

Categorical Exclusion
Appendix G
Public Involvement



February 19, 2016

RQAW Corporation
10401 N. Meridian St. ♦ Suite 401
Indianapolis, Indiana 46290-1158
(317) 815-7200
(800) 886-6062
Fax (317) 815-7201
www.rqaw.com

Notice of Entry for Survey or Investigation

RE: 236th Street Rehabilitation from US 31 to 2.1 miles west of US 31
Hamilton County, Indiana
DES 1400760

Dear Property Owner,

RQAW has been selected by Hamilton County for designing the above referenced project. Our information indicates that you own property near the above proposed transportation project. RQAW will be performing a survey of environmental resources within the project area in the near future. It may be necessary for representatives from RQAW or sub-consultants for RQAW to enter your property to complete this work. This is permitted by law per Indiana Code (IC) 8-23-7-26. Anyone performing this type of work has been instructed to identify him or herself, 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.

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

The survey work may include the identification and mapping of wetlands and historic resources, 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 the transportation project. It is our sincere desire to cause as little inconvenience as possible during the survey.

If any problems do occur, please contact Joe Dabkowski from RQAW at (317) 815-7232 or at 10401 N. Meridian St., Suite 401, Indianapolis, Indiana 46290. Thank your in advance for your cooperation.

Sincerely,

RQAW Corporation

A handwritten signature in black ink that reads 'Joseph Dabkowski'.

Joe Dabkowski
Environmental Department

SEP 13 2017

The Indianapolis Star
130 South Meridian Street
Indianapolis, IN 46225
Marion County, Indiana

Federal Id: 06-1032273

RQAW CORPORATION
Account #:INI-25326
Order #:0002380351
Total Amount of Claim:\$213.68

Please Mail Payments To: The Indianapolis Star - 130 South Meridian Street - Indianapolis, IN 46225

RQAW CORPORATION
ATTN JAIME BYERLY
10401 N MERIDIAN ST STE 401
INDIANAPOLIS, IN 46290

PUBLISHER'S AFFIDAVIT

STATE OF INDIANA,
County Of Marion } SS:

Personally appeared before me, a notary public in and for said county and state, the undersigned

I, being duly sworn, say that I am a clerk for THE INDIANAPOLIS NEWSPAPERS a DAILY STAR newspaper of general circulation printed and published in the English language in the city of INDIANAPOLIS in state and county aforesaid, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 2 times., the dates of publication being as follows:

The insertion being on the 09/01/2017
The insertion being on the 09/08/2017

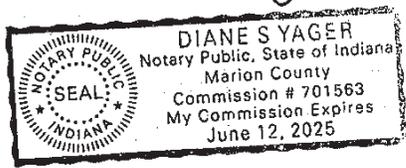
Newspaper has a website and this public notice was posted in the same day as it was published in the newspaper.

Pursuant to the provisions and penalties of Ch. 155, Acts 1953,
I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

Court Flynn
Date: 9-8, 2017 Title: Clerk

Subscribed and sworn to before me this 8 day of September, 2017

Diane S Yager
Notary Public



(Governmental Unit)

County, Indiana

To: **INDIANAPOLIS STAR**

Indianapolis, IN

PUBLISHER'S CLAIM

COMPUTATION OF CHARGES

123 lines, 2 columns wide equals 246 equivalent lines at \$0.43 per line @ 2 days, \$213.68

Website Publication \$0

Acct #:INI-25326
Ad #: 0002380351

Charge for proof(s) of publication \$0.00

TOTAL AMOUNT OF CLAIM \$213.68

DATA FOR COMPUTING COST

Width of single column 9.5 ems
Number of insertions 2
Size of type 7 point

Claim No. _____ Warrant No. _____
IN FAVOR OF
The Indianapolis Star
Indianapolis, IN
Marion County
130 S. Meridian St. Indianapolis, IN 46225

I have examined the within claim and hereby certify as follows:

That it is in proper form.

This it is duly authenticated as required by law.

That it is based upon statutory authority.

That it is apparently (correct)

~~That it is apparently (incorrect)~~

\$ _____
On Account of Appropriation For

FED. ID
#06-1032273

Allowed _____, 20____

In the sum of \$ _____

I certify that the within claim is true and correct; that the services there-in itemized and for which charge is made were ordered by me and were necessary to the public business.

LEGAL NOTICE OF PLANNED IMPROVEMENT

Hamilton County is developing plans for a proposed road improvements project located in Hamilton County, Indiana (Des. Number 1400760). The project is along 236th Street and begins just east of the bridge carrying 236th Street over Teter Branch (2.1 miles west of US 31) and extends east until it intersects with US 31.

The project will create 15-foot wide travel lanes and 4-foot wide useable (3-foot paved) shoulders in each direction. To limit impacts through Bakers Corner, 12-foot wide travel lanes and curb with 2-foot curb offset will be provided. A storm sewer will also be constructed through Bakers Corner along the south side of the roadway. The structure carrying 236th Street over William Baker Legal Drain will be replaced with a 14-foot span by 6-foot rise reinforced box culvert with a 2-foot sump. New ditches will be constructed where there is a suitable outlet; however, it is anticipated that the existing drainage pattern will be maintained in several areas because there are limited locations to outlet concentrated drainage within the corridor. Permanent right-of-way will be purchased along intersecting county roads to protect line of sight and ensure intersection sight distance is improved. Most of the project area will involve mill/resurface or full depth replacement. The 236th Street/US 31 Intersection will only be milled and resurfaced due to construction of the future interchange; no right-of-way will be needed in this 650-foot long area.

Approximately 14.77 acres of permanent and 0.51 acre of temporary right-of-way will be needed. No displacements of residences or businesses are involved. The total estimated project cost is \$7,646,300 (fiscal year 2019) with both federal and local dollars to be used. Construction is anticipated to begin in March 2019 and end in October 2019. Traffic is proposed to be constructed in three phases and detoured. Each segment will use 226th Street to the south for the detour. In addition, Phase I will use Six Points Road and Dunbar Road; Phase II will use Oak Ridge Road and US 31; and Phase III will use Dunbar Road and US 31. The purpose of the project is to extend the life of 236th Street, provide adequate travel lane widths, improve drainage, and improve sight distance at the intersecting roadways.

The Federal Highway Administration and the Indiana Department of Transportation have agreed the project falls within the guidelines of a Categorical Exclusion Level 3. The project will result in approximately 2,740 linear feet of stream impacts and approximately 0.003 acre of wetland impacts within the right-of-way. Mitigation will not be required for wetland impacts. Stream mitigation will occur on-site. The project will result in a gNo Adverse Effect h Section 106 finding.

Hamilton County will hold a public hearing regarding this project on Wednesday, September 27, 2017. The hearing will be held at the Sheridan High School located at 24185 Hinesley Road and will start at 6:30 p.m. The hearing will inform the community of the project scope and schedule, describe preliminary design plans and solicit input and comments from the community.

Preliminary design plans and the environmental document are also available for review at the following locations:

1. Hamilton County Highway Department, 1700 South 10th Street, Noblesville, Indiana 46060 (8:00 a.m. to 4:30 p.m.). Please contact Joel Thurman, Hamilton County Engineer, at 317.773.7770 or at Joel.Thurman@hamiltoncounty.in.gov.
2. Sheridan Public Library, 103 West 1st Street, Sheridan, Indiana 46069 (various operating hours)
3. RQAW Corporation, 10401 North Meridian Street, Suite 401, Indianapolis, Indiana 46290 (8:00 a.m. to 5:00 p.m.). Please contact Lisa Casler, Project Manager at RQAW Corporation, at 317.815.7200 or at lcasler@rqaw.com.

All verbal statements recorded during the public hearing and all written comments collected before, during and for a period of two weeks after the hearing date ending on October 11, 2017, will be evaluated and addressed in the final environmental document. Written comments may be submitted prior to the public hearing and within the comment period to the following address: Lisa Casler, Project Manager at RQAW Corporation at 317.815.7200 or

at lcasler@rqaw.com.

In accordance with the Americans with Disabilities Act, if you have a disability in which Hamilton County needs to provide accessibility to the above documents such as interpreters or readers, please contact Joel Thurman at 317.773.7770 or at Joel.Thurman@hamiltoncounty.in.gov on or before September 20, 2017.

This notice is published in compliance with the (1) Code of Federal Regulations (CFR), Title 23, Section 771 (CFR 771.111(h)(1) stating, gEach State must have procedures approved by the FHWA to carry out a public involvement/public hearing program; h (2) 23 CFR 450.210(a)(1)(ix) stating, gProvide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate; h and (3) Approved by the Federal Highway Administration on August 16, 2012.

(S - 9/1/17 - 0002380351)

hspaxlp



August 30, 2017

«Deeded_Owner»
«Or_Current_Property_Owner»
«City», «State» «Zip»

RE: Public Hearing Legal Notice of Planned Improvement
Des. Number 1400760
236th Street Improvement Project
Hamilton County, Indiana

Dear Property Owner,

Hamilton County would like to invite you to a public hearing regarding the 236th Street Improvement Project in Hamilton County, Indiana. The purpose of this hearing is to inform the community of the project scope and schedule, describe preliminary design plans and solicit input and comments from the community.

The project is along 236th Street and begins just east of the bridge carrying 236th Street over Teter Branch (2.1 miles west of US 31) and extends east until it intersects with US 31. The project will create 15-foot wide travel lanes and 4-foot wide useable (3-foot paved) shoulders in each direction. To limit impacts through Bakers Corner, 12-foot wide travel lanes and curb with 2-foot curb offset will be provided. A storm sewer will also be constructed through Bakers Corner along the south side of the roadway. The structure carrying 236th Street over William Baker Legal Drain will be replaced with a 14-foot span by 6-foot rise reinforced box culvert with a 2-foot sump. New ditches will be constructed where there is a suitable outlet; however, it is anticipated that the existing drainage pattern will be maintained in several areas because there are limited locations to outlet concentrated drainage within the corridor. Permanent right-of-way will be purchased along intersecting county roads to protect line of sight and ensure intersection sight distance is improved. Most of the project area will involve mill/resurface or full depth replacement. The 236th Street/US 31 Intersection will only be milled and resurfaced due to construction of the future interchange; no right-of-way will be needed in this 650-foot long area.

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Brad Battin ♦ Co-President



Troy Woodruff ♦ Co-President

www.rqaw.com

Vincennes, IN
328 N. 2nd St., Ste 306A
Vincennes, IN 47591

Indianapolis, IN - Corporate
10401 N. Meridian St., Ste 401
Indianapolis, IN 46290
P: (317) 815-7200 F: (317) 815-7201

La Porte, IN
724 Lincolnway, Ste 200
La Porte, IN 46350

not be required for wetland impacts. Stream mitigation will occur on-site. The project will result in a “No Adverse Effect” Section 106 finding.

**Please Join Us on Wednesday, September 27, 2017 at the
Sheridan High School located at 24185 Hinesley Road at 6:30 p.m.**

Hamilton County is sponsoring the project; RQAW Corporation is designing the project and completing the environmental document. The meeting will feature a brief formal presentation followed by an informal open house session. During the open house session, Hamilton County and its representatives will be available to address questions, comments and concerns. Project maps, displays and informational handouts will be available.

A legal notice for this project will be published in the *Indianapolis Star*. The notice advertises the public hearing and will be published on September 1, 2017 and again on September 8, 2017.

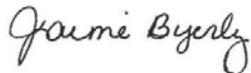
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Sincerely,



Jaime Byerly
Environmental Department
RQAW Corporation



HAMILTON COUNTY

HIGHWAY DEPARTMENT

Wednesday, September 27, 2017

Dear Local Resident, Concerned Citizen, and Elected Public Official:

Welcome to the Hamilton County Public Hearing for the proposed 236th Street Improvement Project located within Hamilton County. The project begins just east of the bridge carrying 236th Street over Teter Branch (2.1 miles west of US 31) and extends east until it intersects with US 31. The project will extend the life of 236th Street, provide adequate travel lane widths, improve drainage, and improve sight distance at the intersecting roadways. The project will create 15-foot wide travel lanes and 4-foot wide useable (3-foot paved) shoulders in each direction. To limit impacts through Bakers Corner, 12-foot wide travel lanes and curb with 2-foot curb offset will be provided. A storm sewer will also be constructed through Bakers Corner along the south side of the roadway. The structure carrying 236th Street over William Baker Legal Drain will be replaced with a 14-foot span by 6-foot rise reinforced box culvert with a 2-foot sump. New ditches will be constructed where there is a suitable outlet. Permanent right-of-way will be purchased along intersecting county roads to protect line of sight and ensure intersection sight distance is improved. Most of the project area will involve mill/resurface or full depth replacement. The 236th Street/US 31 Intersection will only be milled and resurfaced due to construction of the future interchange; no right-of-way will be needed in this 650-foot long area. Approximately 14.77 acres of permanent and 0.51 acre of temporary right-of-way will be needed.

The purpose of this public hearing is to offer all interested persons an opportunity to meet with County officials, review the project proposal including environmental document and preliminary design plans, and provide input and comment regarding the proposal.

There are several ways your comments may be presented this evening. You may submit comments in the following manner:

1. Complete one of the comment forms and return it to any of the County representatives attending the public hearing. Comment forms are attached to this page and additional forms are available at the sign-in table.
2. Mail your comments to RQAW (Attn: Joe Dabkowski), 10401 North Meridian Street, Suite 401, Indianapolis, Indiana 46290; Phone (317) 815-7232 (8:30 a.m. to 4:30 p.m.). **The County respectfully requests comments be submitted by Wednesday, October 11, 2017.**
3. Participate during the Public Comment Session and have your comments recorded for inclusion into the official hearings transcript/public record.
4. E-mail your comments to RQAW at: Jdabkowski@RQAW.com

All public comments submitted during the comment session or during the public comment period will be included in the official hearing transcript (public record) and will be reviewed, evaluated and given full consideration by the Hamilton County Highway Department officials during the decision-making process. The Hamilton County Highway Department sincerely appreciates your attendance this evening.

Joel Thurman, Project Manager, Hamilton County

Public Hearing Sign-in Sheet

Des. Number 1400760, 236th Street Improvement Project

Hamilton County, Indiana

September 27, 2017

No.	Name (Please print)	Address, City, State, Zip	Email Address
1	MARY WRIGHT	INDOT	
2	JOEL THURMAN	HAMILTON COUNTY HIGHWAY	
3	TIM KNAPP	HCPD	
4	Jim Godby	14550 Mundy Dr Noblesville IN 46060	
5	Dale A. Pickett	23380 Dunbar Rd. Sheridan IN 46069	
6	Carol Longenecker	23239 Dunbar Rd Sheridan IN 46069	
7	Phil Waggoner	1087 E 236 th Sheridan, IN 46069	
8	Joyce Nelson	1071 E 236 th Sheridan, IN 46069	
9	Steve Nelson	1071 E. 236 th Sheridan, IN 46069	
10	Kelci Baker Leab	2398 E 236 th Cicero, IN	46034 Kelci.waltz@yahoo.com
11	Joe Leab	" "	
12	Robert Pickett	991 E 236 th Sheridan	rpickett1@me.com
13	STEPHEN WEBSTER	2780 W. 226 th SHERIDAN, IN	s_swebster@yahoo.com
14	Mike Summe	1558 E 236 th St Arcadia IN	
15	Joe Brinker	24101 Tollgate road Cicero, IN 46034	
16	Brittany Kirschner	3913 W. 236 th St. Sheridan IN 46069	brittanykirschner@gmail.com
17	STEEL ORTON	1201 EAST 236 th ST. ARCADIA	

FR

Public Hearing Sign-in Sheet

Des. Number 1400760, 236th Street Improvement Project

Hamilton County, Indiana

September 27, 2017

No.	Name (Please print)	Address, City, State, Zip	Email Address
1	David & Mary Cox	296 W 236 th St	mbcox10@gmail.com
2	Sandra Wind	1167 Wayne St. Noblesville IN 46062	TNSWIPE@LIVE.com
3	GARY WARD	37 W 236 St Sheridan, IN 46067	gward243@aol.com
4	Candy Ganzel <small>CANDY GANZEL</small>	1563 East 236 th Street, Arcadia	candyganzel2004@yahoo.com
5	Candubanzel	22711 Dunbar Road, Sheridan	" " " "
6	DAVID ARCHER	1651 236 ST ARCADIA ⁴⁶⁰³⁰	
7	Pamela Archer	1651 E. 236 th St. Arcadia, IN ⁴⁶⁰³⁰	archerquest7@gmail.com
8	Michael E. Pritchett	23790 Dunbar Rd Arcadia	
9	Phillipa Ferraro	1280 W. 236 th St. Sheridan	
10	Victor Orton	1201 E. 236 th St., Arcadia	vorton@aol.com
11	Ed Spear	2770 W. 236 St. SHERIDAN	EDHSPEAR@SBCGLOBAL.NET
12	MAX JONES	23620 Dunbar Rd Arcadia	
13			
14			
15			
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Public Hearing Sign-in Sheet

Des. Number 1400760, 236th Street Improvement Project

Hamilton County, Indiana

September 27, 2017

No.	Name (Please print)	Address, City, State, Zip	Email Address
35	Marlita Hoagman	1087 E 236 th St Sheridan IN 46069	
36	JOHN COONROD	991 EAST 236 th SHERIDAN	JOHNRCOONROD@GMAIL.COM
37	Ken Hedge	6755 S 400 N Lebanon IN 46052	RchlyeFarmer@gmail.com
38	Kent Conger	23229 Durbin Rd	
39	Anissa Bender	1563 E. 236 th St, Arcadia IN 46020	ajb6604@yahoo.com
40	Mal Robinson	929 E 236 th St Sheridan	
41	Ellen Robinson	" " "	
42	RONALD PICKETT	1061 E. 236 th Sheridan	
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Public Hearing Sign-in Sheet

Des. Number 1400760, 236th Street Improvement Project

Hamilton County, Indiana

September 27, 2017

No.	Name (Please print)	Address, City, State, Zip	Email Address
35	Kent Millikan	21 E 236 St. Sheridan, IN 46069	
36	Frank J. Habig	115 W 246 th St. Sheridan, IN 46069	chiphabig@yahoo.com
37			
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Speakers Sign-in Sheet for the Public

Des. Number 1400760, 236th Street Improvement Project

Hamilton County, Indiana

September 27, 2017

No.	Name (Please print)	Address, City, State	Zip Code
35	SANDRA WIRE	1167 WAYNE ST. NOBLESVILLE IN	46060
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HAMILTON COUNTY
INDIANA

236th Street West Rehabilitation

236TH STREET FROM BRIDGE #201 TO US 31

Proposed Street Improvement Project

Public Hearing

Wednesday, September 27, 2017

Sheridan High School

6:30 p.m.



Welcome



- ❖ Meeting format – presentation, public comments
- ❖ Purpose of meeting
- ❖ Informal Q & A in project display area with project engineers and project officials
- ❖ Information packet



236th Street West Rehabilitation

Introductions



- ❖ Hamilton County Representatives
- ❖ Indiana Department of Transportation (INDOT) Project Management
- ❖ INDOT Public Involvement
- ❖ Elected Public Officials
- ❖ Design Team



236th Street West Rehabilitation

Project Stakeholders



- ❖ Hamilton County Highway Department
- ❖ Indiana Department of Transportation
- ❖ Indiana Division Federal Highway Administration
- ❖ Elected Public Officials
- ❖ Community residents and citizens
- ❖ Property Owners
- ❖ Commuters
- ❖ Schools
- ❖ Emergency responders



236th Street West Rehabilitation

Purpose of Hearing

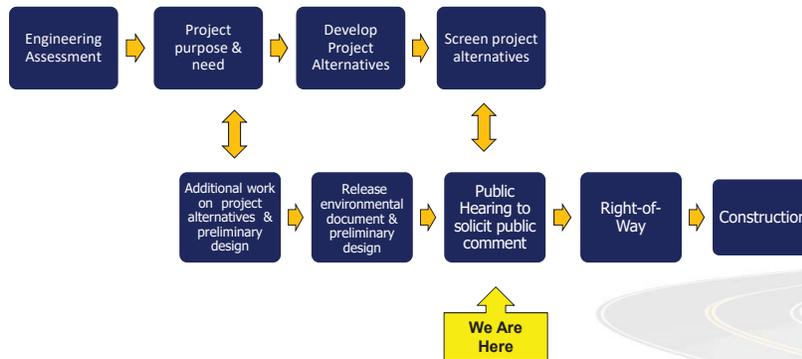


- ❖ Introduce project to the community
- ❖ Discuss project purpose and need
- ❖ Present a preliminary proposal for consideration
- ❖ Solicit input from the community
- ❖ Discuss public involvement for the project
- ❖ Address questions and concerns



236th Street West Rehabilitation

Project Development Process



236th Street West Rehabilitation

Why a Public Hearing?



- ❖ **Conducted as a requirement to the National Environmental Policy Act (NEPA)**

- ❖ NEPA requires evaluation of potential impacts to surrounding natural, cultural and social environments
- ❖ Impacts are described in an environmental document
- ❖ Requires opportunity for public involvement and comment in the decision-making process of said impacts



236th Street West Rehabilitation

Environmental Document



- ❖ **Level 3 Categorical Exclusion (CE)**

- ❖ Classification means the actions do not have a significant effect on the environment

- ❖ **CE released for public involvement on May 26, 2017**

- ❖ **Published legal notice**

- ❖ *Indianapolis Star*
- ❖ September 1, 2017 & September 8, 2017



- ❖ **Document available for viewing at:**

- ❖ RQAW; 10401 North Meridian Street, Suite 401, Indianapolis, Indiana 46290
- ❖ Hamilton County Highway Department, 1700 South 10th Street, Noblesville, Indiana, 46060
- ❖ Sheridan Public Library, 103 West 1st Street, Sheridan, Indiana 46069



236th Street West Rehabilitation

Elements of Environmental Documentation

- ❖ **Public involvement**
- ❖ **Right-of-way**
 - ❖ 14.77 acres of permanent &
 - ❖ 0.51 acre of temporary
- ❖ **Streams & wetlands**
 - ❖ 2,740 linear feet of stream impacts & 0.003 acre of wetland impacts
- ❖ Karst
- ❖ Threatened & endangered species
- ❖ Floodplains
- ❖ Farmland
- ❖ Historic & archaeological
- ❖ Section 4(f) & 6(f)
- ❖ Air quality
- ❖ Noise
- ❖ Community impacts
- ❖ Environmental Justice
- ❖ Relocations
- ❖ Hazardous materials



236th Street West Rehabilitation

Environmental Document

- ❖ **Alternatives Considered**
 - ❖ **Alternative A (Preferred):** This alternative will create 15-foot wide travel lanes and 4-foot wide useable (3-foot paved) shoulders in each direction.
 - ❖ Through Bakers Corner, 12-foot wide travel lanes and curb with 2-foot curb offset will be provided.
 - ❖ A storm sewer will also be constructed through Bakers Corner along the south side of the roadway.
 - ❖ The structure at William Baker Legal Drain will be replaced with a 14-foot span by 6-foot rise reinforced box culvert.
 - ❖ New ditches will be constructed where there is a suitable outlet.



236th Street West Rehabilitation

Environmental Document



❖ Alternatives Considered

- ❖ **The Do Nothing Alternative:** This alternative proposes that work not be completed.
 - ❖ Does not fulfill the Purpose and Need.
 - ❖ Alternative was dismissed from further consideration.
- ❖ **Wetland Avoidance Alternative:**
 - ❖ Similar to Alternative A, except that it would avoid all wetlands.
 - ❖ Adding additional guardrail along the north side of 236th St.
 - ❖ Constructing a steeper side slope.
 - ❖ This alternative meets the purpose and need of the project; however, due to increased costs and limited access for maintenance of the nearby legal drain, this alternative was dismissed from further consideration.



236th Street West Rehabilitation

Environmental Studies



- ❖ 14.77 acres of permanent and 0.51 acre of temporary right-of-way
- ❖ 2,740 linear feet of stream impacts and 0.003 acre of wetland impacts. Most are legal drain impacts.
- ❖ Section 106—procedural law that requires federal agencies to consider the effects of projects they carry out, approve or fund have on historic properties
- ❖ State Historic Preservation Officer (SHPO) concurred with the *No Adverse Effect* Section 106 finding on March 21, 2017



236th Street West Rehabilitation

How Can I Make a Comment?



- ❖ **Verbally at public hearing**
 - ❖ Statements are recorded
- ❖ **Comment form**
 - ❖ Submit via mail, fax, or e-mail (contact info is on the form)
- ❖ **E-mail**
 - ❖ jdabkowski@rqaw.com
- ❖ **Hamilton County Highway Department website**
<http://www.hamiltoncounty.in.gov/233/Highway-Department>
- ❖ **Comment period expires on October 11, 2017**



236th Street West Rehabilitation

How Will Comments be Addressed?



- ❖ **All comments will be addressed in the final environmental document as a result of:**
 - ❖ Public statements recorded at the public hearing
 - ❖ Written comments, concerns and suggestions such as letters, faxes and e-mails received during the comment period (expires on October 11, 2017)

Informal comments are always welcome; however, please note general conversations are not part of the official record.



236th Street West Rehabilitation

Purpose and Need



❖ Need

- ❖ Narrow travel lane and minimal shoulder widths (11-foot travel lanes, 2-foot shoulders)
- ❖ Insufficient intersection sight distance at all intersections
- ❖ Deteriorating drainage structures
- ❖ Anticipated increase in through traffic within corridor

❖ Purpose

- ❖ Extend the life of 236th Street
- ❖ Provide adequate travel lane widths
- ❖ Improve drainage
- ❖ Improve sight distance at intersecting roadways



236th Street West Rehabilitation

Project Description

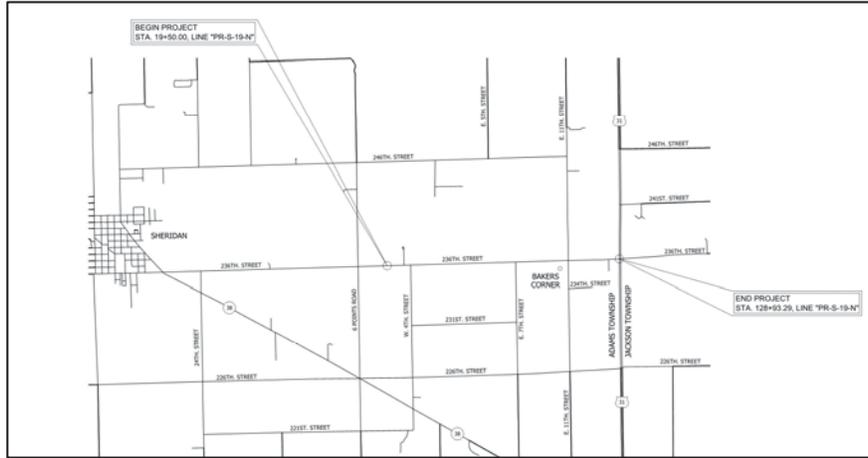


- ❖ Project limits – just east of Teter Branch east to US 31 (~2.1 miles)
- ❖ Preferred alternative—Widen and resurface the pavement as two 15-foot travel lanes and 4-foot useable shoulders (3-foot paved)
- ❖ Minimize impacts within Bakers Corner (12-foot travel lanes, 2-foot curb offset)
- ❖ Spot locations of full depth replacement of existing pavement
- ❖ Construct a storm sewer thorough Bakers Corner along south side of road to outlet into William Baker Drain/unnamed tributary (UNT) 1
- ❖ Replace existing structure over William Baker Drain/UNT 1 with box culvert
- ❖ Construct ditches where appropriate (existing drainage pattern will be maintained in several areas)
- ❖ Purchase right-of-way along the corridor and at all intersecting roads to protect line of sight and ensure intersection sight distance is improved



236th Street West Rehabilitation

Project Location Map



236th Street West Rehabilitation

Project Overview



Rural Segment



236th Street West Rehabilitation

Project Overview

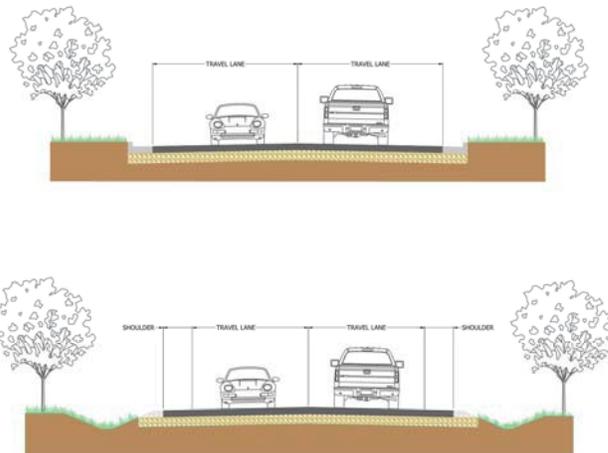


Bakers Corner Segment



236th Street West Rehabilitation

Typical Sections



236th Street West Rehabilitation

Posted Speed Limits



- ❖ Speed limit will be signed as 50 miles per hour (mph) within the corridor and 30 mph through Bakers Corner
- ❖ Speed limit outside project area will remain the same



236th Street West Rehabilitation

Maintenance of Traffic



- ❖ 236th Street will be closed to through traffic and have detour utilizing a combination of 226th Street, Six Points Road, Dunbar Road, Oak Ridge Road and US 31
- ❖ Construction will occur in three segments to reduce impacts
 - ❖ Just east of Teter Branch east to Oak Ridge Road (1.1 miles)
 - ❖ Oak Ridge Road east to Dunbar Road (0.50 mile)
 - ❖ Dunbar Road east to US 31 (0.50 mile)
- ❖ Access will be maintained to all properties during road closure
- ❖ Mail, school bus and trash services will be maintained

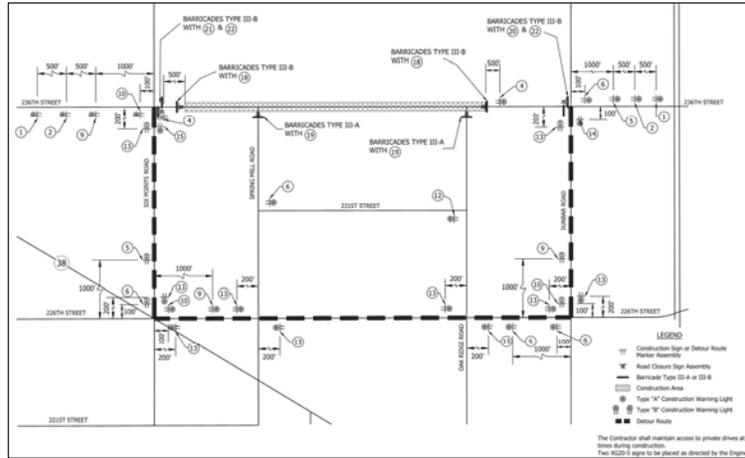


236th Street West Rehabilitation

Maintenance of Traffic



Segment 1 – Just east of Teter Branch to Oak Ridge Road

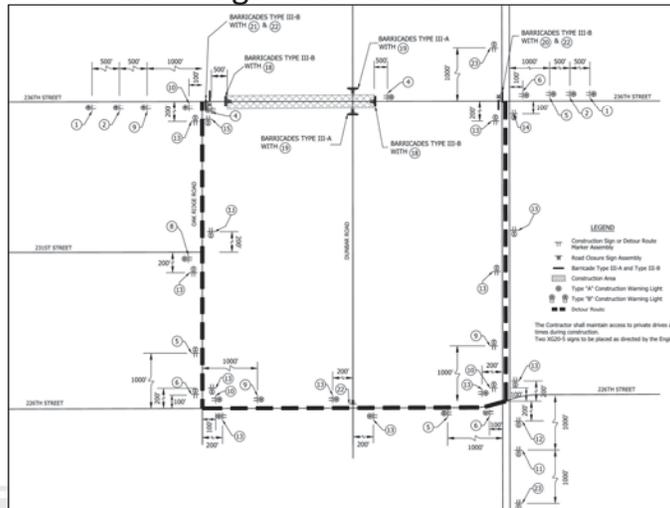


236th Street West Rehabilitation

Maintenance of Traffic



Segment 2 – Oak Ridge Road to Dunbar Road

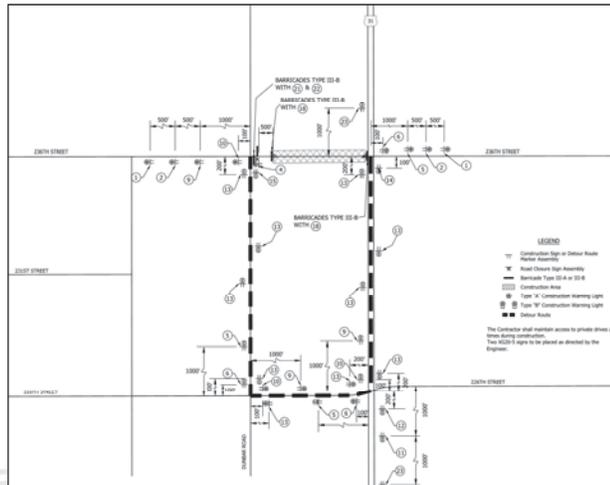


236th Street West Rehabilitation

Maintenance of Traffic

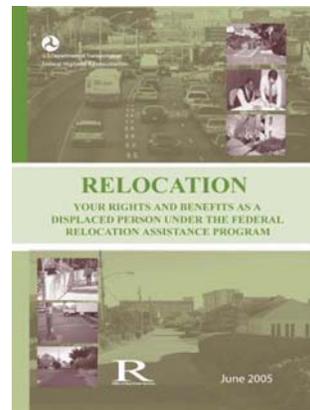
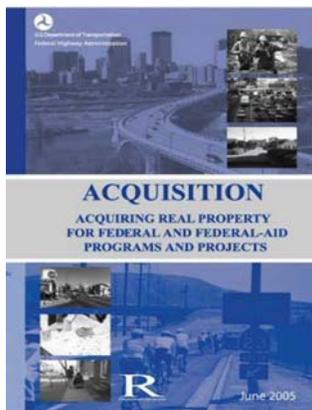


Segment 3 – Dunbar Road to US 31



236th Street West Rehabilitation

Real Estate Acquisition Process



No relocations are anticipated



236th Street West Rehabilitation

Real Estate Acquisition Process

- ❖ **Hamilton County Representatives are available to discuss procedures**
- ❖ **How Land Is Purchased**
 - ❖ Explains the process of buying property needed for highway improvements
- ❖ **Relocation**
 - ❖ Explains your rights and benefits as a displaced person
 - ❖ No relocations are anticipated with this project



236th Street West Rehabilitation

Real Estate Acquisition Process

- ❖ **The breakdown in right-of-way for this project is as follows:**

Agricultural	10.34 Acres
Commercial	0.49 Acres
Residential	3.60 Acres
Forest	0.32 Acres
Wetlands	0.003 Acres
<u>Other: Church</u>	<u>0.02 Acres</u>
Total permanent R/W	14.77 Acres
- ❖ **0.51 acres Temporary Right-of-Way**
- ❖ **No relocations planned**
- ❖ **Right-of-Way estimated based on information available at this time**



236th Street West Rehabilitation

Real Estate Acquisition Process

- ❖ **“Uniform Act of 1970”**
 - ❖ All federal, state, and local governments must comply
 - ❖ Requires an offer for just compensation
- ❖ **Acquisition Process**
 - ❖ Appraisals
 - ❖ Review Appraisals
 - ❖ Negotiations



236th Street West Rehabilitation

Project Schedule

- ❖ Design/environmental documentation (March 2016-May 2017)
- ❖ Public Hearing (September 2017)
- ❖ Finalize environmental document (November 2017)
- ❖ Real estate acquisition activities (Winter 2017-Fall 2018)
- ❖ Complete design activities (Fall 2018)
- ❖ Project letting (March 2019)
- ❖ Anticipated construction start (Spring 2019)
- ❖ Anticipated project completion (Fall 2020)
- ❖ Estimated total project cost is \$5.4 million



236th Street West Rehabilitation

Public Comments



- ❖ Talk with Hamilton County and Design project team members
- ❖ Comment sheet in the information packet
- ❖ E-mail or Mail comments
- ❖ All comments are very much appreciated and will be given full consideration by project team



236th Street West Rehabilitation

Project Updates



- ❖ Sign-in at attendance table to be added to the project mailing list
- ❖ A meeting notice was mailed to known property owners within the area
- ❖ Hamilton County website at:
<http://www.hamiltoncounty.in.gov/233/Highway-Department>



236th Street West Rehabilitation

Contact Information



❖ For Future questions, please contact us:

Technical Questions?	Environmental Questions?	County Questions?
Lisa Casler, PE Project Manager at RQAW	Joe Dabkowski Environmental Division Manager at RQAW	Joel Thurman, PE Project Manager, Hamilton County
lcasler@rqaw.com	jdabkowski@rqaw.com	Joel.Thurman@hamiltoncounty.in.gov
317-815-7219	317-815-7232	317-773-7770



236th Street West Rehabilitation

Thank You



- ❖ Please visit with Hamilton County Highway Department project officials
- ❖ Project Open House:
 - ❖ Project maps, displays and project officials for informal Q&A
 - ❖ A special thank you to Sheridan High School
- ❖ Thank you for your attendance this evening



236th Street West Rehabilitation

Public Comments



236th Street West Rehabilitation

SEPTEMBER 27, 2017 PUBLIC HEARING TRANSCRIPT

The public hearing commenced at 6:30 pm. Lisa Casler, RQAW Project Manager, welcomed and thanked everyone for attending. Ms. Casler stated that an informal question and answer session would be offered after the formal presentation. She briefly introduced representatives from Hamilton County, Indiana Department of Transportation, elected officials, and RQAW (the firm responsible for the design and environmental document). Ms. Casler described the purpose of the hearing.

Joe Dabkowski, RQAW Director of Environmental Services, then described the overall project development process and why public hearings can be a requirement of the environmental process. Mr. Dabkowski defined why the project qualifies for a Categorical Exclusion (CE) Level 3 document and that the CE was released for public involvement on May 26, 2017. He generally noted elements that are reviewed, analyzed and described in CEs. For this project, the primary concerns are water resource impacts and right-of-way impacts. The preferred alternative was generally described as well as other alternatives considered. Lastly, Mr. Dabkowski described how public comments could be made and that any public comments would be addressed in the environmental document (CE).

Ms. Casler continued with the presentation by describing the purpose and need of the project and specifically outlining the project scope in rural areas and within Bakers Corner. The maintenance of traffic, right-of-way process and project schedule were then described. She then reiterated the different ways public comments could be made. Ms. Casler concluded the formal presentation by thanking everyone, providing ways for the public to see updates on the project and providing contact information for any questions.

An opportunity to publicly comment was then offered. Below are comments made from the public speakers.

Public Comments

My name is Sandra Wire. I'm here representing my husband and myself. We have owned for many years a little rental property, that is just east of the Wesleyan Church, and it's unfortunately it was built very close to the road. So, our concern is how much more of that frontage will this require. We understand the need for the project and understand this is a route that feeds into interstate traffic. And we appreciate that you are trying to mitigate the impact there through that historic area. This represents retirement income for us, which we don't have a lot. So, I'm here just stating what our situation is. We took a considerable hit, we have a couple rental properties now, and when they did the last prop tax relief, of course we took a hit on the taxes, so we are paying double taxes on everything, more than double what it was. And I was not able to find out exactly how much closer to the house the road or the shoulder of the curb, so that is my statement and my question. I would like to know exactly, if it is possible to know, what to expect with that. And then I hadn't ever heard the term environmental justice before, so maybe you could tell us about that.

My name is Vick Orton, we've got some property on the southside of 236 up there, and my statement and question is similar to what she's saying. You can look at these maps all day long, and you don't know where those lines are. I even went down to the court house and they have lines of demarcation, but they don't have any footage assigned to those lines from the edge of the road or the edge of the right of way, so you don't really know where they are. So, my statement is, I really feel the County should be liable to

come out and do the survey and put some survey stakes at the corner, not the entire property, but survey stakes at the corner of each person's property of where these lanes are going to end, where the shoulders going to end, where the gravel shoulder is going to end, and the right of way. There's 40 ft. right of ways, and what? 12 feet right of ways, I don't recall. And then can you use those right of ways. They're going to claim them as right of ways – 40 feet. So, is that usable property for the owner, or now does that become off limits to the owner? So those are the questions that I think some of us are concerned – we had a little meeting prior to this. So, that's what I'd like to know. And then the other statement that you have up here, the Baker drain is going to be a cubed culvert, and the it also says though, and redoing ditches. The property we have is the only property from Dunbar Road to 31, that actually has a ditch, everybody else has swales, and I'm concerned are they just going to move that ditch closer to our usable property or are they going to use that as part of the burial of the drain, which would be preferred.

My name is Robert Pickett, and I can see from the maps, I no longer live in Baker's Corner, because it looks like Baker's Corner starts at the church and anything west of that is not called Baker's Corner, we're actually the city limits is past my house. So, it looks like you start at the church, and that's where the 12 feet is going to be, which is still Baker's Corner – my house, my aunt and uncle's, the neighbors – that should still be a part of Baker's Corner, according to the sign.

My name is Kelly Baker. I have a question about the ditch and the drainage that, on my property, which is just farther down from the Orton property, it's under the bridge that runs between Trade Winds trucking and runs down... that drain is broken under the road. It's feeding into a small...they put in large culverts but they've even blown out because they didn't put in a large enough drain ... it's running into small field tiles that are blowing out, and not actually making it to the open ditch that is there. Is that part of this project, will that be corrected so that the water shed that is running down this road will actually make it to the open ditch, is my question? Some of the other things – I think we even had that discussion – as far as the homes that are within Baker's Corner proper that are extremely close to that road. Question – will there be some protective measures, whether mounding or something, to protect some of these homes that are seriously at risk with the expansion of that road, and the curbs, whether they're going to be painted and things like that to protect the inhabitants of Baker's Corner as best we can?

My name is Brittany Kirschner. First, two questions. When you said there is an anticipated increase in traffic. My question is how did you get that data? My second question is one of the detours is through Springmill Road, and that is an equally or more near a road, so just the safety of increased traffic on that road.

My name is Mel Robinson, this is the first time I've ever been involved with something like this. And I'm just wondering since I didn't go to any meetings prior to this, I suppose they were in the paper, about all the decisions that are made. Are those the kind of things that were in notices in the paper? I'm just wondering if there is anything negotiable about this whole project – anything at all? Or is it now fixed in place and we basically can't do anything about it – that's my question.

My name is Dave Cox – I live at 290 West 236th Street. My question is: Is the State or the County going to take care of any personal property damage? Some of us have cars that sit low to the ground. What happens if someone in construction leaves a metal spike in the road and damages my tires – Who's going to be responsible for that? Is the County going to take care of that?

Kelly Baker again – What will be the impact on our taxes? When you do projects like this, our taxes can be affected. If you're taking our property, what does that do to our taxation? Is it going to cost all of us who have drainage shed into this – What is going to be on our drainage bills?

I'm Candi Ganzel – I have a two-part question. I live on Dunbar Road, but I co-own the property on 236th Street with my daughter. We live on Dunbar, and I see that a lot of the re-routing is through Dunbar, which is very narrow for two cars, which I happen to bike on a lot. There is no speed limit on that road. We have cars that fly down that road 60 miles per hour – that's a big concern...there's no posted speed limit. I want to know if they are going to do something about that? 226th Street is a much wider road as an alternative for all of this traffic that is going to increase. Especially all the way from 38 to 236th Street, there is not one posted speed limit, so could something be done about that to slow this traffic down, since there is going to be such a big increase?

Robert McGinnet?? .. 236th St. 991 – I was just wanting to let the people know that attended the meeting last Saturday, your questions were submitted and they have been accepted as part of the public record.

I'm Anissa Binder – 1563 E 236th St. – My question is this a preliminary project that's going to happen prior to ... I've heard that there will be a by-pass made at 236th Street and 31, and I want to know how soon we will find out about those plans, if they're already being planned, how and when are we going to find out about that before it happens.

Concerned Citizens of Bakers Corner

Meeting Date-September 23, 2017-0830-1000

Generated Questions & Concerns

- Can present field entrances be negotiated/changed?
- Why does the project that widens a very narrow road stop at Spring Mill Road and not go farther west?
- Could the Bakers Corner drain go under the road?
- What are the timeframes for the beginning and ending of the project?
- What will be the final speed limit through Bakers Corner at completion of the project?
- What defines where Bakers Corner begins and ends?
- Will there be a sidewalk through Bakers Corner? Can that be negotiated?
- Given the heavy traffic through town, will replacement mailboxes be accessible from both ends for safety's sake?
- Will all of Baker's Corner be a double yellow line, no passing zone?
- How much, what kinds of, and what is the number of signs to be installed?
- With addition of curb will curb be painted for added visibility?
- Will 236th Street again be IN 47?
- What are plans for intersection of 236th Street and US 31? What is timeline?
- If there's a revision of intersection, exactly how will one have access to 236th Street?
- With the repositioning of power/phone lines, might they be buried?
- Given the desire to have 40 feet of easement from the center line on both the north and south side, might we assume that there's a long-range plan for 236th Street to be four lanes? If not, what such a wide easement?
- Particularly in the center of Bakers Corner where the road will be very near houses and the church building, has any thought been given to snow and ice removal and the potential for snow/ice striking buildings and causing damage, e.g., broken windows?
- What is current easement? Where did that number come from, what is resource?
- Will financial consideration to landowner be given for trees, sidewalks, other improvements, etc. that will be removed? How is value determined?
- Will compensation be given for decrease in property value because home is so close to the wider road? How is that value determined?
- Even though the road through Bakers Corner will narrow in the center of town, how close will houses be to edge of shoulder (12 feet road, 3 feet paved shoulder and one-foot gravel, total 16 feet)?
- How will market value of land be determined?
- Will residents be asked to sell land or grant increased easement?
- If a resident is not satisfied with offer, what is process to negotiate for more money?
- Is it true that if easement is secured from residents, residents will continue to pay property tax on the land? The landowner will need to continue maintenance on land that is not covered by the widened road yet part of the increased easement, right?
- How will infrastructure be impacted, and how far from the center line will new power lines be erected, for example? Will changing of infrastructure cost the landowner?
- How will residents get access to their property in construction?
- When will offers for land easement begin? Does the offer come by mail or in person?

Jaime Byerly

From: Joseph Dabkowski
Sent: Wednesday, October 11, 2017 2:50 PM
To: Jaime Byerly
Subject: FW: Public Comments - 236th Rehabilitation Project



Joe Dabkowski, PWS | Environmental Division Manager

10401 N. Meridian St., Ste. 401

Indianapolis, IN 46290

O: 317.815.7232

C: 317.473.0900

www.rqaw.com



From: Brittany Kirschner [mailto:brittanykirschner@gmail.com]
Sent: Friday, October 6, 2017 3:10 PM
To: Joseph Dabkowski <jdabkowski@RQAW.com>; Lisa Casler <lcasler@rqaw.com>
Cc: tim.knapp@hamiltoncounty.in.gov; Jon Kirschner <Jonkirschner@live.com>
Subject: Public Comments - 236th Rehabilitation Project

Good afternoon Joe and Lisa,

Please add these comments to be recorded for the inclusion into the official hearings transcript/public record.

- Our lot size is currently 1.07 acres, this project will acquire .2327 acres resulting in our lot to be .8373. This will cause us to lose a tremendous amount of value in the potential resale value of our home and put us in violation of the city code for having chickens.
- If we remain under 1 acre of land, we would like to see if relocation is a possibility, due to the loss of value.
- The preliminary plan adds ditches to our property that are 30" deep. We currently do not have ditches and have not seen any issues with water draining. We would like a drainage pipe under the grass and no open ditch. Having a 30" deep ditch is concerning as we have a riding lawn mower and it will create an unsafe hazard.
- We currently have a sidewalk from our front porch to our mailbox. In the plans because of the ditch, there is no way to access the mailbox safely.
- How will increasing the land taken from the west side our house increase visibility for vehicles turning right and left onto Spring Mill?
- We have several trees that will be impacted by the expansion of the road and the proposed ditch. If you chose to leave a tree and damage the roots, how will that be handled?
- Our fingers system for our septic tank is the west side of our house. How will that be impacted by the expansion?

- Is there an alternative to rocks on the shoulder? Many vehicles kick those up and project them into our yard up as far as 20 feet.

- In the presentation, you indicated in the Environmental Document this project was a level 3 and did not have any **significant** effect on the environment. What effects does it have?

- You stated in the purpose and need of the project that this was a need because of the "anticipated increase in through traffic within corridor." Please provide the data that supports that statement and who was involved in coming to that conclusion.

- I spoke inaccurately at the meeting and asked if there was concern of using Springmill as a detour for traffic. You may redact that statement as Six Points will be the detour and I misspoke.

- Will construction take place during the day or will there be times that work is done overnight?

- Will the appraiser consider the future loss of value on the land taken? Sheridan home values have gone up 9.6% over the past year and are predicted to rise an additional 5.5% this year.

Thank you and if you could confirm your receipt of this, I would appreciate it.

Jonathan and Brittany Kirschner
393 W. 236th St.
Sheridan, IN, 46069

Jaime Byerly

From: Joseph Dabkowski
Sent: Wednesday, October 11, 2017 2:50 PM
To: Jaime Byerly
Subject: FW: Suggestions for proposed 236th St Improvement Project



Joe Dabkowski, PWS | Environmental Division Manager

10401 N. Meridian St., Ste. 401

Indianapolis, IN 46290

O: 317.815.7232

C: 317.473.0900

www.rqaw.com



From: Carol Longenecker [mailto:pastorcarol123@gmail.com]
Sent: Friday, September 29, 2017 12:18 PM
To: Joseph Dabkowski <jdabkowski@RQAW.com>
Subject: Suggestions for proposed 236th St Improvement Project

I have some suggestions to make on the proposed 236th St Improvement Project.

1) **"Slow Children Playing" signs**

It would be a good idea while replacing the road signs in the 236th St Improvement Project to include in the signage in Bakers Corner a **"Slow Children Playing"** sign from each direction. While many of the residents are older, many have grandchildren that play in their yards. With the road coming closer to the homes, they will be playing closer to the road. Though the speed limit is to stay at 30 mph, traffic often greatly exceeds that speed, therefore making it even more dangerous for children playing in those yards. "Slow Children Playing" signs would be one more reminder for traffic to slow down through town.

2) **Bury utility lines**

Over the years there have been numerous traffic accidents along 236th St including serious injuries and even death from someone going off the road and hitting a utility pole. There are poles on both sides of the road and they are very close to the road. That problem could be eliminated if the utility lines were buried. Could these lines be buried during this 236th St project?

Thank you for your consideration of these suggestions.

Pastor Carol Longenecker
Bakers Corner Wesleyan Church

--

Rev. Carol Longenecker
Bakers Corner Wesleyan Church
1080 E 236th St
Sheridan, Indiana 46069

COMMENT SHEET - 236th ST. ROAD IMPROVEMENT PROJECT

Tom & Sandra Wire
1167 Wayne Street
Noblesville IN 46060
317-773-0425

OUR PROPERTY

This house was built circa 1880 in the historically significant area of Baker's Corner. At that time most travel was by horse and buggy and proximity to the road would have been a convenience. These days, however, it is already uncomfortably close to a busy highway.

Though of a modest appearance, the interior has been restored to original with up-to-date amenities. It has 3 bedrooms, each with a walk in closet, 2 full baths, central air with gas heat, Kinetic water treatment and built-ins. It is currently used as a rental home.

The negatives here are:

- 1) The huge and valuable old trees have recently been removed by utility crews.
- 2) The property gets all runoff from the church and parking lot on west side. Plans currently drawn will be no help with drainage issues.*
- 3) Increased proximity to widened road bed will cause more traffic, especially large trucks, more dirt and noise and result in dramatic valuation damage.

OUR PROBLEM

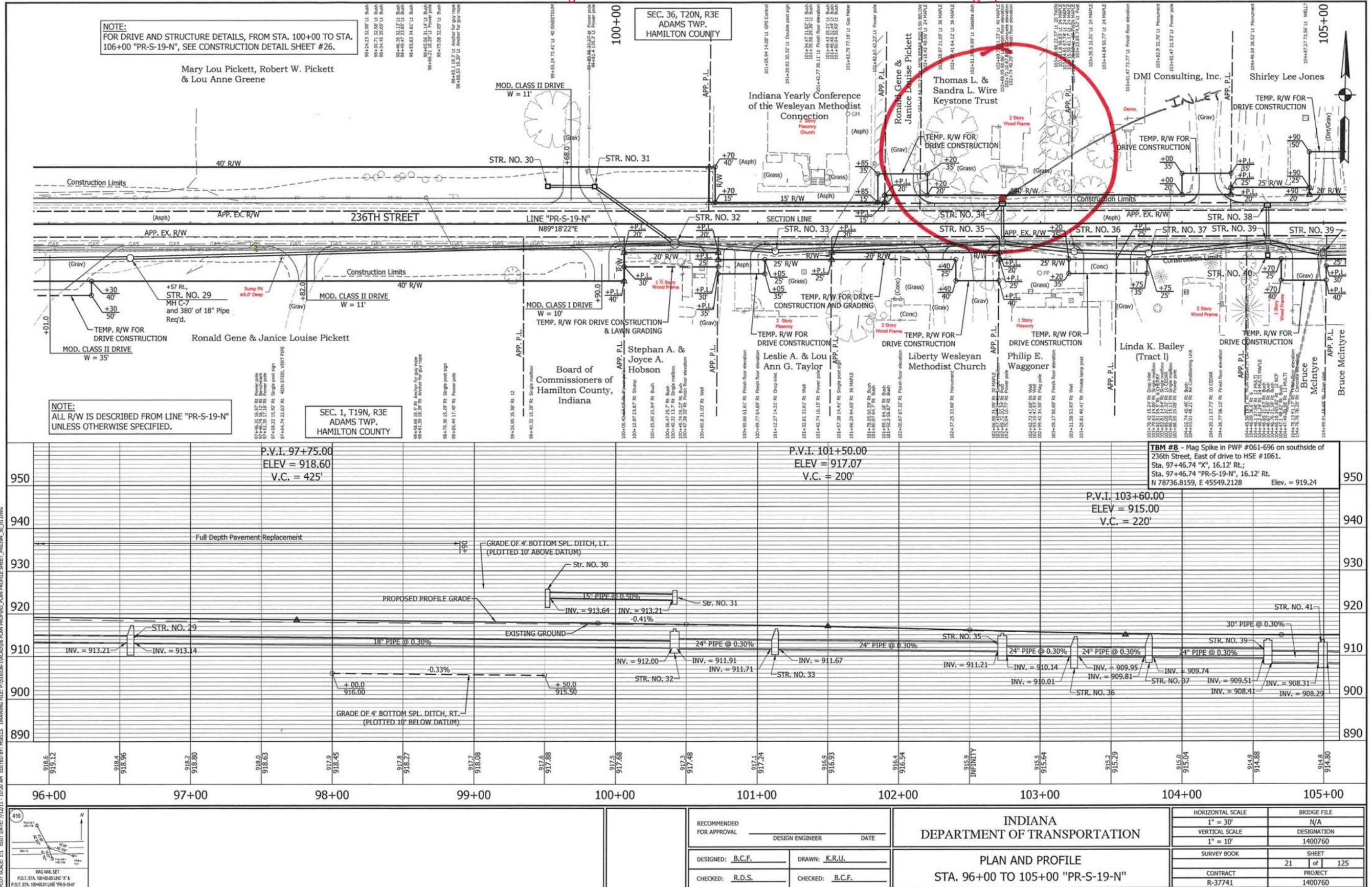
We are 74 and 77 years old living off SSI and rental income. We never made much money but we worked hard, did without, scrimped and saved, and managed to buy 2 derelict rental houses we

renovated ourselves. Our income took a hit when Gov Daniels brought property tax 'relief' and our tax bill doubled. Now it looks like our income will take another hit when this house is rendered undesirable as a dwelling. What would you do?

SANDRA L. WIRE — Sandra L. Wire October 10, 2017
THOMAS L. WIRE — Thomas L. Wire 10-10-17

* See additional info. from Hamilton County Surveyors Office re requesting drain inlet.

*Attachment associated with the above Wire comment letter asking for an inlet to be added. An inlet will be added to the design per



Summary of Public Comments and Sponsor Responses

Kirschner 01 (e-mail)	Our lot size is currently 1.07 acres, this project will acquire .2327 acres resulting in our lot to be .8373. This will cause us to lose a tremendous amount of value in the potential resale value of our home and put us in violation of the city code for having chickens.	Per Hamilton County, your property will be grandfathered in and this will not change your ability to raise chickens.
Kirschner 02 (e-mail)	If we remain under 1 acre of land, we would like to see if relocation is a possibility, due to the loss of value.	Compensation will be offered for the amount of land acquisition which will be required for the project. Any damages to improvements will be considered in the appraisal.
Kirschner 03 (e-mail)	The preliminary plan adds ditches to our property that are 30" deep. We currently do not have ditches and have not seen any issues with water draining. We would like a drainage pipe under the grass and no open ditch. Having a 30" deep ditch is concerning as we have a riding lawn mower and it will create an unsafe hazard.	An enclosed drainage pipe with a small swale will be added and deep ditch eliminated.
Kirschner 04 (e-mail)	We currently have a sidewalk from our front porch to our mailbox. In the plans because of the ditch, there is no way to access the mailbox safely.	The mailbox will be relocated next to the driveway due to the proximity of the intersection taper to the existing mailbox location.
Kirschner 05 (e-mail)	How will increasing the land taken from the west side our house increase visibility for vehicles turning right and left onto Spring Mill?	By purchasing permanent right-of-way at the intersecting county roads the line of sight will be protected. This will ensure intersection sight distance is improved by prohibiting the construction of anything that can hinder view when turning off or onto 236th Street.
Kirschner 06 (e-mail)	We have several trees that will be impacted by the expansion of the road and the proposed ditch. If you chose to leave a tree and damage the roots, how will that be handled?	The appraiser will determine which trees will be damaged by the construction of the project. You will be compensated accordingly.
Kirschner 07 (e-mail)	Our fingers system for our septic tank is the west side of our house. How will that be impacted by the expansion?	A representative will come to your property to determine the exact location of the septic system. If the septic system is within the right-of-way limits, it will be relocated to an appropriate spot on your property at the expense of the County. Additional steps will be taken if relocating the septic system is not possible.
Kirschner 08 (e-mail)	Is there an alternative to rocks on the shoulder? Many vehicles kick those up and project them into our yard up as far as 20 feet.	The majority of the shoulder will be paved. There will be a one-foot aggregate portion of the shoulder. This is necessary to provide adequate drainage for the pavement. The widening of the travel lanes, addition of paved shoulders, and flatter cross sections will allow for vehicles to traverse the roadway within the limits of the travel lanes and farther from the one-foot aggregate shoulder. This will reduce the instances of vehicles tracking on aggregate.
Kirschner 09 (e-mail)	In the presentation, you indicated in the Environmental Document this project was a level 3 and did not have any significant effect on the environment. What effects does it have?	The main impacts associated with this project include right-of-way (~14.8 acres) and stream impacts (~2,740 linear feet).

Kirschner 10 (e-mail)	You stated in the purpose and need of the project that this was a need because of the "anticipated increase in through traffic within corridor." Please provide the data that supports that statement and who was involved in coming to that conclusion.	The project need stems primarily from the narrow travel lanes and shoulders, insufficient intersection sight distance at county roads, deteriorating drainage structures, and (lastly) the anticipated increase in traffic. The current traffic counts of 3271 vehicles per day (vpd) were obtained from Hamilton County and INDOT. Traffic was inflated with a conservative 2% growth rate over 20 years to obtain the design year (2038) traffic projections of 5375 vpd. The expected increase in traffic was not identified as a primary need to be addressed.
Kirschner 11 (e-mail)	I spoke inaccurately at the meeting and asked if there was concern of using Springmill as a detour for traffic. You may to redact that statement as Six Points will be the detour and I misspoke.	Comment noted.
Kirschner 12 (e-mail)	Will construction take place during the day or will there be times that work is done overnight?	It is anticipated that construction will take place during day time hours only.
Kirschner 13 (e-mail)	Will the appraiser consider the future loss of value on the land taken? Sheridan home values have gone up 9.6% over the past year and are predicted to rise an additional 5.5% this year.	The appraiser will value the property at current market value.
Kirschner 14 (hearing)	My name is Brittany Kirschner. First, two questions. When you said there is an anticipated increase in traffic. My question is how did you get that data?	Please refer to the answer to Question #10 above.
Kirschner 15 (hearing)	My second question is one of the detours is through Springmill Rd, and that is an equally or more near a road, so just the safety of increased traffic on that road.	No response required per your comment #11.
Longenecker 01 (e-mail)	It would be a good idea while replacing the road signs in the 236th St Improvement Project to include in the signage in Bakers Corner a "Slow Children Playing" sign from each direction. While many of the residents are older, many have grandchildren that play in their yards. With the road coming closer to the homes, they will be playing closer to the road. Though the speed limit is to stay at 30 mph, traffic often greatly exceeds that speed, therefore making it even more dangerous for children playing in those yards. "Slow Children Playing" signs would be one more reminder for traffic to slow down through town.	There will be reduced speed ahead signs included in the plans.
Longenecker 02 (e-mail)	Over the years there have been numerous traffic accidents along 236th St including serious injuries and even death from someone going off the road and hitting a utility pole. There are poles on both sides of the road and they are very close to the road. That problem could be eliminated if the utility lines were buried. Could these lines be buried during this 236th St project?	The utility companies will determine how the utilities will be relocated for this project. Utilities will, however, be relocated at the right-of-way line and be farther from the roadway.
Coonrod 01 (e-mail)	Can present field entrances be negotiated/changed?	Yes. Requests were taken at the public hearing. In addition, during the land acquisition process the property owner may request drive modifications.
Coonrod 02 (e-mail)	Why does the project that widens a very narrow road stop at Spring Mill Road and not go farther west?	The begin project location ties into the eastern approach slab of the newly reconstructed Teter Branch bridge. Any project farther west along 236th Street will begin at the western approach slab of Teter Branch.

Coonrod 03 (e-mail)	Could the Bakers Corner drain go under the road?	No, the drain can not be relocated under 236th Street as 236th Street is not scoped as a full depth reconstruction project. It also needs to remain in its current location so the county surveyor may have access to it for maintenance.
Coonrod 04 (e-mail)	What are the timeframes for the beginning and ending of the project?	Construction time frame is estimated to be April 2019 through October 2020.
Coonrod 05 (e-mail)	What will be the final speed limit through Bakers Corner at completion of the project?	The speed limit through Bakers Corner will be 30 mph.
Coonrod 06 (e-mail)	What defines where Bakers Corner begins and ends?	The limits of the curb and gutter section of the project were determined by the proximity of the residences to 236th Street and the desire to
Coonrod 07 (e-mail)	Will there be a sidewalk through Bakers Corner? Can that be negotiated?	The addition of sidewalk through Bakers Corner does not address the purpose and need of the project. Therefore, sidewalks will not be included in the project.
Coonrod 08 (e-mail)	Given the heavy traffic through town, will replacement mailboxes be accessible from both ends for safety's sake?	Yes, mailboxes with access from both ends will be included in the project.
Coonrod 09 (e-mail)	Will all of Baker's Corner be a double yellow line, no passing zone?	Pavement markings for Bakers Corner will include a double yellow line and do not pass signs will be added.
Coonrod 10 (e-mail)	How much, what kinds of, and what is the number of signs to be installed?	Existing signs will be replaced in kind. Additional signs for safety through Bakers Corner will be added.
Coonrod 11 (e-mail)	With addition of curb will curb be painted for added visibility?	No, the curb will not be painted.
Coonrod 12 (e-mail)	Will 236th Street again be IN 47?	No, 236th Street will remain a county road.
Coonrod 13 (e-mail)	What are plans for intersection of 236th Street and US 31? What is timeline?	That will be an INDOT sponsored project and is not associated with this project. A study for this work is pending and the timeline has not yet been determined.
Coonrod 14 (e-mail)	If there's a revision of intersection, exactly how will one have access to 236th Street?	The configuration of the intersection is not known at this time.
Coonrod 15 (e-mail)	With the repositioning of power/phone lines, might they be buried?	The utility companies will determine how the utilities will be relocated for this project. Utilities will, however, be relocated at the right-of-way line and be farther from the roadway.
Coonrod 16 (e-mail)	Given the desire to have 40 feet of easement from the center line on both the north and south side, might we assume that there's a long-range plan for 236th Street to be four lanes? If not, what such a wide easement?	The proposed 40 foot half width right-of-way was designed to accommodate the travel lanes, shoulders, open ditches, and provide adequate space for utilities to relocate.
Coonrod 17 (e-mail)	Particularly in the center of Bakers Corner where the road will be very near houses and the church building, has any thought been given to snow and ice removal and the potential for snow/ice striking buildings and causing damage, e.g., broken windows?	Any snow removal hazards will be similar to the existing condition as the travel lanes are only being widened by 2 feet. The centerline of the roadway will remain in the current location.
Coonrod 18 (e-mail)	What is current easement? Where did that number come from, what is resource?	The existing right-of-way will be researched and determined at the time of right-of-way engineering. Title and encumbrance reports will be obtained to determine the property lines for the roadway as well as privately owned parcels.
Coonrod 19 (e-mail)	Will financial consideration to landowner be given for trees, sidewalks, other improvements, etc. that will be removed? How is value determined?	Yes, all property acquisition (including trees, sidewalks, etc.) will follow federal and state guidelines including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act).

Coonrod 20 (e-mail)	Will compensation be given for decrease in property value because home is so close to the wider road? How is that value determined?	The federal process will be followed and will include an appraisal and review appraisal of all parcels. This information is included in the acquisition book which was provided at the public hearing. For additional information visit www.fhwa.dot.gov/realestate .
Coonrod 21 (e-mail)	Even though the road through Bakers Corner will narrow in the center of town, how close will houses be to edge of shoulder (12 feet road, 3 feet paved shoulder and one-foot gravel, total 16 feet)?	The location of the front of the structures will vary as the location of the structures vary in offset to the existing roadway. The travel lanes will be 12 feet wide and the curb and gutter will be 2'-7" in width.
Coonrod 22 (e-mail)	How will market value of land be determined?	The federal process will be followed and will include an appraisal and review appraisal of all parcels. This information is included in the acquisition book which was provided at the public hearing. For additional information visit www.fhwa.dot.gov/realestate .
Coonrod 23 (e-mail)	Will residents be asked to sell land or grant increased easement?	The proposed right-of-way will require land to be purchased from property owners. The federal land acquisition process will be followed. This information is included in the acquisition book which was provided at the public hearing. For additional information visit www.fhwa.dot.gov/realestate .
Coonrod 24 (e-mail)	If a resident is not satisfied with offer, what is process to negotiate for more money?	Negotiations will be possible during the real estate acquisition process. This will be explained to you once the real estate buying process begins.
Coonrod 25 (e-mail)	Is it true that if easement is secured from residents, residents will continue to pay property tax on the land? The landowner will need to continue maintenance on land that is not covered by the widened road yet part of the increased easement, right?	Any land acquisition required for the construction of this project will be removed from your taxable property assessment. The county will be responsible for maintaining the area within the right-of-way, however it is the property owners' choice to assist.
Coonrod 26 (e-mail)	How will infrastructure be impacted, and how far from the center line will new power lines be erected, for example? Will changing of infrastructure cost the landowner?	The relocation of the utilities will be determined by the individual utility company. Utilities will relocate within the proposed right-of-way. The exact new location of the utilities are not known at this time. Utility relocations will be either paid for by the individual utility or by Hamilton County.
Coonrod 27 (e-mail)	How will residents get access to their property in construction?	Access will be maintained to all properties during the road closure.
Coonrod 28 (e-mail)	When will offers for land easement begin? Does the offer come by mail or in person?	The earliest offers will begin in Spring 2018. Offers will be made either in person or by certified mail.
Wire 01 (hearing)	My name is Sandra Wire. I'm here representing my husband and myself. We have owned for many years a little rental property, that is just east of the Wesleyan Church, and it's unfortunately it was built very close to the road. So, our concern is how much more of that frontage will this require.	The proposed right-of-way in front of your residence is 20 feet from the centerline of the roadway.

Wire 02 (hearing)	We understand the need for the project and understand this is a route that feeds into interstate traffic. And we appreciate that you are trying to mitigate the impact there through that historic area. This represents retirement income for us, which we don't have a lot. So, I'm here just stating what our situation is. We took a considerable hit, we have a couple rental properties now, and when they did the last prop tax relief, of course we took a hit on the taxes, so we are paying double taxes on everything, more than double what it was.	Comment noted.
Wire 03 (hearing)	And I was not able to find out exactly how much closer to the house the road or the shoulder of the curb, so that is my statement and my question. I would like to know exactly, if it is possible to know, what to expect with that.	The proposed right-of-way in front of your residence is 20 feet from the centerline of the roadway.
Wire 03 (hearing)	And then I hadn't ever heard the term environmental justice before, so maybe you could tell us about that.	Federal agencies must consider Environmental Justice (EJ) in their activities under the National Environmental Policy Act (NEPA). EJ analysis identifies and addresses disproportionately high and adverse human health or environmental effects on minority and low-income populations, including tribal populations. Because this is a federally funded project, potential EJ impacts were examined. After review, INDOT does not consider the impacts associated with this project as causing a disproportionately high and adverse effect on minority and/or low incomes populations.
Wire 04 (letter)	This house was built circa 1880 in the historically significant area of Baker's Corner. At that time mass travel was by horse and buggy and proximity to the road would have been a convenience. These days, however, it is already uncomfortably close to a busy highway. Though of a modest appearance, the interior has been restored to original with up-to-date amenities. It has 3 bedrooms, each with a walk-in closet, 2 full baths, central air with gas heat, Kinetico water treatment and built-ins. This is currently used as a rental home.	Comment noted.
Wire 05 (letter)	The negatives here are: (1) The huge and valuable old trees have recently been removed by utility crews. (2) The property gets all runoff from the church and parking lot on west side. Plans currently drawn will be no help with drainage issues. (3) Increased proximity to widened roadbed will cause more traffic, especially large trucks, more dirt and noise and result in dramatic valuation damage.	Comment noted.
Wire 06 (letter)	Our problem: We are 74 and 77 years old living off SSI and rental income. We never made much money but we worked hard, did without, scrimped and saved, and managed to buy 2 derelict rental houses we renovated ourselves. Our income took a hit when Gov. Daniels brought property tax 'relief' and our tax bill doubled. Now it looks like our income will take another hit when this house is rendered undesirable as a dwelling. What would you do? *See additional info from Hamilton County Surveyor's Office requesting drain inlet.	The federal land acquisition process will be followed. This information is included in the acquisition book which was provided at the public hearing. For additional information visit www.fhwa.dot.gov/realestate . The appraiser will compare before and after values and the property owner will be compensated accordingly. The requested drain inlet will be added to the plans.

Orton 01 (hearing)	<p>My name is Vick Orton, we've got some property on the southside of 236 up there, and my statement and question is similar to what she's saying. You can look at these maps all day long, and you don't know where those lines are. I even went down to the court house and they have lines of demarcation, but they don't have any footage assigned to those lines from the edge of the road or the edge of the right of way, so you don't really know where they are. So, my statement is, I really feel the County should be liable to come out and do the survey and put some survey stakes at the corner, not the entire property, but survey stakes at the corner of each person's property of where these lanes are going to end, where the shoulders going to end, where the gravel shoulder is going to end, and the right of way. There's 40 feet right of ways, and what? 12 feet right of ways, I don't recall. And then can you use those right of ways. They're re going to claim them as right of ways – 40 feet. So is that usable property for the owner, or now does that become off limits to the owner? So those are the questions that I think some of us are concerned – we had a little meeting prior to this. So, that's what I'd like to know.</p>	<p>The proposed right-of-way will be staked at each parcel during the land acquisition process. During the negotiation process additional details will be provided.</p>
Orton 02 (hearing)	<p>And then the other statement that you have up here, the Baker drain is going to be a cubed culvert, and the it also says though, and redoing ditches. The property we have is the only property from Dunbar Road to 31, that actually has a ditch, everybody else has swales, and I'm concerned are they just going to move that ditch closer to our usable property or are they going to use that as part of the burial of the drain, which would be preferred.</p>	<p>The existing drainage condition will be perpetuated within the proposed right-of-way. The proposed ditch will be adjusted within the proposed right-of-way for the safety of the motoring public.</p>
Pickett 01 (hearing)	<p>My name is Robert Pickett, and I can see from the maps, I no longer live in Baker's Corner, because it looks like Baker's Corner starts at the church and anything west of that is not called Baker's Corner, we're actually the city limits is past my house. So, it looks like you start at the church, and that's where the 12 ft is going to be, which is still Baker's Corner – my house, my aunt and uncle's, the neighbors – that should still be a part of Baker's Corner, according to the sign.</p>	<p>The limits of the curb and gutter section of the project were determined by the proximity of the residences to 236th Street and the desire to minimize impacts to these residential and historic properties. This was determined by land use and density of residences. The signing for the limits of Bakers Corner will be replaced in kind in their current location.</p>
Baker 01 (hearing)	<p>My name is Kelly Baker. I have a question about the ditch and the drainage that, on my property, which is just further down from the Orton property, it's under the bridge that runs between Trade Winds trucking and runs down... that drain is broken under the road. It's feeding into a small...they put in large culverts but they've even blown out because they didn't put in a large enough drain ... it's running into small field tiles that are blowing out, and not actually making it to the open ditch that is there. Is that part of this project, will that be corrected so that the water shed that is running down this road will actually make it to the open ditch, is my question.</p>	<p>The enclosed William Baker Legal Drain will be opened under a separate, future project by the Hamilton County Surveyor Department. This roadway project will replace the structure which carries 236th Street over the William Baker Legal Drain. The roadway project is being coordinated with the Hamilton County Surveyor's Office.</p>
Baker 02 (hearing)	<p>Some of the other things – I think we even had that discussion – as far as the homes that are within Baker's Corner property that are extremely close to that road. Question – will there be some protective measures, whether mounding or something, to protect some of these homes that are seriously at risk with the expansion of that road, and the curbs, whether they're going to be painted and things like that to protect the inhabitants of Baker's Corner as best we can?</p>	<p>The proposed condition will be similar to the existing condition as the travel lanes are only being widened by 2 feet bordered by curb and gutter. The curb and gutter provides some increased protection for adjacent property owners. The centerline of the roadway will remain in the current location.</p>
Baker 03 (hearing)	<p>Kelly Baker again – What will be the impact on our taxes? When you do projects like this, our taxes can be affected. If you're taking our property, what does that do to our taxation? Is it going to cost all of us who have drainage shed into this – What is going to be on our drainage bills?</p>	<p>The construction of the road project will not impact your taxes. Any land needed for the construction of this project will require a new property assessment to determine amounts of property taxes. The road project will not impact your drainage bills.</p>

Robinson 01 (hearing)	My name is Mel Robinson, this is the first time I've ever been involved with something like this. And I'm just wondering since I didn't go to any meetings prior to this, I suppose they were in the paper, about all the decisions that are made. Are those the kind of things that were in notices in the paper?	INDOT Public Involvement has certain criteria, that when met, dictates when the project sponsor is required to offer the public an opportunity to submit comment and/or request a public hearing for projects. For this project, Hamilton County decided to forgo the offering of a public hearing and went straight to holding one. The notices alerting the public of these opportunities to either request a hearing and/or submit comments are published in local newspapers and mailed to adjacent property owners.
Robinson 02 (hearing)	I'm just wondering if there is anything negotiable about this whole project – anything at all? Or is it now fixed in place and we basically can't do anything about it – that's my question.	The public comment period is the opportunity to raise any issues or concerns about the project. Any issues or concerns are taken into account for the design of the project and will be addressed in the final environmental document.
Cox 01 (hearing)	My name is Dave Cox – I live at 290 West 236th Street. My question is: Is the State or the County going to take care of any personal property damage? Some of us have cars that sit low to the ground. What happens if someone in construction leaves a metal spike in the road and damages my tires – Who's going to be responsible for that? Is the County going to take care of that?	This project includes the use of federal funds and will be bid through the INDOT process. INDOT will have a contract with the contractor who will be liable for property damage that occurs as a direct result of the construction of this project.
Ganzel 01 (hearing)	I'm Candi Ganzel – I have a two part question. I live on Dunbar Road, but I co-own the property on 236th Street with my daughter. We live on Dunbar, and I see that a lot of the re-routing is through Dunbar, which is very narrow for two cars, which I happen to bike on a lot. There is no speed limit on that road. We have cars that fly down that road 60 miles per hour – that's a big concern...there's no posted speed limit. I want to know if they are going to do something about that?	Adding a posted speed limit along Dunbar Road will need to be addressed separately by the Hamilton County Highway Department as it is outside the scope of this project.
Ganzel 02 (hearing)	226th Street is a much wider road as an alternative for all of this traffic that is going to increase. Especially all the way from 38 to 236th Street, there is not one posted speed limit, so could something be done about that to slow this traffic down, since there is going to be such a big increase?	226th Street will be utilized as a detour route. Addressing the posted speed limit on 226th Street will need to be addressed separately by the Hamilton County Highway Department as it is outside the scope of this project.
McGinnett?? 01 (hearing)	I was just wanting to let the people know that attended the meeting last Saturday, your questions were submitted and they have been accepted as part of the public record.	Comment noted.
Binder 01 (hearing)	My question is this a preliminary project that's going to happen prior to ... I've heard that there will be a by-pass made at 236th Street and 31, and I want to know how soon we will find out about those plans, if they're already being planned, how and when are we going to find out about that before it happens.	That will be an INDOT sponsored project and is not associated with this project. A study for this work is pending and the timeline has not yet been determined.
Holson 01 (form)	My name is Steve Holson and I would like the county to consider buying my entire property. My house is already to close to the road when the snow plow goes by it throws snow, ice, rocks on my front windows. I have replaced these windows because of breakages in the past and having vehicles slide into my house in the future closer road expansion will not help these situations.	See response to Kirschner 02 and Coonrod #20.

Waggoner 01 (form)	<p>This is following up on our conversation at the 236th street meeting on September 27, 2017. I would like for there to be a U shaped drive be put in in front of our house so we do not have to back out on the road. Also I might suggest that during construction that no trucks be allowed on 236th street from State road 47 in Sheridan to US 31. The reason for this is that Dunbar road, Oakridge road and Springhill roads are not suited for the amount of semi traffic that 236th street is currently carrying. Also 226th and Dunbar is not capable of having semis make the corner and same goes for the other 2 roads. Also if the county will be installing new mail boxes, I would suggest that they be the kind that can be accessed from the rear. Thank you.</p>	<p>A U-shaped drive will be added to the plans. In addition, mailboxes which can be accessed from both sides will be included in the plans. All traffic needs to be detoured on county maintained roads.</p>
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