked at multiple times. Maybe it will get fixed this time.

Lee Hasken  
812.952.2016



**From:** [Kelly Scott](#)  
**To:** [Kia Gillette](#)  
**Subject:** FW: New Feedback Submission for "Improve 64"  
**Date:** Friday, August 19, 2022 11:01:34 AM

---

**Kelly N. Scott, M.S.**

Senior Public Involvement Rep.  
Transportation Department

Cell (317) 619-8231 Email [kescott@hntb.com](mailto:kescott@hntb.com)

---

**From:** Improve 64 <[email@improve64.com](mailto:email@improve64.com)>  
**Sent:** Friday, August 19, 2022 10:58 AM  
**To:** Kelly Scott <[kescott@HNTB.com](mailto:kescott@HNTB.com)>  
**Subject:** New Feedback Submission for "Improve 64"

First Name: Terese

Last Name: Nealy

Email: [teresenealy@gmail.com](mailto:teresenealy@gmail.com)

Phone Number: 8123999056

Organization: Area resident

Comments: Heading west, exiting interstate 64 to st road 62, that lane needs to be extended all the way to interstate 64. Should have been done in the last construct for the exit ramps.

---

Date: August 19, 2022

Time: 10:58 am

Page URL: <https://improve64.com/comments/>

Remote IP: 74.137.48.168

**From:** [Kia Gillette](#)  
**To:** "Jeff Rockhill"  
**Subject:** RE: Improve 64 Project  
**Date:** Monday, September 12, 2022 9:15:00 AM

---

Jeff,

Thank you for providing comments on the Improve 64 project. We have received your comments and they will be included in the formal project record.

Thank you,  
Kia

**Kia Gillette**  
Environmental Project Manager  
Email [kgillette@hntb.com](mailto:kgillette@hntb.com)

---

**From:** Jeff Rockhill <[jeff@thekoettergroup.com](mailto:jeff@thekoettergroup.com)>  
**Sent:** Friday, August 19, 2022 12:58 PM  
**To:** Kia Gillette <[kgillette@HNTB.com](mailto:kgillette@HNTB.com)>  
**Subject:** Improve 64 Project

As a frequent user of the ramps at I-64 and Highway 150, I feel that the ramp from Highway 150 to westbound I-64 needs to be lengthened as part of the Improve 64 project. During weekday afternoons when the traffic gets heavy it can become dangerous to merge onto the interstate. Do to the angle of the merge and low visibility leading up to the merge there is a very narrow window of time where you can see what traffic is coming and make a decision on if you need to speed up or slow down to merge. It is especially difficult when semi-trucks are in the lane and I have almost been run off the road on a couple of occasions. Most cars are good about trying to let you over, but semi-trucks can sometimes get stuck in their lane and can't speed up or slow down quickly to adjust to merging traffic. Obviously this is only going to get worse as traffic increases in the area over time and I feel it would be a great oversight to not include improvements to this ramp as part of the overall project. Thanks for listening.

Jeff Rockhill

**From:** [Kelly Scott](#)  
**To:** [Kia Gillette](#)  
**Subject:** FW: New Feedback Submission for "Improve 64"  
**Date:** Friday, August 19, 2022 8:21:50 AM

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**Kelly N. Scott, M.S.**

Senior Public Involvement Rep.  
Transportation Department  
Cell (317) 619-8231 Email [kescott@hntb.com](mailto:kescott@hntb.com)

---

**From:** Improve 64 <[email@improve64.com](mailto:email@improve64.com)>  
**Sent:** Friday, August 19, 2022 8:11 AM  
**To:** Kelly Scott <[kescott@HNTB.com](mailto:kescott@HNTB.com)>  
**Subject:** New Feedback Submission for "Improve 64"

First Name: Paul

Last Name: Toenjes

Email: [paultoenjes@gmail.com](mailto:paultoenjes@gmail.com)

Phone Number: 6189727901

Organization: Georgetown Resident

Comments: The project should be done without adding lanes in either direction. Correcting the crossover would solve the problem without the added cost to me and the rest of the state's taxpayers. This is experience from commuting daily from 150 into Louisville and back at rush our. If additional lanes are deemed necessary later once a few years have passed, then reconsider. Tolls on the Sherman Minton or removal of the tolls on I-65 would also make this project completely unnecessary, as Daily trips would drop back to 60 to 70k.

---

Date: August 19, 2022

Time: 8:11 am

Page URL: <https://improve64.com/comments/>

Remote IP: 2600:1015:b024:e2cb:e00a:4479:3141:f7e6

**From:** [Kelly Scott](#)  
**To:** [Kia Gillette](#)  
**Subject:** FW: New Feedback Submission for "Improve 64"  
**Date:** Friday, August 19, 2022 7:36:23 AM

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**Kelly N. Scott, M.S.**

Senior Public Involvement Rep.  
Transportation Department  
Cell (317) 619-8231 Email [kescott@hntb.com](mailto:kescott@hntb.com)

---

**From:** Improve 64 <[email@improve64.com](mailto:email@improve64.com)>  
**Sent:** Friday, August 19, 2022 7:16 AM  
**To:** Kelly Scott <[kescott@HNTB.com](mailto:kescott@HNTB.com)>  
**Subject:** New Feedback Submission for "Improve 64"

First Name: Doug

Last Name: Wacker

Email: [dl.wacker@att.net](mailto:dl.wacker@att.net)

Phone Number: 5023389248

Organization:

Comments: Why is this project stopping at Hwy 150. I get on at SR 64 Georgetown. It is OFTEN congested. While the improvements are welcome let's not waste taxpayer money and put a bandaid on the problem. Interstate 64 should be at least 3 lanes in both directions to at least the Georgetown exit if not even to the lanes ville exit. What other major city do you see a 2 lane interstate within 5 miles of downtown? Let's do it once and right!

---

Date: August 19, 2022

Time: 7:15 am

Page URL: <https://improve64.com/comments/>

Remote IP: 165.138.140.248

**From:** [Kelly Scott](#)  
**To:** [Kia Gillette](#)  
**Subject:** FW: New Feedback Submission for "Improve 64"  
**Date:** Friday, August 19, 2022 7:52:25 AM

---

**Kelly N. Scott, M.S.**

Senior Public Involvement Rep.

Transportation Department

Cell (317) 619-8231 Email [kescott@hntb.com](mailto:kescott@hntb.com)

---

**From:** Improve 64 <[email@improve64.com](mailto:email@improve64.com)>  
**Sent:** Friday, August 19, 2022 7:48 AM  
**To:** Kelly Scott <[kescott@HNTB.com](mailto:kescott@HNTB.com)>  
**Subject:** New Feedback Submission for "Improve 64"

First Name: Deborah

Last Name: Youell

Email: [dyouell123@gmail.com](mailto:dyouell123@gmail.com)

Phone Number: 5025946603

Organization:

Comments: It concerns me that this project does not extend to the Georgetown exit. An extra lane clearly is needed westbound when drivers are going home from work. The right lane is backed up to the Highway 150 exit during that time.

---

Date: August 19, 2022

Time: 7:48 am

Page URL: <https://improve64.com/comments/>

Remote IP: 107.77.235.50

**From:** [Kelly Scott](#)  
**To:** [Kia Gillette](#)  
**Subject:** FW: New Feedback Submission for "Improve 64"  
**Date:** Monday, August 22, 2022 7:38:20 AM

---

**Kelly N. Scott, M.S.**

Senior Public Involvement Rep.  
Transportation Department  
Cell (317) 619-8231 Email [kescott@hntb.com](mailto:kescott@hntb.com)

---

**From:** Improve 64 <[email@improve64.com](mailto:email@improve64.com)>  
**Sent:** Saturday, August 20, 2022 5:11 PM  
**To:** Kelly Scott <[kescott@HNTB.com](mailto:kescott@HNTB.com)>  
**Subject:** New Feedback Submission for "Improve 64"

First Name: Denise

Last Name: Bomersbach

Email: [dbomers@aol.com](mailto:dbomers@aol.com)

Phone Number:

Organization:

Comments: 1) Please put up a sound barrier wall along 64 westbound. Traffic noise has gotten so much worse for those living along Old Vincennes Road (east of US 150). More lanes of traffic will create even more noise. 2) To ensure traffic can keep moving when exiting from I64 west onto US 150, please extend the turn lane onto east Old Vincennes Rd from the exit all the way to the right turn. 3) To turn left onto US 150 from east Old Vincennes Rd is very dangerous because there are no lanes or arrows painted on the pavement in the median section. Every single day, people drive in the wrong lane to turn left onto US 150 from east Old Vincennes Rd and when turning left from US 150 onto east Vincennes Rd. Don't wait until 2024 to fix this very dangerous road situation. Yield signs are not sufficient. Drivers yield, but they do so in the wrong lane. A simple paint job with arrows and a middle line/lane divider would make it much safer.

---

Date: August 20, 2022

Time: 5:11 pm

Page URL: <https://improve64.com/comments/>

Remote IP: 2603:6011:9600:611d:f5ca:193e:fbc1:ef9d

**From:** [Kelly Scott](#)  
**To:** [Kia Gillette](#)  
**Subject:** Fwd: New Feedback Submission for "Improve 64"  
**Date:** Saturday, August 20, 2022 10:47:04 AM

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Get [Outlook for iOS](#)

---

**From:** Improve 64 <email@improve64.com>  
**Sent:** Saturday, August 20, 2022 10:44:28 AM  
**To:** Kelly Scott <kescott@HNTB.com>  
**Subject:** New Feedback Submission for "Improve 64"

First Name: Bryant  
Last Name: Jenkins  
Email: jenkins125@msn.com  
Phone Number: 5028308169  
Organization: Georgetown Residents  
Comments: Can design include express lanes from Georgetown and 150 exits to eastbound I 64 and terminate near / at Sherman Minton Bridge?

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Date: August 20, 2022  
Time: 10:44 am  
Page URL: <https://improve64.com/comments/>  
Remote IP: 2603:6011:9601:487b:dfa7:86c:e8d9:f181

**From:** [Kelly Scott](#)  
**To:** [Kia Gillette](#)  
**Subject:** FW: New Feedback Submission for "Improve 64"  
**Date:** Monday, August 22, 2022 7:38:06 AM

---

**Kelly N. Scott, M.S.**

Senior Public Involvement Rep.  
Transportation Department  
Cell (317) 619-8231 Email [kescott@hntb.com](mailto:kescott@hntb.com)

---

**From:** Improve 64 <[email@improve64.com](mailto:email@improve64.com)>  
**Sent:** Saturday, August 20, 2022 10:00 PM  
**To:** Kelly Scott <[kescott@HNTB.com](mailto:kescott@HNTB.com)>  
**Subject:** New Feedback Submission for "Improve 64"

First Name: Catherine

Last Name: Love

Email: [catherine.fort80@gmail.com](mailto:catherine.fort80@gmail.com)

Phone Number:

Organization: Resident of Andres Spring Farms

Comments: 1) Please put up a sound barrier wall along 64 westbound. Traffic noise has gotten so much worse for those living along Old Vincennes Road (east of US 150). More lanes of traffic will create even more noise. 2) To ensure traffic can keep moving when exiting from I64 west onto US 150, please extend the turn lane onto east Old Vincennes Rd from the exit all the way to the right turn. 3) To turn left onto US 150 from east Old Vincennes Rd is very dangerous because there are no lanes or arrows painted on the pavement in the median section. Every single day, people drive in the wrong lane to turn left onto US 150 from east Old Vincennes Rd and when turning left from US 150 onto east Old Vincennes Rd. Don't wait until 2024 to fix this very dangerous road situation. Yield signs are not sufficient. Drivers yield, but they do so in the wrong lane. A simple paint job with arrows and a middle line/lane divider would make it much safer.

---

Date: August 20, 2022

Time: 9:59 pm

Page URL: <https://improve64.com/comments/>

Remote IP: 65.27.137.159



**From:** [Kelly Scott](#)  
**To:** [Kia Gillette](#)  
**Subject:** FW: New Feedback Submission for "Improve 64"  
**Date:** Monday, August 22, 2022 7:38:13 AM

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**Kelly N. Scott, M.S.**

Senior Public Involvement Rep.  
Transportation Department  
Cell (317) 619-8231 Email [kescott@hntb.com](mailto:kescott@hntb.com)

---

**From:** Improve 64 <[email@improve64.com](mailto:email@improve64.com)>  
**Sent:** Saturday, August 20, 2022 5:33 PM  
**To:** Kelly Scott <[kescott@HNTB.com](mailto:kescott@HNTB.com)>  
**Subject:** New Feedback Submission for "Improve 64"

First Name: Nicole

Last Name: McGloshen

Email: [dnmcgloshen@gmail.com](mailto:dnmcgloshen@gmail.com)

Phone Number: 5022627482

Organization:

Comments: "1) Please put up a sound barrier wall along 64 westbound. Traffic noise has gotten so much worse for those living along Old Vincennes Road (east of US 150). More lanes of traffic will create even more noise. 2) To ensure traffic can keep moving when exiting from I64 west onto US 150, please extend the turn lane onto east Old Vincennes Rd from the exit all the way to the right turn. 3) To turn left onto US 150 from east Old Vincennes Rd is very dangerous because there are no lanes or arrows painted on the pavement in the median section. Every single day, people drive in the wrong lane to turn left onto US 150 from east Old Vincennes Rd and when turning left from US 150 onto east Old Vincennes Rd. Don't wait until 2024 to fix this very dangerous road situation. Yield signs are not sufficient. Drivers yield, but they do so in the wrong lane. A simple paint job with arrows and a middle line/lane divider would make it much safe

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Date: August 20, 2022

Time: 5:32 pm

Page URL: <https://improve64.com/comments/>

Remote IP: 2600:1700:1f96:1210:a0fc:a322:e351:b9dd

**From:** [Kelly Scott](#)  
**To:** [Kia Gillette](#)  
**Subject:** FW: New Feedback Submission for "Improve 64"  
**Date:** Monday, August 22, 2022 12:28:45 PM

---

**Kelly N. Scott, M.S.**

Senior Public Involvement Rep.  
Transportation Department  
Cell (317) 619-8231 Email [kescott@hntb.com](mailto:kescott@hntb.com)

---

**From:** Improve 64 <[email@improve64.com](mailto:email@improve64.com)>  
**Sent:** Monday, August 22, 2022 12:08 PM  
**To:** Kelly Scott <[kescott@HNTB.com](mailto:kescott@HNTB.com)>  
**Subject:** New Feedback Submission for "Improve 64"

First Name: David

Last Name: Isaacs

Email: [Davestats1@gmail.com](mailto:Davestats1@gmail.com)

Phone Number: 812-948-2920

Organization: None - Retired

Comments: First of all, I thought the meeting, the presentation, the willing help from those at the tables, and this website are all great.

I do want to echo a comment I have seen in several places and that is that the area around Georgetown is mushrooming and by the time this project is complete the problems may still be present but now between Exits 118 and 119.

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Date: August 22, 2022

Time: 12:08 pm

Page URL: <https://improve64.com/comments/>

Remote IP: 74.137.42.202

**From:** [Kelly Scott](#)  
**To:** [Kia Gillette](#)  
**Subject:** Fwd: New Feedback Submission for "Improve 64"  
**Date:** Wednesday, August 24, 2022 3:30:16 PM

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**From:** Improve 64 <email@improve64.com>  
**Sent:** Wednesday, August 24, 2022 3:12:09 PM  
**To:** Kelly Scott <kescott@HNTB.com>  
**Subject:** New Feedback Submission for "Improve 64"

First Name: Meagan  
Last Name: Pfeifer  
Email: meagan.zumstein@gmail.com  
Phone Number: (812) -987 8713  
Organization:

Comments: My name is Meagan Pfeifer and I am a resident of Floyd County that lives in close proximity to interstate 64. With the proposed expansion of the interstate, I am concerned about the increase in traffic noise. We currently already hear the traffic from our neighborhood, it is especially loud in the winter or when vehicles honk their horns. In addition, the interstate will now be closer to our homes and the current natural sound blocking structures (the stone, rock, and dirt on the side of the interstate and established vegetation) might be removed for project to be completed. Being a property owner near the traffic noise source, I am requesting for a noise barrier to be constructed along I-64 from Highway 150 to I-265, or some subset of 64W that encompasses the majority of housing along the interstate. As long as it doesn't not significantly impact the land owners adjacent to the interstate otherwise, then I would prefer a larger natural barrier implemented.

Thank you,  
Meagan Pfeifer  
2018 Andres Way  
Floyds Knobs, IN 47119

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Date: August 24, 2022  
Time: 3:12 pm  
Page URL: <https://improve64.com/comments/>  
Remote IP: 2600:1015:b018:c01d:84cd:d0aa:9944:396c

**From:** [INDOT Customer Service](#)  
**To:** [gprince@indot.IN.gov](mailto:gprince@indot.IN.gov); Timothy Miller; Kia Gillette  
**Subject:** Case CS0346947 has been escalated to you  
**Date:** Friday, August 26, 2022 1:10:11 PM  
**Attachments:** [sys\\_attachment.dosys\\_id=d13de597db314300007e38ff9d9619fe](#)  
[sys\\_attachment.dosys\\_id=d53d6997db314300007e38ff9d961972](#)  
[sys\\_attachment.dosys\\_id=513d6997db314300007e38ff9d96198b](#)  
[sys\\_attachment.dosys\\_id=95eb525edb668340007e38ff9d961918](#)  
[sys\\_attachment.dosys\\_id=d13d6197db314300007e38ff9d961960](#)  
[sys\\_attachment.dosys\\_id=553d6997db314300007e38ff9d961975](#)

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This Case CS0346947 has been escalated to you for investigation and resolution.

**Customer Information:**

Full Name: Meagan Pfeifer

Email address: meagan.zumstein@gmail.com

Customer Primary Telephone Number:

**Location Information:**

Road number:

Mile Marker Begin:

Mile Marker End:

County:

City/Town:

District:

Sub District:

Lane:

Direction:

Location Description:

Intersection:

**Case Information:**

Description: Hello,

My name is Meagan Pfeifer and I am a resident of Floyd County that lives in close proximity to interstate 64. With the proposed expansion of the interstate, I am concerned about the increase in traffic noise. We currently already hear the traffic from our neighborhood, it is especially loud in the winter or when vehicles honk their horns. In addition, the interstate will now be closer to our homes and the current natural sound blocking structures (the stone, rock,

and dirt on the side of the interstate and established vegetation) might be removed for project to be completed. Being a property owner near the traffic noise source, I am requesting for a noise barrier to be constructed along I-64 from Highway 150 to I-265, or some subset of 64W that encompasses the majority of housing along the interstate. As long as it doesn't not significantly impact the land owners adjacent to the interstate otherwise, then I would prefer a larger natural barrier implemented.

Thank you,  
Meagan Pfeifer  
2018 Andres Way  
Floyds Knobs, IN 47119

INDOT Service: Improve I-64 Customer Service

Date Case Opened: 08-26-2022 13:08:11 EDT

Status: Open

Escalation Team: Seymour District

Assigned to:

Priority: 4 - Low

Time to Resolve: 14 Days

Target Date/Time: 09-09-2022 09:08:11 EDT

WMS Work Request #:

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[CS0346947](#)

***Transportation Services Call Center***  
Indiana Department of Transportation  
100 N Senate Avenue N758  
Indianapolis, IN 46204



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**From:** [INDOT Customer Service](#)  
**To:** [gprince@indot.IN.gov](mailto:gprince@indot.IN.gov); Timothy Miller; Kia Gillette  
**Subject:** Case CS0346945 has been escalated to you  
**Date:** Friday, August 26, 2022 1:05:13 PM  
**Attachments:** [sys\\_attachment.dosys\\_id=d13de597db314300007e38ff9d9619fe](#)  
[sys\\_attachment.dosys\\_id=d53d6997db314300007e38ff9d961972](#)  
[sys\\_attachment.dosys\\_id=513d6997db314300007e38ff9d96198b](#)  
[sys\\_attachment.dosys\\_id=95eb525edb668340007e38ff9d961918](#)  
[sys\\_attachment.dosys\\_id=d13d6197db314300007e38ff9d961960](#)  
[sys\\_attachment.dosys\\_id=553d6997db314300007e38ff9d961975](#)

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This Case CS0346945 has been escalated to you for investigation and resolution.

**Customer Information:**

Full Name: Ryan Pfeifer

Email address: [rpfeifer@humana.com](mailto:rpfeifer@humana.com)

Customer Primary Telephone Number:

**Location Information:**

Road number:

Mile Marker Begin:

Mile Marker End:

County:

City/Town:

District:

Sub District:

Lane:

Direction:

Location Description:

Intersection:

**Case Information:**

Description: Hi,

My name is Ryan Pfeifer and I am a resident of Floyd County that lives in close proximity to interstate 64. With the proposed expansion of the interstate, I am concerned about the increase in traffic noise. We currently already hear the traffic from our neighborhood. It is especially loud in the winter or when vehicles honk their horns. In addition, the interstate will now be closer to our homes and the current natural sound blocking structures (the stone, rock, and dirt

on the side of the interstate and established vegetation) might be removed for project to be completed. Being a property owner that is one of the closest to the traffic noise source, I am requesting for a noise barrier to be constructed along I-64 from Highway 150 to I-265, or some subset of 64W that encompasses the majority of housing along the interstate.

Thank you,  
Ryan Pfeifer

INDOT Service: Improve I-64 Customer Service

Date Case Opened: 08-26-2022 13:02:23 EDT

Status: Open

Escalation Team: Seymour District

Assigned to:

Priority: 4 - Low

Time to Resolve: 14 Days

Target Date/Time: 09-09-2022 09:02:23 EDT

WMS Work Request #:

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[CS0346945](#)

***Transportation Services Call Center***  
Indiana Department of Transportation  
100 N Senate Avenue N758  
Indianapolis, IN 46204



[Unsubscribe](#) | [Notification Preferences](#)

Ref:MSG5399354\_nmYQRuuBKPMcXYSBVbmS

**From:** [Kelly Scott](#)  
**To:** [Kia Gillette](#)  
**Subject:** Fwd: New Feedback Submission for "Improve 64"  
**Date:** Tuesday, August 30, 2022 6:11:32 PM

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**From:** Improve 64 <email@improve64.com>  
**Sent:** Tuesday, August 30, 2022 6:10:56 PM  
**To:** Kelly Scott <kescott@HNTB.com>  
**Subject:** New Feedback Submission for "Improve 64"

First Name: Neal

Last Name: REnn

Email: ntrenn@twc.com

Phone Number: 812-258-8205

Organization: None

Comments: First the presentation is a good first shot to give the public something to throw darts at. That said, there are some 'considerations' that may or may not be best for our community.

- Rock wall treatment – the rock wall faces have not truly been addressed since the Cut was made. The stairstep configuration has morphed over time into a large ski slope for boulders. These boulders sled down the hill and bounce off the concrete trough at the bottom and many times end up in the driving lanes. The same happens with trees on the south wall. Any construction should address an improved treatment of the catch troughs and do wall remediation.

- Additional lanes 1 – On the eastbound side, the US150 entrance to I-64 MUST have its own dedicated lane. Asking US150 traffic to continue to merge into the I64 traffic is only halfway solving the problem. Our number 1 problem on US150 is merging. I-64's number 1 problem is US 150 trying to merge. Adding a lane for I-64 to move over into before the US150 merger is a half a solution.

- Additional lanes 2 – Extending the merging lane from the Georgetown entrance to I-64 all the way to US150 and making it exit only is a better solution than adding a 3rd lane immediately before the US150 overpass.

- I-64 E exit to I-265 – having a double exit lane is proven at current with the bridge construction to be far less of an improvement to traffic flow than what the studies may indicate. No traffic studies done at current will adequately show the current condition as people have adjusted their travel schedules to miss peak periods.

- I-64E exit to I-265 LH/RH – A lot of noise was made about weaving to find the lane to exit at 265. Not sure what the peak models say, but it would be folly to think that the primary travel route is for US150 traffic to exit on I-265. By far and away, the traffic flow from west of US150 and from US150 is across the Minton. Data to prove otherwise was not shown, but even when I took I-265 in the morning, the exit was never overloaded as a left exit. In ANY case, the exit to I-265 MUST have a dedicated exit only lane. Best condition is for the lane to leave I-64 completely and pick back up on the other side of the exit. Either RH or LH exit, there will be PLENTY of bobbing and weaving to find the exit lane.

- I-64E exit to New Albany – for many years, we had our own lane to exit at New Albany, with 2 lanes going onto the bridge and New Albany getting their own dedicated entrance lane. Someone a few years back sent all 3 lanes across the bridge. Its improvement is dubious, but



this project should bring back the dedicated exit lane for New Albany downtown.

- I-64W to I-265 – The exit should be configured to be one lane an EXIT ONLY like it is currently configured. Go from 4 lanes WB to 1 lane exiting and 3 lanes continuing. Having 2 lanes exit is probably a good thing for evening rush, but with minimal EB traffic from I-64 at that time, its effectiveness is probably overblown.

- I-265 W to I-64W – The entrance ramp at State Street should not have to merge...add the lane and continue it all the way onto I-64. With a 2 lane exit, it could still be a bit of a bottleneck at margining onto I-64W. In any case DEDICATED added lane for the I-265 traffic is a must! If there is a 2 to 1 merge, leave ADEQUATE merging distance. No more Henry Watterson merging lanes (3 car lengths long). When you make the I-265 exit ramp into 1, pick, and 1, there will be plenty of crossover crashes with people from Kentucky caught in the wrong lane...they do it today, 3 lanes will only make it worse. The only reason there are 265W backups today is because people try to merge into the RH lane of WB 265 as soon as they complete the turn, yet they have 1200 feet remaining to complete the merge.

- I-64W to US150 – the ONLY problem we have and will have for MANY years to come is the thru traffic clogging our exit lane at US150. Easy...dedicated exit lane for US150. If you put 2 lanes of exit there...it will only exacerbate the jams we have at Highlander point...Those can get over ¼ mile long in the evenings, over the Big Indian bridge and blocking the left travel lane.

- US150 to I-64W – It would be good to have a dedicated lane that is added at US150 WB to I-64, but that merging situation today has never seen a backup that I can recall. If it were added, make it exit at Georgetown.

- After looking at it the last couple of times down the hill, I can't for the life of me figure out how the exit from 64E to 265E can be accomplished without a flyover, or a really LONG underpass. Save the money...spend it on something else and keep the LH exit. We have almost a MILE for people unfamiliar with the area to tell them LEFT EXIT 1 MILE. I've driven interstates in almost all 50 states...some are notable for their uniqueness. Left exit is our uniqueness.

- If done well, you will have 2 lanes entering the Georgetown interchange, those 2 lanes will travel ALL the way to the MINTON, with a lane added at US150, then lost at I-265. With a RH exit. If you have a LH exit, the far left lane will EXIT ONLY with almost a mile of warning and the RH 2 lanes will continue. You then pick back up a lane when 265 joins. If you insist on 3 thru lanes...bubble out for the exit LONG before the exit – ¼ mile or more.

For westbound...4 lanes coming up the hill from Spring Street, one exits at 265, then one added back at the 265 confluence with I-64 and then the 4th lane exits at US150. Don't cheap out between Spring and Cherry streets. We just spent about 5 MILLION to update the drainage structure near Cherry street.

Additional note – the one chart presented suggested that there was morning congestion from I-265 W to I-64W. The congestion is to I-64E.

LOS – looks like the project is targeting approximately 130,000 cars and trucks per day. Is that in line with the growth prospects in the area, considering the 1000+ housing units being added in Edwardsville and the 500+ being added at Highlander point?

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Date: August 30, 2022

Time: 6:10 pm

**From:** [INDOT Customer Service](#)  
**To:** [gprince@indot.IN.gov](mailto:gprince@indot.IN.gov); Timothy Miller; Kia Gillette  
**Subject:** Case CS0347964 has been escalated to you  
**Date:** Thursday, September 1, 2022 8:18:42 PM  
**Attachments:** [sys\\_attachment.dosys\\_id=d13de597db314300007e38ff9d9619fe](#)  
[sys\\_attachment.dosys\\_id=d53d6997db314300007e38ff9d961972](#)  
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[sys\\_attachment.dosys\\_id=95eb525edb668340007e38ff9d961918](#)  
[sys\\_attachment.dosys\\_id=d13d6197db314300007e38ff9d961960](#)  
[sys\\_attachment.dosys\\_id=553d6997db314300007e38ff9d961975](#)

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This Case CS0347964 has been escalated to you for investigation and resolution.

**Contact Information:**

Full Name: Michael Van Bree  
 Email address: [mike.vanbree@louisvilleladder.com](mailto:mike.vanbree@louisvilleladder.com)  
 Contact Primary Telephone Number: (812) 989-5460  
 Contact Account: Louisville Ladder

**Location Information:**

Road number: I 64  
 Mile Marker Begin:  
 Mile Marker End:  
 County: Floyd  
 City/Town: New Albany  
 District: SEYMOUR  
 Sub District: FALLS CITY  
 Lane:  
 Direction:

Location Description: I was unable to attend the presentation regarding the above referenced project, but want to thank you for planning infrastructure enhancements to alleviate traffic issues with the I-64 corridor through Floyd County. I was able to review some diagrams presented in the press. These are all excellent improvements and much needed! I drive this section of roadway in both directions on a daily basis and have direct knowledge of the issues. Additionally, I was involved in an accident at the US-150 merge onto I-64 East bound (EB) a couple years ago. While attempting to merge, a tractor trailer impacted the drivers side rear of my vehicle one morning during rush hour. I believe that the ramp is entirely too short for rush hour conditions and needs to be extended at least to the bridge crossing over quarry road to allow a sufficient distance for merging. From what I was able to see of the plans, it appears

that perhaps the entrance from US 150 to I-64 EB becomes an entirely new lane. If so, that would certainly resolve the issue that led to my accident. However, I have significant concerns that the addition of a third lane does not begin sooner at the I-64 interchange to the west with SR 62 and SR 64. There is a lot of traffic that already enters/exits I-64 at those ramps. Moreover, the growth in that area is significant (several platted subdivisions and others still under construction) and this will further crowd the roadways. It is not just residential traffic. With the addition of Novaparke (<https://novaparke.com/>), traffic will only become more challenging in this area. Traffic already has to merge with the eastbound volume from Corydon and Lanesville in the mornings and a third lane addition, at least in the eastbound direction, seems necessary. In sum, I believe the addition of the third lanes should be considered from the Sherman Minton bridge West to the interchange with SR 62 and SR64. Additionally, please consider lengthening the US150 to I-64 EB ramp to at least Quarry Road. Thank you.

Intersection:

**Case Information:**

Description: I was unable to attend the presentation regarding the above referenced project, but want to thank you for planning infrastructure enhancements to alleviate traffic issues with the I-64 corridor through Floyd County. I was able to review some diagrams presented in the press. These are all excellent improvements and much needed! I drive this section of roadway in both directions on a daily basis and have direct knowledge of the issues. Additionally, I was involved in an accident at the US-150 merge onto I-64 East bound (EB) a couple years ago. While attempting to merge, a tractor trailer impacted the drivers side rear of my vehicle one morning during rush hour. I believe that the ramp is entirely too short for rush hour conditions and needs to be extended at least to the bridge crossing over quarry road to allow a sufficient distance for merging. From what I was able to see of the plans, it appears that perhaps the entrance from US 150 to I-64 EB becomes an entirely new lane. If so, that would certainly resolve the issue that led to my accident. However, I have significant concerns that the addition of a third lane does not begin sooner at the I-64 interchange to the west with SR 62 and SR 64. There is a lot of traffic that already enters/exits I-64 at those ramps. Moreover, the growth in that area is significant (several platted subdivisions and others still under construction) and this will further crowd the roadways. It is not just residential traffic. With the addition of Novaparke (<https://novaparke.com/>), traffic will only become more challenging in this area. Traffic already has to merge with the eastbound volume from Corydon and Lanesville in the mornings and a third lane addition, at least in the eastbound direction, seems necessary. In sum, I believe the addition of the third lanes should be considered from the Sherman Minton bridge West to the interchange with SR 62 and SR64. Additionally, please consider lengthening the US150 to I-64 EB ramp to at least Quarry Road. Thank you.

INDOT Service: Improve I-64 Customer Service

Date Case Opened: 09-01-2022 13:33:45 EDT

Status: Open

Escalation Team: Seymour District

Assigned to:

**From:** [Cassidy Hunter](#)  
**To:** [Kia Gillette](#)  
**Subject:** New Feedback Submission for "Improve 64"  
**Date:** Monday, January 23, 2023 8:56:29 AM  
**Attachments:** [image001.png](#)

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First Name: Kenneth

Last Name: Eichenberger

Email: [deanne.ken@gmail.com](mailto:deanne.ken@gmail.com)

Phone Number: 812-786-2292

Organization:

Comments: During this project, will you please address the terrible road condition at the two intersections of State Street and I-265 interchange since the City of New Albany keeps avoiding the fix. There is underground water coming up through the road at both southbound turn lanes that freeze in the fall, winter, and spring and causes accidents and tons of uncontrolled turns for folks trying to get onto each direction of I-265 coming from Floyds Knobs area of Paoli Pike. Happy to share pics of this issue. \r\nAlso, the old median needs to be expanded for the turn lane under this interchange because it reduces the number of cars able to turn on the turn light and therefore backs up both the other lanes EVERY school day morning from ~7:30 to after ~8:10am.

Date: September 15, 2022

Time: 3:54 p.m.

URL: <https://improve64.com/comments/>

User IP: 2600:1700:1f96:c290:2990:fd62:aa54:1099

### **Cassidy Hunter**

Senior Public Engagement & Communications Specialist  
Planning Group

Tel (463) 777-3698      Email [cahunter@hntb.com](mailto:cahunter@hntb.com)

### **HNTB CORPORATION**

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