

«Name»
«Mailing_1»
«Mailing_2»

Example Notice of Entry Letter Sent to Adjoining Land Owners

RE: Des. No. 2002424
I-70 Added Travel Lanes and Pavement Replacement
SR 1 Interchange to the IN/OH State Line
Wayne County, Indiana

Notice of Entry for Survey or Investigations

May 31, 2022

Dear Property Owner,

Our information indicates that you own property near the above proposed transportation project. Representatives of the Indiana Department of Transportation will be conducting engineering and/or environmental surveys of the project area in the near future. It may be necessary for the INDOT Representatives to enter onto your property to complete this work. This is permitted by 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 (i.e. rental, sharecrop), 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 design and environmental surveys are needed for the proper planning and design for this section of I-70 from the SR 1 interchange to the IN/OH State Line. Engineering survey work would include mapping the location of features such as trees, buildings, fences, drives, ground elevations, etc. Environmental survey work may include the identification and mapping of wetlands, architectural surveys, archaeological investigations (which may involve the survey, testing, or excavation of identified archaeological sites), and various other environmental studies. It is our sincere desire to cause you as little inconvenience as possible during this survey.

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.

If any problems occur, please contact the field crew or one of the following:

Toby Randolph
Project Manager
Parsons
101 West Ohio Street, Suite 2121
Indianapolis, IN 46204
(317) 616-4663
tobias.randolph@parsons.com

Nathan Riggs
Project Manager Associate
INDOT – Greenville District
32 South Broadway Street
Greenfield, IN 46140
(317) 467-3986
nriggs@indot.in.gov

Please be aware that IC 8-23-7-27 and 28 provides that you may seek compensation from INDOT for damages occurring to your property (land or water) that result from INDOT’s entry for the purposes mentioned above in IC 8-23-7-26. In this case, a basic procedure that may be followed is for you and/or an INDOT employee or representative to present an account of the damages to one of the above named INDOT staff. They will check the information and forward it to the appropriate person at INDOT who will contact you to discuss the situation and compensation.

In the event that property damage occurs as a result of work performed during survey, the INDOT Project Manager or Parson's Project Manager can provide you with a form to request compensation for damages. You may contact:

Toby Randolph
Project Manager
Parsons
101 West Ohio Street, Suite 2121
Indianapolis, IN 46204
(317) 616-4663
tobias.randolph@parsons.com

Nathan Riggs
Project Manager Associate
INDOT – Greenville District
32 South Broadway Street
Greenfield, IN 46140
(317) 467-3986
nriggs@indot.in.gov

After filling out the form, you can return it to the INDOT Project Manager or Parsons Project Manager for consideration. Please contact either of the representatives above if you have questions regarding the matter, rights, and procedures.

If you are not satisfied with the compensation that INDOT determines is owed to you, Indiana Code 8-23-7-8 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.

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

Attachment



Public Involvement Plan

Revive I-70 Roadway Project
Wayne County | Des 2002424

November 2022



1. INTRODUCTION

This Public Involvement Plan has been developed for the proposed Revive I-70 Roadway Project in Wayne County, Des. No. 2002424 et al. (hereinafter referred to as “Revive I-70”) which spans from Cambridge City to Richmond. The consulting group on this project is Parsons Transportation Group (“Parsons”) working on behalf of the Indiana Department of Transportation (INDOT). The purpose of this plan is to establish the goals and strategies for engaging with the public and key stakeholders in accordance with the *INDOT 2021 Project Development Public Involvement Procedures Manual*. Public involvement will include fostering successful communication between the public and INDOT and integrating the views, community concerns, transportation needs and environmental considerations of the public into the transportation decision-making process.

Project Description

Revive I-70 includes planned improvements for I-70 in Wayne County from near Cambridge City to the Indiana/Ohio state line. The 20+ mile corridor stretches from west of the I-70/State Road 1 interchange to the I-70/US 40 interchange. The project is expected to reduce congestion, improve traffic flow and improve safety along the I-70 corridor. The project is expected to include added travel lanes, interchange improvements, improvements to 40 bridges, pavement replacement and the replacement of drainage structures. Existing lighting, signage and guardrail/barrier systems will be upgraded.

Goals for the Public Involvement Plan

INDOT recognizes the importance of involving the members of the public in project development. Residents and business owners in and around Cambridge City, Hagerstown, Jacksonburg, West Grove, Richmond, Centerville and Middleboro are recognized as important parties since the transportation decisions will affect their communities. Local residents and businesses rely on I-70 as part of their transportation network to travel safely throughout the community, the region and the state. Residents use their transportation network to reach workplaces, leisure destinations and homes. Businesses rely on this network to ensure the safe transportation of their products and materials to production facilities, clients and customers. In addition to being users of the transportation network, these community members have a stake in transportation decisions as taxpayers. As INDOT develops transportation plans and makes decisions on transportation improvement projects, it must incorporate:

- Input from the public
- Input from local business owners
- Input from Environmental Justice (EJ) populations
- Input from local government agencies, including local and regional transportation/transit agencies whose facilities and routes may be impacted by the project
- Input from the resource agencies, including federal and state agencies responsible for environmental and historical resources, air quality and endangered species

The outreach goals established for this project are:

- Communicate the project’s benefits and schedule
- Respond quickly and clearly to community and user concerns
- Build trust and credibility between the project and the public

- Identify and communicate with potential stakeholders, such as officials and community leaders in the project area
- Establish an inclusive and collaborative relationship with the local communities, EJ populations and key stakeholders throughout the public involvement process
- Develop partnering activities to help with gathering information from stakeholders
- Evaluate potential issues to address specific concerns and develop solutions
- Provide forums for the public to learn more about the project, ask questions and share feedback
- Share project information proactively, especially at project milestones

2. PUBLIC INVOLVEMENT PROCESS

Open communication between local officials, key stakeholders, the public and the Project Management Team (Team) is crucial for developing a transportation plan that aligns with the community's needs. The Team leading public involvement consists of the INDOT Greenfield District, Parsons and C2 Strategic (C2) with key milestones and activities being shared with INDOT Central Office for awareness. This Team will manage the public involvement activities outlined in this document and coordinate with agency stakeholders.

The public involvement process starts with coordination between the Team, local officials and other stakeholders that will be involved with the project. Initial coordination meetings with local officials will include information on the project's scope and schedule and the opportunity to discuss potential impacts. Continued outreach throughout the project will keep stakeholders informed.

3. STAKEHOLDER OUTREACH

Stakeholders are people and organizations that may be affected by the project and agencies with jurisdiction related to project activities. During the public involvement process, the Team will educate, engage and communicate with various stakeholders. Public information meetings will be conducted at key project milestones and will be well publicized in advance. Smaller, focused meetings will occur, as needed, throughout the project. Small-group meetings are expected to focus on the concerns of a specific group or neighborhood and be scheduled as requested and/or needed. For example, small group meetings will be used to engage EJ populations in the project development process.

Team members will maintain open communication with stakeholders throughout the project and respond to questions and comments via e-mail and by telephone. A log of stakeholder inquiries will be maintained. A variety of outreach tools and engagement activities will be implemented to reach stakeholder groups.

The stakeholder groups for the Revive I-70 Project include:

- Elected officials in Wayne County
- Federal and regional elected officials
- Federal, local and regional transportation agencies
- Public safety and emergency responders
- Federal, state and local resource agencies
- General public
- Potentially affected property owners, businesses and residents
- Businesses and employers in the project area

- Community and neighborhood groups
- EJ populations

Public outreach and stakeholder identification will occur throughout the project. The communication methods, phases and level of stakeholder involvement are as follows:

Anticipated Communication Schedule

Date	Phase Description
May 2022	Notice of Entry Letters to Property Owners (Appendix A)
August 2022	Early Coordination Letters to Agencies, Local Officials and Key Stakeholders (Appendix B)
Fall 2022	Public Information Meeting #1
Spring 2023	Noise Wall Survey of the Benefited Receivers
Spring 2023	Public Hearing
Late 2023	Public Information Meeting #2 (around project advertisement)
TBD	Public Meeting for Noise Walls (if found to be feasible and reasonable)

Elected Officials

The Team will conduct outreach through email and, when needed, by telephone with federal, state and local elected officials about the project. Local officials will be informed about any expected closures and detours beginning in the early coordination phase and continuing throughout the project. The Team will hold meetings with elected officials as requested. The PIP will be updated as needed to reflect changes in any of the following offices.

Elected Officials

Name	Office
Governor Eric Holcomb	Governor of Indiana
Senator Mike Braun	U.S. Senator
Senator Todd Young	U.S. Senator
Representative Greg Pence	U.S. Congress 6 th District of Indiana
State Senator Jeff Raatz	Senate District 27
State Representative Brad Barrett	House District 56
Commissioner Ken Paust	Eastern Wayne County Commissioner
Commissioner Jeff Plasterer	Western Wayne County Commissioner
Commissioner Mary Anne Butters	Central Wayne County Commissioner
Councilman Robert Chamness	Wayne County Council District 1
Councilman Rodger Smith	Wayne County Council District 2
Councilwoman Beth Leisure	Wayne County Council District 3
Councilman Tony Gillam	Wayne County Council District 4
Councilman Max Smith	Wayne County Council Member At-Large
Councilman Gary Saunders	Wayne County Council Member At-Large
Councilwoman Cathy Williams	Wayne County Council Member At-Large

Name	Office
Mayor David Snow	Mayor of Richmond
Councilmember Doug Goss	Richmond City Council District 1
Councilmember Lucinda Wright	Richmond City Council District 2
Councilmember William Engle	Richmond City Council District 3
Councilmember Jeff Cappa	Richmond City Council District 4
Councilmember Jeffrey Locke	Richmond City Council District 5
Councilmember Gary Turner	Richmond City Council District 6
Councilmember Jane Bumbalough	Richmond City Council Member At-Large
Councilmember Ron Oler	Richmond City Council Member At-Large
Councilmember Larry Parker	Richmond City Council Member At-Large
Councilmember Dan Wandersee	Centerville Town Council President
Councilmember Gary Holbert	Centerville Town Council Vice President
Councilmember Jack Bodiker	Centerville Town Council Member
Councilmember Mark Tucker	Centerville Town Council Member
Councilmember James Bullen	Centerville Town Council Member

Federal, Local and Regional Transportation Agencies

The federal transportation agency with authority over the project is the Federal Highway Administration (FHWA). Local and regional transportation agencies and providers include:

- INDOT, Greenfield District
- INDOT, Rail Office
- Richmond Division of Public Works & Engineering
- Richmond Street Department
- Eastern Indiana Regional Planning Commission
- Rose View Transit
- Hoosier Ride/Miller Transportation
- Barons Bus
- Wayne County Highway Department
- Richmond Community Schools
- Centerville-Abington Community Schools
- Northeastern Wayne School Corporation
- Western Wayne Schools
- Nettle Creek School Corporation
- Indiana Eastern Railroad
- CSX
- C&NC Railroad
- Norfolk Southern

Rose View Transit provides transportation throughout the city of Richmond. Hoosier Ride (Miller Transportation) and Barons Bus provide intercity service to supplement Greyhound Bus Lines. Richmond Community Schools, Centerville-Abington Community Schools, Northeastern Wayne School Corporation, Western Wayne Schools and Nettle Creek School Corporation all provide bus services for

students to and from schools within the Revive I-70 project area. Indiana Eastern Railroad, CSX, C&NC and Norfolk Southern operate and maintain rail lines in the project area.

Public Safety and Emergency Responders

Public safety and emergency responders must be able to effectively respond to incidents in the Revive I-70 project area. Public safety and emergency response agencies within this jurisdiction include:

- Indiana State Police
- Wayne County Sheriff's Department
- Wayne County Emergency Management
- Cambridge City Volunteer Fire Department
- Cambridge City Police Department
- Hagerstown-Jefferson Police Department
- Hagerstown Fire Department
- Richmond Fire Department
- Richmond Police Department
- Reid Health

Each organization requires coordination efforts to share information and solicit input on how their response routes and response times may be impacted by the project. An agency coordination meeting will be held with these groups to discuss potential issues and share project information.

Major Businesses and Employers

Major employers in the project area include:

- Reid Health
- Richmond Community Schools
- SugarCreek Brandworthy Food Solutions
- Belden
- Primex Plastics Corporation
- Richmond State Hospital
- Earlham College
- Color Box

The Team will reach out via email or telephone to determine each organization's interest in the project. Participation as stakeholders will be voluntary.

Neighborhood, Civic and Advocacy Groups

Various neighborhood associations, nonprofit groups and other community organizations operate within the project area with a focus on outreach programs, community and neighborhood development and advocacy. The Team will coordinate with these organizations during the public involvement process via email or by telephone. The Team may hold a meeting at an organization's request to discuss how the project might affect the community. In addition to these groups, potentially affected EJ populations that are identified, will be included in outreach efforts. See the Environmental Justice (EJ) outreach details in Section 4 for more information.

Civic Organizations and Community Groups

Name	Association Type
Indiana Office of Community & Rural Affairs (East Central)	City/County neighborhood liaisons
Wayne County Convention and Tourism Bureau Economic Development Corporation of Wayne County, Indiana Wayne County Area Chamber of Commerce Wayne County IN Convention and Visitors Bureau Historic Richmond Depot District Association Preserve Richmond Wayne County Historical Museum	Business and Tourism Organizations
Center City Development Corporation United Way of Whitewater Valley Housing Authority of Richmond Carriage House Richmond Greenwood Apartments	Housing and Community Improvement Groups
Wayne County Foundation Communities in Schools Wayne County Gateway Hunger Relief Center Community Food Pantry Dwyer Community Center	Community Service Organizations
Bethel AME Church Second Missionary Baptist Church Lighthouse Assembly of God Wesleyan Hispanic Church Richmond First Presbyterian Church	Churches
Wayne County Minority Health Coalition Amigos the Richmond Latino Center	Native American and Minority Organizations
Brookdale Senior Living Rosebud Village	Residential Communities
Crestdale Elementary School Pleasant View Junior High School Seton Catholic Schools Ivy Tech Community College Earlham College Indiana University East The Nettle Creek School Corporation Purdue Polytechnic Institute	Schools
Richmond Neighborhood Restoration	Neighborhood and Community Groups
Cardinal Greenways	Nonprofit group

General Public

Engagement with the general public will occur during public information meetings and the public hearing. The project website, traditional media, social media, eblasts, text alerts and other

communication tools will be used throughout the project to share information with the public. This is discussed in greater detail below.

Stakeholder Identification and Outreach

All inquiries and comments will be directed to INDOT4U through established channels that document and track inquiries.

Website: INDOT4U.com

Email: INDOT@indot.in.gov

Phone: 855-INDOT4U (855-463-6848)

Inquiries will be logged by INDOT's Transportation Services Call Center and will receive an initial response. The Team will use approved key points and frequently asked questions (FAQs) to develop knowledge articles for the Service Now customer relationship management system. This system will help INDOT staff to answer frequently asked questions without additional assistance.

In-depth questions will be addressed by the Team's developed responses and escalated questions will be provided a response after approval by necessary parties. The goal is to respond to all requests and comments within the service level timelines specified by INDOT.

4. AGENCY COORDINATION

Resource Agency Coordination

The National Environmental Policy Act of 1969 (NEPA) calls for an examination and consideration of impacts of a proposed action on sensitive resources for a project of this scale. These resources include, but are not limited to, floodplains, wetlands, endangered species, historic and archaeological sites, parks, air quality, and wildlife habitat. There are also transportation needs that must be fulfilled and socio-economic impacts that require consideration.

Because of impacts to resources, socio-economic impacts and needed transportation improvements, there is a decision-making process that considers a range of factors of both impacts to the resources and transportation needs. To produce informed environmental decisions, federal and state agencies with special expertise or jurisdiction by law are included in the study process. Resource agency involvement begins early in the study to identify important issues related to the proposed action and continues throughout the study, ensuring meaningful and timely input from the various agencies. The following federal and state agencies have received early coordination letters. Individual meetings will occur as needed.

- FHWA
- US Army Corps of Engineers (USACE)
- US Fish and Wildlife Service (USFWS)
- Natural Resources Conservation Service (NRCS)
- National Park Service (NPS)
- US Department of Housing & Urban Development (USHUD)
- Eighth Coast Guard District
- Indiana Department of Natural Resources (IDNR), Division of Fish and Wildlife (DFW)
- Indiana Geological and Water Survey (IGWS)

- Indiana Department of Environmental Management (IDEM), Wetland and Stormwater Program

Environmental Justice (EJ) Outreach

Federal law, including Title VI of the Civil Rights Act of 1964, the Federal Highway Act of 1973, and the Age Discrimination Act of 1975, prohibits discrimination based on race, color, national origin, gender and age. Furthermore, Executive Order 12898, titled “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,” obligates Federal actions (those receiving federal funding) to avoid or minimize and mitigate adverse impacts to low-income, minority populations and those with Limited English Proficiency (LEP) to assure disproportionately high and adverse impacts on these populations are identified and addressed.

In accordance with these regulations, INDOT policy requires that EJ populations be identified and provided an opportunity for meaningful participation in the process. Based on the preliminary review of US Census data and the US Department of Housing and Urban Development (USHUD) Resource Locator mapping tool (<https://resources.hud.gov>), there are potential EJ populations within the project area. Preliminary review suggests low-income populations are located near the I-70 and US 35 interchange in Richmond and minority populations are located across the border in Ohio near US 40, I-70 and US 35 near New Paris and Campbellstown.

Additional analyses and information will be gathered to identify potential EJ populations using resources like EJScreen (<https://ejscreen.epa.gov/mapper/>) and the FHWA Planning and Equity Tool (<https://usdot.maps.arcgis.com/apps/webappviewer/index.html?id=af1a590b45444e768402714efb148805>). Community contacts and any organizations serving these populations will be added to stakeholder databases and informed of relevant public involvement activities and project milestones (i.e 2-3 orgs listed here). Communications channels will be shared with project information to encourage feedback from EJ groups. Targeted outreach will be developed, as needed.

5. STAKEHOLDER MEETINGS

Public Information Meetings

Two public meetings will be held to share information and gather input. They will include a project presentation, boards, handouts and be conducted in an open house format to encourage individual discussions between attendees and the Team.

Meetings will be promoted on the project’s website, social media channels and traditional media, and meeting notices will be sent to all members of the project mailing list. Additional outreach will be made to churches, community centers and other local gathering places to engage populations.

Outreach will include efforts to identify the need for foreign language materials and translators in advance. Such materials will be provided when requested and accommodated as needs are identified. When possible, meeting locations will be accessible by public transportation.

To ensure compliance with the Americans with Disabilities Act (ADA), public meetings will be held in locations accessible to individuals with limited mobility.

Virtual meeting options are expected to supplement in-person meetings and to foster higher participation. These options may include one or more of the following features: a call-in number, live viewing, a pre-recorded presentation, a separate virtual meeting or other methods approved by INDOT.

The first public meeting will introduce the project, gather input from the public and promote contact channels. The second public meeting is expected near the time of letting to provide a project update.

Neighborhood and Small Group Meetings

The team will attend neighborhood meetings held by community groups, local homeowners' associations and other groups, as requested and as possible. If a meeting can't be accommodated, project materials will be shared with the group and a member of the Team will be available for additional discussion, as needed.

Neighborhood and small group meetings offer the opportunity to address area-specific questions and concerns with distinct stakeholders. A summary of each meeting will be provided and included in the environmental document.

6. PUBLIC HEARING

A public hearing offers a chance for the public to provide formal comment for inclusion and consideration in the project record. It will be held following INDOT approval of the draft environmental document. Notice of the public hearing will be advertised in the legal classified section of local newspapers (e.g., *The Palladium-Item* (Richmond), *Western Wayne News* and *Nettle Creek Gazette*).

The hearing will also be publicized on the project website, social media channels, via email blast and a media release will be distributed. A digital flier will be shared with stakeholders to distribute electronically or printed. Notices will specify the date, time and location of the hearing as well as a brief project description and the locations where the environmental document is available for review (website and one or more of the following locations: local agency facilities, INDOT Greenfield District office, or local library). The notice will include contact information for those with disabilities or communication barriers requesting special assistance.

The public hearing will be held at a place and time generally convenient for people affected by or interested in the project and will be accessible to people with disabilities. The hearing will include an Open House session before and/or after the presentation and formal comment session to allow attendees to interact directly with the Team and ask questions about the project. Meeting materials will include display boards, handouts, design plans, maps, the presentation and a copy of the draft environmental document.

The presentation is expected to include the following:

- Project purpose and need
- Project schedule
- Project alternatives
- Noise analysis findings
- Social, economic, environmental and other impacts of the project
- Availability of the environmental document

- Comment period information

INDOT is committed to providing a public hearing format that allows full public participation. The public and other stakeholders will be able to submit comments about the project in one of the following ways:

- Provide a verbal comment at the hearing
- Provide a written comment at the public hearing
- Provide a comment by email, mail or through the project website during the comment period

A transcript will be made of all verbal statements and written comments submitted during the public hearing as well as copies of written statements submitted during the 30-day public comment period. A summary of the public hearing and responses to all substantive comments will be included in the final environmental document for the project.

A virtual option is also expected to share hearing information and to promote the comment period. Options may include a virtual meeting, a recorded presentation, a short video or other means approved by INDOT.

Noise Study Information Meeting

Because this project will add travel lanes, a noise analysis must be conducted, and noise barriers may be recommended. Outreach will be done in accordance with INDOT *Noise Policy* to discuss any impacts. Property owners and residents in areas where noise barriers are determined to be feasible and reasonable will be contacted and given a chance to provide input on their desire to have a barrier via a survey. If the total number of respondents to the survey is less than 50 percent, then a second survey will be sent to those that did not respond to the first survey.

Locations of noise barriers determined to be feasible and reasonable will be presented at the public hearing. This will allow the public to express their views on noise impacts and abatement measures during the public comment period.

If 50 percent or more property owners and residents express their desire for noise abatement, then a public meeting will be held to solicit input on the proposed barriers.

7. OUTREACH METHODS

Community Advisory Committee (CAC)

CAC meetings are not scoped for this project.

Branding

A unified brand helps promote the project and provides consistency in communications. The brand of “Revive I-70” will help to reinforce the project’s purpose and need. Branding is key to a project’s identity and following brand standards ensures consistency in all print and electronic materials shared by the Team.



Project templates are created for ease of use and consistency among Team members.

Key Messaging

Clear and consistent messaging builds project awareness and understanding. Messaging focuses on what is happening, why and the expected impact. Key messages and FAQs are the foundation of project messaging. They will be updated regularly throughout the project's life.

Approved project messaging is shared through the project website, on social media, in collateral materials, through direction outreach and in group presentations.

Copies of project messaging and FAQs can be found in Appendices C and D.

Project Website

A website, www.ReviveI70.com, will be developed to provide the public with access to project information and to house all project-related information and documents. The website will encourage users to subscribe to email and text message updates and provide links to social media accounts. Website information will include:

- Project overview
- FAQs and key messages
- Project timeline
- News and information
- Maps
- Photos and videos
- Contact information

Monthly website analytics will include the number of visitors, number of users and top page views.

Social Media

Social media channels are important to facilitate communication with the public and other stakeholders. Posts are used to share project news and information and promote public meetings.

Facebook and Twitter accounts will be created for Revive I-70. Each month, a social media content calendar with proposed posts, pictures, videos and graphics will be provided for the Team to review and approve. These will be provided for review no later than the final week of the preceding month.

Social media comments and questions will be monitored and responded to, based on approved messaging, in a timely fashion. Responses will be shared with and escalated to the Project Team, as

needed. Additionally, a monthly summary of social media activity will be compiled and shared with the Project Team.

Project Updates (Electronic)

E-blasts and text alerts provide a cost-effective method for directly communicating with stakeholders regularly. They can be used to share project information and progress and to promote upcoming public meetings. Similar messages are also posted to social media and the project website.

The Team will use INDOT's text message and email system, Granicus GovDelivery, to keep stakeholders informed. GovDelivery is compliant with the CAN-SPAM Act and other industry best practices. Because GovDelivery primarily serves federal, state and local government agencies, emails are effective in making it through private spam filters.

E-blasts and text alerts require subscribers to opt in, and GovDelivery automatically processes email bounce backs and disconnected mobile numbers to keep an updated, accurate list.

Draft e-blasts are shared in advance with the Team for review and approval.

Media Relations

Media coverage is a low-cost way to reach a wide audience, share project updates and promote public meetings. Press releases will be written by the Team and distributed throughout project development after INDOT approval. The INDOT Greenfield District Office will handle media inquiries and responses with assistance from the Team. Releases will be sent to regional media outlets through GovDelivery at key project milestones.

Monthly media reports will be shared with the Project Team and will include a summary of news coverage and reach. More timely media updates and coverage will be shared with the Project Team, as needed.

Renew Richmond



[Renew Richmond](#) is a one-stop shop to learn more about Indiana Department of Transportation (INDOT) road projects underway or planned for Wayne County. Current and upcoming projects on U.S. 40 and U.S. 27 in Richmond will improve roads and bridges and include pavement and bridge maintenance.

A link to the Renew Richmond page is included on Revive170.com to keep stakeholders and the public updated about other INDOT projects in Richmond.

Appendix C – Key Points

- Revive I-70 includes planned improvements for I-70 in Wayne County from near Cambridge City to the Indiana/Ohio state line.
- The Project Team is currently studying the 20+ mile corridor that stretches from west of the I-70/State Road 1 interchange to the I-70/US 40 interchange and identifying potential improvements.
- The Indiana Department of Transportation (INDOT) wants to reduce congestion, improve traffic flow and improve safety along the I-70 corridor.
- Added travel lanes, interchange improvements, bridge improvements, pavement replacement and the replacement of drainage structures are being planned.
- Existing lighting, signage and guardrail/barrier systems will also be upgraded.
- At the end of Revive I-70 construction, I-70 will expand from a four-lane interstate with two travel lanes in each direction to a six-lane interstate with three travel lanes in each direction.
- Improvements are being investigated for the I-70 and US 40 interchange and the I-70 and US 35/Williamsburg Pike interchange. Modifications are likely to improve mobility and safety.
- There are 40 bridges in the project area that are expected to be widened to accommodate additional travel lanes.
- Additional bridge improvements are being planned, including complete replacements, deck replacements, new deck overlays and painting. Details of the improvements are being developed.
- Widening work for the interstate will happen mostly inside existing lanes utilizing the grass median.
- While most of the work will occur in the existing right-of-way (ROW), some additional land may be required in localized areas. Less than five additional acres of permanent and temporary ROW is anticipated for the project. ROW is still being evaluated, but relocations are not anticipated and will be avoided if possible.
- A noise analysis study will also be conducted during the project development to assess the impact of the additional travel lanes. Noise abatement measures identified as feasible and reasonable during the analysis may be included in the project.
- The project is currently in the environmental analysis and preliminary design stage. The Project Team will coordinate with local, state and federal officials throughout project development.
- Construction is expected to begin in late 2024. Duration will depend on project development, construction phasing and future funding.
- The project could be broken into multiple contracts for construction. The winning bidder(s) of the expected design-build contract(s) will complete final design and construction.
- I-70 is expected to remain open to traffic during construction, with at least two lanes open in each direction during peak travel times. Some ramp closures are expected during construction, and advance notice will be provided.
- Public involvement is an important part of project development and will include a project website, social media channels, e-mail and text alerts, stakeholder meetings, public meetings and a public hearing followed by a public comment period.
- Questions about Revive I-70 can be directed to INDOT4U. Reference “Revive I-70” when contacting INDOT.

Appendix D – Frequently Asked Questions

What is Revive I-70?

Revive I-70 is an Indiana Department of Transportation (INDOT) project to improve and expand I-70 in Wayne County from near Cambridge City to the Indiana/Ohio state line. The 20+ mile corridor the Project Team is studying stretches from west of the I-70/State Road 1 interchange to the I-70/US 40 interchange.

What does the Revive I-70 project include?

The project is expected to include added travel lanes, interchange improvements, bridge improvements, pavement replacement and the replacement of drainage structures.

How many lanes will be added to I-70?

I-70 is currently four lanes, two in each direction. When construction is complete, Revive I-70 is expected to include an additional lane in each direction between Cambridge City and Richmond for a total of three travel lanes in each direction. The proposed 12-foot lanes will be added to the current grass median.

What interchanges will be modified as part of the project?

Improvements are being investigated for the I-70 and US 40 interchange and the I-70 and US 35/Williamsburg Pike interchange. Modifications are likely to improve mobility and safety. Improvements will address weaving and merging issues.

What bridge improvements are planned as part of the project?

Improvements are expected for the 40 bridges in the I-70 project area. They're expected to be widened to accommodate additional travel lanes. Additional bridge improvements are being planned, including complete replacements, deck replacements, new deck overlays and painting. Details of the improvements are being developed.

What other improvements are expected as part of the project?

In addition to the new travel lanes and bridge improvements, the project is expected to rehabilitate and replace culverts along the corridor and improve the stormwater drainage system. Lighting, signage, guardrails and barriers are expected to be updated.

How will the project improve safety?

Improving traffic flow, especially during peak travel times, is expected to reduce crashes along the corridor including rear-end crashes and crashes caused by improperly changing lanes and failing to yield. Two key interchanges are expected to be modified to improve safety, and the Project Team will evaluate loop ramps in the project area.

Most of the interchange ramps' acceleration and deceleration lanes are narrow and no longer meet current design standards, and modifications will improve safety. Anticipated barriers will be placed and replaced in the median to reduce or eliminate crossover accidents. Pavement maintenance and replacement improve roadway and bridge conditions, minimizing the need for future repairs.

How will the project improve efficiency?

Expanding the interstate from four lanes to six will increase capacity and improve traffic flow, making travel more efficient for motorists using the interstate, including the large number of trucks that use the corridor. The Project Team is also evaluating interchange modifications that will improve mobility for drivers. Improved efficiency will help meet INDOT's goal of improving the movement of people and goods and strengthening regional connectivity.

How much land will be purchased to build the project?

Most of the work will occur in the existing right-of-way (ROW). However, some additional strips of ROW may be required. Less than five additional acres of permanent or temporary ROW is anticipated for the project. ROW is still being evaluated, but relocations are not anticipated and will be avoided if possible.

How will the project affect historic properties?

The Project Team will study historic properties and resources in the project area. The Section 106 process will include the identification of any historic properties impacted by the project and ways to avoid, minimize or mitigate any adverse effects.

When is construction expected to begin?

Construction is expected to begin in late 2024. Duration will depend on project development, construction phasing and future funding. The project could be broken into multiple contracts for construction. The winning bidder(s) of the expected design-build contract(s) will complete final design and construction.

What is a design-build construction contract?

A design-build construction contract allows the final design and construction phases of a project to overlap, which can accelerate the project timeline.

What work is happening now?

Revive I-70 is currently in the environmental analysis and preliminary design stage. Throughout project development, the Project Team will coordinate with local, state and federal officials.

Are noise barriers included in the project?

The Project Team will perform a noise study to evaluate the impact of the additional travel lanes and the need for noise abatement measures. Measures identified as reasonable and feasible under [INDOT's Noise Policy](#) may be included in the project's construction plans. Added noise barriers could impact needed right-of-way for the project.

How will traffic be maintained during construction?

The Project Team is developing maintenance of traffic plans to move traffic through the area during construction. This will involve coordination with first responders, local school districts and community leaders. During construction, I-70 is expected to remain open to at least two lanes of traffic in each direction during peak travel times. Temporary closures may be needed for some interchange modifications.

How can motorists stay up to date on the latest traffic information?

Interested parties can subscribe to email updates on the project website, ReviveI70. or text “INDOT Revive I70” to 468311 for text message updates. For social media updates, follow Revive I-70 on Facebook and Twitter.

Who is on the Project Team and how can I contact them?

INDOT is the owner of the project and Parsons Corp. is the lead project development and design firm. To connect with the Project Team, reference the Revive I-70 project when visiting www.indot4u.com, calling INDOT at 855-INDOT4U (855-463-6848) or emailing INDOT@indot.in.gov.

PUBLIC MEETINGS JANUARY 23 AND 24

In-person and virtual meeting options available

IN-PERSON MEETING

Monday, January 23, 5:30 - 7 p.m.

6 p.m. project presentation

Indiana University East | Whitewater Hall
2325 Chester Blvd., Richmond, IN



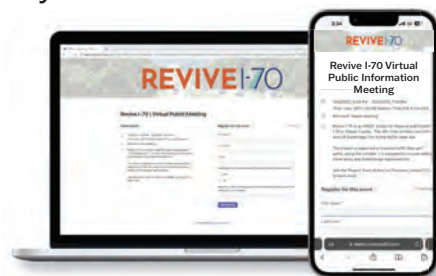
VIRTUAL MEETING

Tuesday, January 24, 6 p.m.

Meeting via Microsoft Teams

Register in advance:

bit.ly/ReviveI70VirtualMeeting



PROJECT OVERVIEW

- Revive I-70 is an INDOT project to improve and expand I-70 in Wayne County.
- The 20+ mile corridor runs from west of Cambridge City to the IN/OH state line.
- The project is expected to improve traffic flow and safety along the corridor.
- It could include added travel lanes and bridge and interchange improvements.
- It's also expected to include pavement replacement and drainage improvements.
- Existing lighting, signage and guardrail/barrier systems will be upgraded.

POSSIBLE IMPROVEMENTS



Special Accommodations: With advance notice, the Indiana Department of Transportation (INDOT) can provide special accommodation for persons with disabilities and/or limited English speaking ability and persons needing auxiliary aids or services such as interpreters, signers, readers or large print. Should special accommodation be needed, please contact Berry Craig, public involvement specialist, Parsons, at berry.craig@parsons.com or 270-705-1640.

Para Preguntas En Español: Si usted tiene preguntas o comentarios o le gustaria más información sobre este proyecto en Español, contacta al señor Robert Walker, al teléfono 801-553-3347 o correo electrónico robert.walker@parsons.com.



Public Meetings Will be Held Next Week for Revive I-70

In-person open house in Richmond will be held Monday

Richmond, IN (Jan. 20, 2023) – Two public meetings are planned for next week to introduce an Indiana Department of Transportation (INDOT) project that is expected to improve I-70 in Wayne County. The meetings, one in person and one virtual, will provide an overview of Revive I-70 and outline next steps.

In-Person Meeting

Monday, Jan. 23, 5:30 to 7 p.m.
Indiana University East | Whitewater Hall
2325 Chester Boulevard, Richmond, IN

Virtual Meeting

Tuesday, Jan. 24, 6 p.m.
Microsoft Teams
Register: bit.ly/ReviveI70VirtualMeeting

The in-person meeting will be open house format with a project presentation planned for 6 p.m. It will offer an opportunity for one-on-one conversations with members of the Project Team and allow attendees to share their feedback. All meeting materials, including a recording of the virtual meeting, will be posted on the project website following the meetings.

With advance notice, INDOT can provide special accommodation for persons with disabilities and/or limited English speaking ability and persons needing auxiliary aids or services such as interpreters, signers, readers or large print. Should special accommodation be needed, please contact Berry Craig, public involvement specialist, at (270) 705-1640, or email berry.craig@parsons.com.

Possible Improvements

Revive I-70 will reduce congestion, improve traffic flow, and improve safety along the corridor. The 20+ mile corridor stretches from west of Cambridge City to the Indiana/Ohio state line.

The Project Team is evaluating needs and identifying solutions including possible added travel lanes, interchange improvements, bridge improvements, pavement replacement and the replacement of drainage structures.

Improvements are expected for the 40 bridges in the project area, including widening the bridges. Additional bridge improvements are being planned, including complete replacements, deck replacements, deck overlays and painting.

The Project Team is also looking at two key interchanges – the I-70 and US 40 interchange and the I-70 and US 35/Williamsburg Pike interchange – to identify modifications to improve safety and mobility.

Details of specific improvements are still being developed. Construction is expected to begin in late 2024.

###

About Revive I-70

Revive I-70 includes improvements being planned for I-70 in Wayne County from west of Cambridge City to the Indiana/Ohio state line. The corridor is more than 20 miles long. Possible improvements include added travel lanes, interchange improvements, bridge improvements and pavement replacement.

The INDOT project is expected to reduce corridor congestion, improve traffic flow, and improve safety along this section of I-70.

Find more information at [Revive70.com](https://www.revive70.com) and follow the project on [Facebook](#) and [Twitter](#).

Media Contact

Kyleigh Cramer
317-864-3164
KCramer@indot.in.gov

PUBLIC MEETINGS

IN-PERSON

IU East | Whitewater Hall

Monday, January 23

5:30 to 7pm, Presentation at 6pm



VIRTUAL

Tuesday, January 24, 6pm

Register in advance:

bit.ly/Revivel70VirtualMeeting





REVIVE I-70



MORE LANES, SAFER TRAVEL


JOIN US AND LEARN MORE: This INDOT project is expected to improve traffic flow and reduce congestion on I-70 in Wayne County.

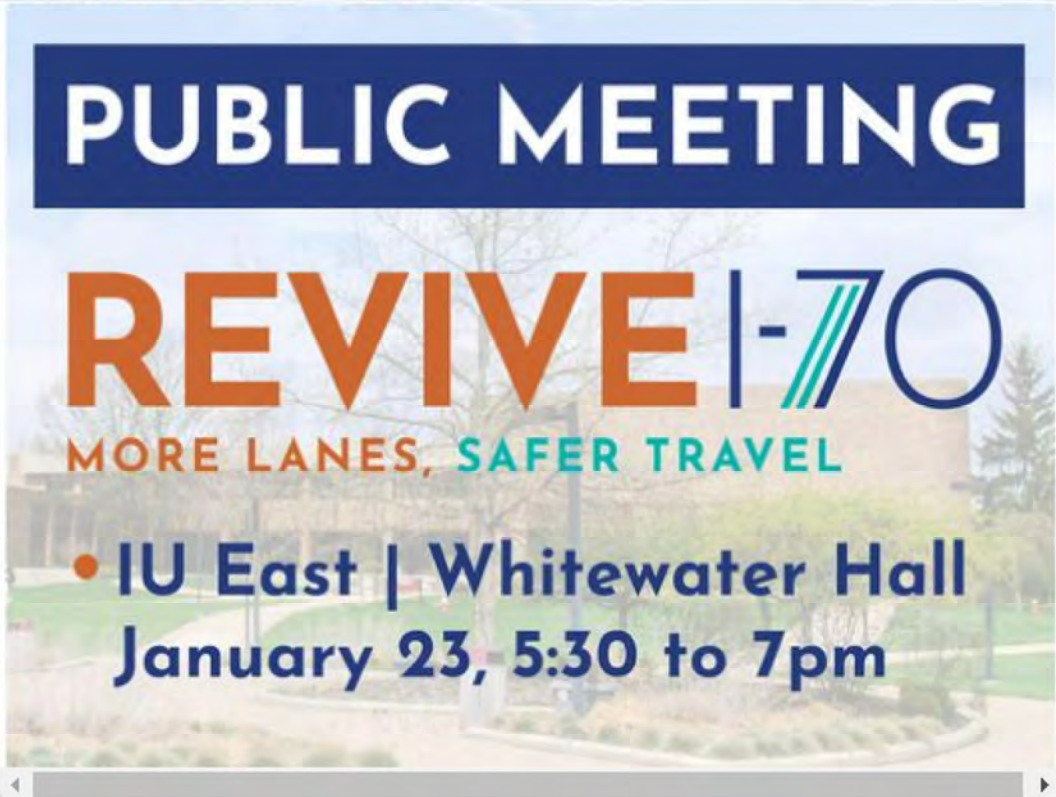
January 2023 PIM Facebook Advertisement

Ad preview ✕

 **Revive I70**
Sponsored · 

Join us for a public meeting and learn more about Revive I-70. The project is expected to improve traffic flow and safety on I-70 in Wayne County. The open house meeting on January 23 is 5:30 to 7 pm at IU East at Whitewater Hall with a presentation at 6pm in the Vivian Auditorium.  

We'll have a virtual meeting on January 24 at 6 pm. Sign up here: bit.ly/ReviveI70VirtualMeeting. 



PUBLIC MEETING

REVIVE I-70
MORE LANES, SAFER TRAVEL

- **IU East | Whitewater Hall**
January 23, 5:30 to 7pm

**January 23, 2023 PIM
Sign-in Sheets**

Personal Contact Information Intentionally Redacted



Meeting Description: Public Information Meeting

Meeting Date/Time: January 23, 2023 | 5:30 p.m. ET

Location: IU East | Richmond, IN

Name	Address	Phone Number Mobile number for text alerts	Email Address	Project Updates	
				Email	Text
Donna Kitchel				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pete Cox				<input type="checkbox"/>	<input checked="" type="checkbox"/>
JAMES FARRAR				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Heather Farrar				<input type="checkbox"/>	<input checked="" type="checkbox"/>
John Bluns				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>



In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT is required to produce upon request.

REVIVE I-70

Meeting Description: Public Information Meeting

Meeting Date/Time: January 23, 2023 | 5:30 p.m. ET

Location: IU East | Richmond, IN

Name	Address	Phone Number Mobile number for text alerts	Email Address	Project Updates	
				Email	Text
BRIAN LARSH				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Jane Holman				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sam Patel				<input type="checkbox"/>	<input type="checkbox"/>
Sam Patel				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>



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REVIVE I-70

Meeting Description: Public Information Meeting

Meeting Date/Time: January 23, 2023 | 5:30 p.m. ET

Location: IU East | Richmond, IN

Name	Address	Phone Number Mobile number for text alerts	Email Address	Project Updates	
				Email	Text
Maril Patel				<input type="checkbox"/>	<input checked="" type="checkbox"/>
Gerald Soutz				<input checked="" type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
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				<input type="checkbox"/>	<input type="checkbox"/>



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REVIVE I-70

Meeting Description: Public Information Meeting

Meeting Date/Time: January 23, 2023 | 5:30 p.m. ET

Location: IU East | Richmond, IN

Name	Address	Phone Number Mobile number for text alerts	Email Address	Project Updates	
				Email	Text
KEN PAUST				<input checked="" type="checkbox"/>	<input type="checkbox"/>
TOM GARROW				<input type="checkbox"/>	<input checked="" type="checkbox"/>
SCOTT CARSON				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Mary Watta				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Anthony Smith				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Tom Vannest				<input checked="" type="checkbox"/>	<input type="checkbox"/>
MATT DYNES				<input checked="" type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>



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REVIVE I-70

Meeting Description: Public Information Meeting

Meeting Date/Time: January 23, 2023 | 5:30 p.m. ET

Location: IU East | Richmond, IN

Name	Address	Phone Number Mobile number for text alerts	Email Address	Project Updates	
				Email	Text
Bill Pebowarth				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Derek Mendon				<input type="checkbox"/>	<input type="checkbox"/>
Guntis Atkins				<input checked="" type="checkbox"/>	<input type="checkbox"/>
CHRIS ARMOUR				<input checked="" type="checkbox"/>	<input type="checkbox"/>
GAIL Smoker				<input checked="" type="checkbox"/>	<input type="checkbox"/>
John Leckie				<input checked="" type="checkbox"/>	<input type="checkbox"/>
ASHLEY STEPHEN				<input type="checkbox"/>	<input type="checkbox"/>
MARK SHEPARD				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Jeff Plasterer				<input type="checkbox"/>	<input checked="" type="checkbox"/>
Kyle Carr				<input type="checkbox"/>	<input checked="" type="checkbox"/>
Tara Pegg				<input checked="" type="checkbox"/>	<input type="checkbox"/>



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REVIVE I-70

Meeting Description: Public Information Meeting

Meeting Date/Time: January 23, 2023 | 5:30 p.m. ET

Location: IU East | Richmond, IN

Name	Address	Phone Number <small>Mobile number for text alerts</small>	Email Address	Project Updates	
				Email	Text
Jeannine Winters				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Tristan				<input type="checkbox"/>	<input type="checkbox"/>
Mark Hester				<input type="checkbox"/>	<input checked="" type="checkbox"/>
DAVE SNOW				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Amy Atkins				<input type="checkbox"/>	<input type="checkbox"/>
Danny Richardson				<input checked="" type="checkbox"/>	<input type="checkbox"/>
DENNIS SPAN				<input type="checkbox"/>	<input type="checkbox"/>
Bill Engle				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Maria Gaddis				<input checked="" type="checkbox"/>	<input type="checkbox"/>
DAVID MONAGHAN				<input checked="" type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>



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REVIVE I-70

Meeting Description: Public Information Meeting

Meeting Date/Time: January 23, 2023 | 5:30 p.m. ET

Location: IU East | Richmond, IN

Name	Address	Phone Number Mobile number for text alerts	Email Address	Project Updates	
				Email	Text
Dave Straw				<input type="checkbox"/>	<input type="checkbox"/>
Denise Smith				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Kent Carson				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Scott Hester				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Jordan Doolittle				<input checked="" type="checkbox"/>	<input type="checkbox"/>
DERRIC WALKER				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Ken Stapleton				<input type="checkbox"/>	<input type="checkbox"/>
Max Smith				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Ed Delapala				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Jack Martin				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mike Emery				<input checked="" type="checkbox"/>	<input type="checkbox"/>



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REVIVE I-70

Meeting Description: Public Information Meeting

Meeting Date/Time: January 23, 2023 | 5:30 p.m. ET

Location: IU East | Richmond, IN

Name	Address	Phone Number Mobile number for text alerts	Email Address	Project Updates	
				Email	Text
Jenelle Burris				<input checked="" type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
Trent Burris				<input checked="" type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
BETH FIELDS				<input type="checkbox"/>	<input type="checkbox"/>
Dean Brant				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Kari Reynolds				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Brandon White				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Beth Cox				<input checked="" type="checkbox"/>	<input type="checkbox"/>
MIKE OOLEY				<input checked="" type="checkbox"/>	<input type="checkbox"/>
POP + RACHEL HUGHES				<input checked="" type="checkbox"/>	<input type="checkbox"/>



In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT is required to produce upon request.

REVIVE I-70

Meeting Description: Public Information Meeting

Meeting Date/Time: January 23, 2023 | 5:30 p.m. ET

Location: IU East | Richmond, IN

Name	Address	Phone Number Mobile number for text alerts	Email Address	Project Updates	
				Email	Text
GREG White				<input checked="" type="checkbox"/>	<input type="checkbox"/>
JEFFREY LOCKE				<input checked="" type="checkbox"/>	<input type="checkbox"/>
DAVID SAUNDERS				<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRUCE & CANDEE ^{HARTMAN}				<input type="checkbox"/>	<input type="checkbox"/>
Kevin Winters				<input checked="" type="checkbox"/>	<input type="checkbox"/>
WARWE LESTER				<input checked="" type="checkbox"/> room	<input checked="" type="checkbox"/>
John Horvet				<input checked="" type="checkbox"/> n.com	<input type="checkbox"/>
Paul Pardo				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Eary Saunders				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Adam Kress				<input checked="" type="checkbox"/>	<input type="checkbox"/>
N. O'Neill				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>



In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT is required to produce upon request.

January 24, 2023 Virtual PIM Attendance Register

Personal Contact Information Intentionally Redacted

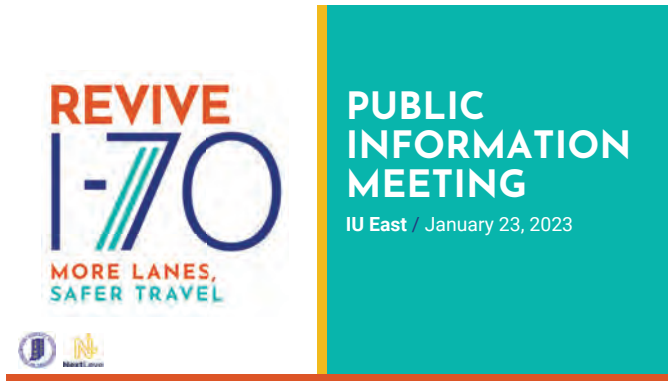
1. Summary

Meeting title	Revive I-70 Virtual Public Meeting
Attended	39
Start time	1/24/23, 5:49:58 PM
End time	1/24/23, 6:48:17 PM
Meeting duration	58m 19s
Average attendance time	39m 42s

2. Participants

Name	In-meeting duration	Role
Craig, Berry [NN-US]	58m 11s	Organizer
LaBlonde, John [US-US]	58m 3s	Presenter
Peterson, Mindy [NN-US]	57m 24s	Presenter
Riggs, Nathan W	50m 48s	Attendee
Wortkoetter, Andrew J.	46m 15s	Attendee
Wallace, Jonathan N	48m 37s	Attendee
DuSold, Adelle	10m 14s	Attendee
Aaron Graham	44m 36s	Attendee
James	44m 3s	Attendee
Miller	44m 11s	Attendee
Beth Newton (Guest)	44m 25s	Attendee
Tipton, Fielding	44m 40s	Attendee
Jarod Walls	44m 13s	Attendee
Matthew Cain	47m 16s	Attendee
Toby (Guest)	47m 16s	Attendee
Jeremy	36m 6s	Attendee
Keith A Mullens	27m 39s	Attendee
Colonis, James	44m 22s	Attendee
Ron Oler	33m 3s	Attendee
McKinney, Duane	31m 47s	Attendee
Jay Noel	45m 29s	Attendee
Garry Kleer	44m 18s	Attendee
Becky Diercks	44m 14s	Attendee
Melissa Vance	43m 50s	Attendee
Theresa Lindsey	43m 50s	Attendee
Guy Guthrie	46m 54s	Attendee
Sayward Salazar	35m 44s	Attendee
Chris L.	28m 19s	Attendee
Valerie Shaffer	41m 55s	Attendee
Vickie Grimme-Powell	42m 51s	Attendee
Marcia	45m 19s	Attendee
Josh	43m 3s	Attendee
Richard Peterson	42m 16s	Attendee
Elizabeth Fields	41m 24s	Attendee
David Gardner	52s	Attendee
David Gardner	32m 51s	Attendee
Carol Fink	31m 48s	Attendee
Michael Rowe	16m 11s	Attendee
heeter, dwayne	13m 44s	Attendee

January 23 and 24, 2023 PIM Presentation Slides



REVIVE I-70
MORE LANES, SAFER TRAVEL

PUBLIC INFORMATION MEETING
IU East / January 23, 2023

Logos for the University of Utah and NextLevel are at the bottom left.

// PRESENTERS



John LaBlonde
Deputy Project Manager, Parsons



Mindy Peterson
Public Involvement Director, Parsons



// AGENDA

1. Project Overview
2. Possible Improvements
3. Project Process
4. Next Steps
5. Follow Our Progress



// PUBLIC INFORMATION MEETING

- **Learn** more about Revive I-70.
- **Review** maps, boards and information.
- **Ask** questions and share feedback.
- **Complete** a comment form.
- **Sign up** for text and email updates.



PROJECT OVERVIEW

// PROJECT AREA



// PROJECT AREA

- Revive I-70 is an INDOT project to improve I-70 in Wayne County.
- The 20+ mile corridor runs from west of Cambridge City to the IN/OH state line.
- It stretches from west of the I-70/SR 1 interchange to the I-70/US 40 interchange.



// PURPOSE AND NEED

The purpose and need is the "why" for a project.

The Revive I-70 preliminary purpose and need is to:

- Restore the pavement to extend the service life for at least 30 years;
- Correct geometric deficiencies to meet current design standards and reduce the frequency of crashes; and,
- Alleviate congestion and increase the mobility of people and goods along this section of I-70.



// AN OVERVIEW

- Revive I-70 is expected to reduce congestion, improve traffic flow and improve safety.
- It will include bridge and interchange improvements.
- Additional travel lanes are possible in each direction.
- Improvements are being identified.



// PROJECT OVERVIEW

- Improvements are expected for forty bridges in the project area, including widening the bridges.
- Pavement replacement and drainage improvements are expected.
- Existing lighting, signage and guardrail/barrier systems expected to be upgraded.



// THINGS TO KNOW

- Any widening will happen mostly to the inside, utilizing the grass median.
- Most of the anticipated work will occur in the existing right-of-way.
- At least two lanes of I-70 will be open in each direction during peak travel times during construction.
- Construction is expected to start in late 2024.



// THE BIG PICTURE

- The project is in the environmental and design stage.
- Needs are being assessed and solutions identified.
- There's coordination with local, state and federal officials.
- Public input is an important part of developing the project.
- Construction duration will depend on construction phasing and future funding.





POSSIBLE IMPROVEMENTS

// POSSIBLE IMPROVEMENTS



// POSSIBLE IMPROVEMENTS

- Specific improvements are being identified as part of the work underway.
- Bridge improvements are expected throughout the area:
 - 40 bridges in the project area
 - Widening is expected
 - Additional improvements to include complete replacements, deck replacements, deck overlays and painting



// POSSIBLE IMPROVEMENTS

- Improvements are expected at two interchanges:
 - I-70 and US 40 interchange
 - I-70 and US 35/Williamsburg Pike interchange
- Improvements are expected to improve safety and mobility.
 - Improvements expected to help with merging and weaving.
- Alternatives are being developed.



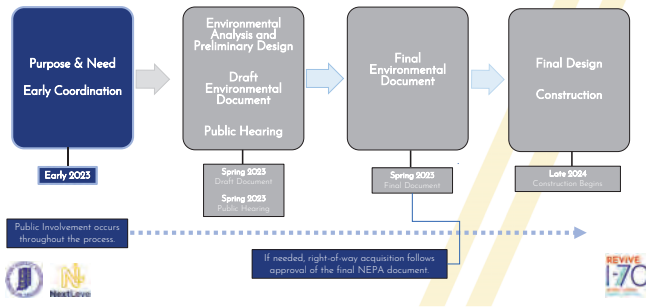
// ADDITIONAL IMPROVEMENTS

- Improved lighting
- Improved signage
- Pavement replacement
- Drainage improvements
- Guardrail/barrier systems upgraded



PROJECT PROCESS

// ENVIRONMENTAL ANALYSIS PROCESS



// WHAT TO EXPECT



// PREFERRED ALTERNATIVE

- Project Team is identifying a preferred alternative.
- It will be identified in the draft environmental document.
- The draft document is expected this spring.
- A public hearing will be held.
- A formal comment period will also be held.



**FOLLOW
OUR
PROGRESS**

// PUBLIC INFORMATION MEETING

- Public meeting **tonight**
- Virtual meeting tomorrow, Jan. 24 at 6 p.m. via Microsoft Teams
 - **Hear** from Project Team
 - **Learn** more about Revive I-70
 - **Ask** questions, share feedback
 - **Register** at bit.ly/ReviveI70VirtualMeeting
- Public hearing is expected Spring 2023



// GET INVOLVED

- We want to know **what you think**.
- It's a **collaborative process** between community and Project Team.
- You **live, work** and **travel the roads** in the area regularly.
- Engagement **across the project area** is important
- Help us **identify communities** and **people** in your area - we want them **involved in the process**.

// FOLLOW OUR PROGRESS

- ReviveI70.com
- Text "INDOT REVIVEI70" to 468311
- Sign up for **email updates** on **website**
- Social Media
 - **Facebook:** Revive I-70
 - **Twitter:** @ReviveI70



// QUESTIONS AND COMMENTS

- www.INDOT4U.com
- **855-INDOT4U** (468-6848)
- INDOT@indot.in.gov
- **Refer to Revive I-70**



THANK
YOU

Welcome



Project Overview



January 23, 2023 PIM Boards

REVIVE I-70
MORE LANES, SAFER TRAVEL

PROJECT CORRIDOR

Project Corridor
The project stretches 20 miles from west of Cambridge City to Richmond and the Ohio state line.

➤ Revive I-70 will improve and expand I-70 in Wayne County.

REVIVE I-70
MORE LANES, SAFER TRAVEL

PROJECT OVERVIEW

- Revive I-70 will improve and expand I-70 in Wayne County.
- The project stretches from west of Cambridge City to the IN/OH state line.
- It will reduce congestion, improve traffic flow and improve safety.
- It's expected to include added travel lanes and bridge and interchange improvements.
- Forty bridges in the project area will be widened and improved.
- Pavement replacement and drainage improvements are also expected.

REVIVE I-70
MORE LANES, SAFER TRAVEL

PURPOSE AND NEED

The purpose and need is the "why" for a project.

The Revive I-70 preliminary purpose and need is to:

- Restore the pavement to extend the service life for at least 30 years;
- Correct geometric deficiencies to meet current design standards and reduce the frequency of crashes; and,
- Alleviate congestion and increase the mobility of people and goods along this section of I-70.

Anticipated Improvements



REVIVE I-70
MORE LANES, SAFER TRAVEL

ANTICIPATED IMPROVEMENTS

- Added Travel Lanes**
Added lane in each direction from Cambridge City to Richmond
- Corridor Bridges**
40 bridges widened and improved
- Road Reconstruction**
Pavement replacement and replacement of drainage structures
- Interchange Improvements**
US 35 and 40 interchanges modified to improve flow and safety

➤ At the end of construction, I-70 will expand from a four-lane interstate to a six-lane interstate with three travel lanes in each direction.

NextLevel

REVIVE I-70
MORE LANES, SAFER TRAVEL

ADDITIONAL DETAILS

- Improvements are expected at two interchanges to improve safety and mobility:
 - I-70 and US 40 interchange
 - I-70 and US 35/Williamsburg Pike interchange
- Bridge improvements are expected to include complete replacements, deck replacements, deck overlays and painting.
- Existing lighting, signage and guardrail/barrier systems will be upgraded.
- Widening will happen mostly to the inside, utilizing the grass median.
- Most of the work will occur in the existing right-of-way.
- At least two lanes will be open in each direction during peak travel times during construction.

NextLevel

Next Steps



REVIVE I-70
MORE LANES, SAFER TRAVEL

WHAT TO EXPECT

- Environmental analysis and design work are underway.
- The draft environmental document is expected in spring 2023.
- A public hearing and formal comment period will be held.
- Construction is expected to begin in late 2024.
- Construction duration will depend on phasing and future funding.

2022-2023: Environmental doc. (community outreach work)

2023: Early 2023: Public meeting; Spring 2023: Public hearing

2024: Early 2024: Project letting; Late 2024: Construction expected to begin

NextLevel

REVIVE I-70
MORE LANES, SAFER TRAVEL

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- Revive I70 (Facebook, Twitter)
- Text "INDOT ReviveI70" to 468311 for text updates.

CONTACT US

- 855-INDOT4U (855-463-6848)
- INDOT@indot.in.gov
- INDOT4U.com

Scan to visit our project website

NextLevel



Improving I-70 in Wayne County

PROJECT OVERVIEW

- Revive I-70 is an INDOT project to improve and expand I-70 in Wayne County.
- The 20+ mile corridor runs from west of Cambridge City to the IN/OH state line.
- The project is expected to improve traffic flow and safety along the corridor.
- It could include added travel lanes; bridge and interchange improvements are expected.
- It's expected to include pavement replacement and drainage improvements.
- Existing lighting, signage and guardrail/barrier systems will be upgraded.

WHAT TO EXPECT

- The project is in the environmental and design stage.
- The Project Team is coordinating with local, state and federal officials.
- Most of the anticipated work is expected to happen within existing right of way.
- A public hearing and formal comment period are expected in spring 2023.
- Construction is expected to begin in late 2024.
- Construction duration will depend on construction phasing and future funding.

CORRIDOR MAP



Renew Richmond is your one-stop to learn more about INDOT projects in Wayne County.

Para Preguntas En Español

Si usted tiene preguntas o comentarios o le gustaria más información sobre este proyecto en Español, contacta al señor Robert Walker, al teléfono **801-553-3347** o correo electrónico robert.walker@parsons.com.



Mejorando la I-70 en el condado de Wayne

DESCRIPCIÓN DEL PROYECTO

- Revive I-70 es un proyecto de INDOT para mejorar y ampliar la I-70 en el condado de Wayne.
- El corredor de más de 20 millas se extiende desde el oeste de la ciudad de Cambridge hasta la línea estatal IN/OH.
- Se espera que el proyecto mejore el flujo de tráfico y la seguridad a lo largo del corredor.
- Podría incluir carriles de viaje adicionales; Se esperan mejoras en el puente y el intercambio.
- También se espera que incluya reemplazo de pavimento y mejoras de drenaje.
- Se actualizarán los sistemas de iluminación, señalización y barandas/barreras existentes.

QUE ESPERAR

- El Proyecto se encuentra en etapa Ambiental y de diseño.
- El Equipo del Proyecto se está coordinando con funcionarios locales, estatales, y federales.
- Se espera que la mayor parte del trabajo anticipado suceda dentro del derecho de vía existente.
- Se espera una audiencia pública y un período de comentarios formales en la primavera de 2023.
- Se espera que la construcción comience a fines de 2024.
- La duración de la construcción dependerá de las fases de construcción y la financiación futura.

MAPA DEL CORREDOR



Renova Richmond es su ventanilla única para obtener más información sobre los proyectos de INDOT en el condado de Wayne.

Para Preguntas En Español

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We want your feedback!

Comments associated with initial public information meetings accepted through February 28, 2023.



Improving I-70 in Wayne County



Name: _____

Email Address: _____

Mobile Phone: _____ Zip Code: _____

Do you want to receive updates from the Project Team? Circle one.
Yes | Email Updates Yes | Text Updates Yes | Both No | Neither

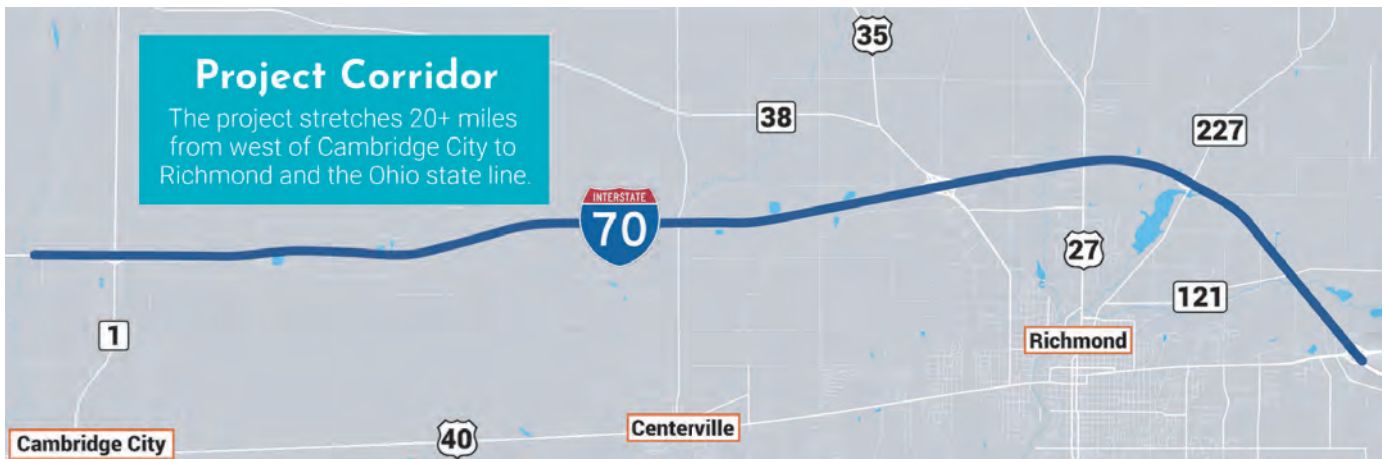
What is your interest in the project? Circle all that apply.
Live in the area Work in the area Drive through the area General interest in the project

How often do you drive this section of I-70? Circle one.
Daily 2-3 times/week Weekly A few times/month Rarely

The preliminary purpose and need for the project is shown below. Are there additional issues that the Project Team should consider?

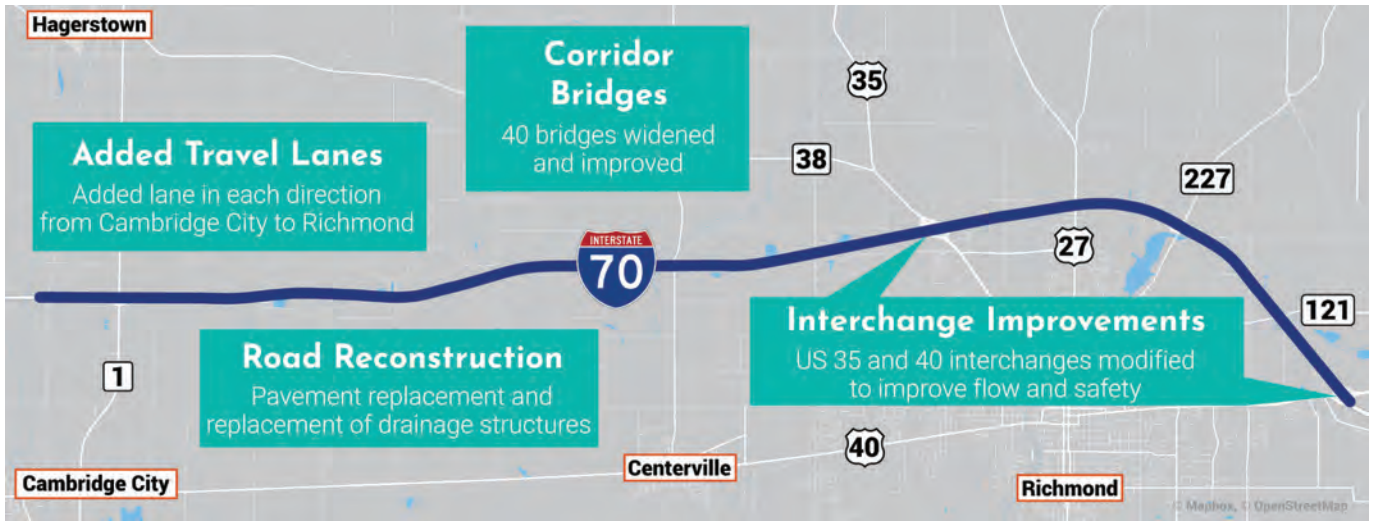
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- Correct geometric deficiencies to meet current design standards and reduce the frequency of crashes; and,
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POSSIBLE IMPROVEMENTS

Details of specific improvements are still being developed.




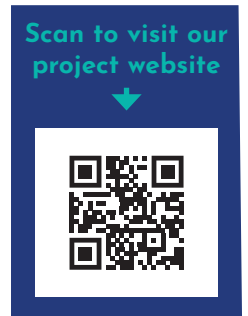
Please share your thoughts regarding the project, possible improvements and corridor needs.

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-  [Revive I70](#)
-  Text "INDOT ReviveI70" to **468311** for text updates.

CONTACT US

-  855-INDOT4U (855-463-6848)
-  INDOT@indot.in.gov
-  INDOT4U.com



¡Queremos sus comentarios!

Comentarios asociados con las reuniones iniciales de información pública aceptados hasta el 28 de febrero de 2023.



Mejorando la I-70 en el condado de Wayne



Nombre: _____

Dirección de correo electrónico: _____

Teléfono móvil: _____ Código postal: _____

¿Quieres recibir actualizaciones del Equipo del Proyecto? Un círculo.

Sí | Actualizaciones por correo electrónico Sí | Actualizaciones de texto Sí | Ambos No | Ninguno de los dos

¿Cuál es su interés en el proyecto? Encierre en un círculo todo lo que corresponda.

Vivir en la zona Trabajar en la zona Conducir por la zona Interés general en el proyecto

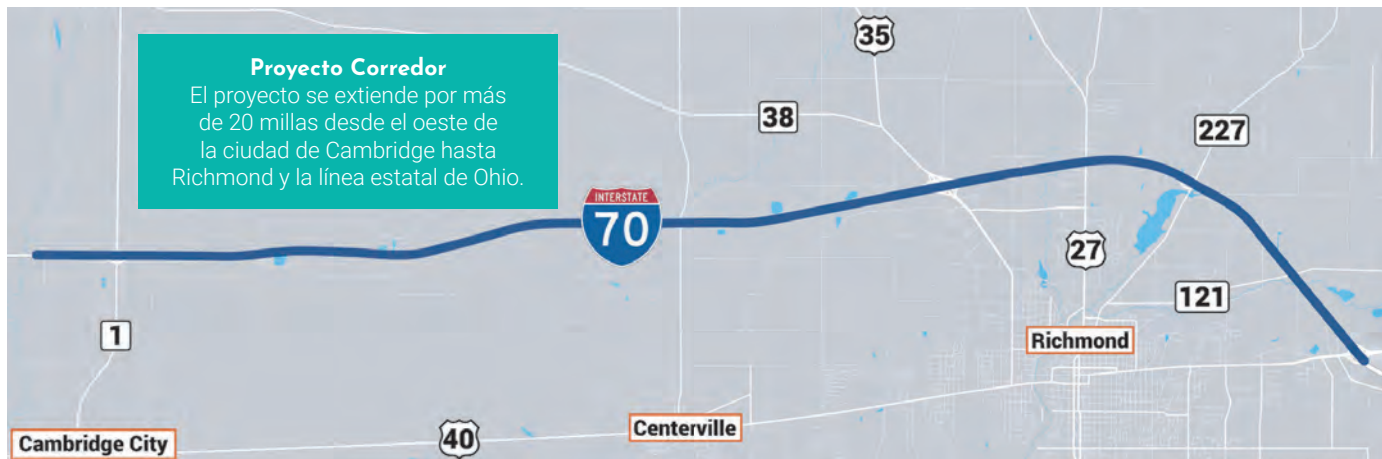
¿Con qué frecuencia maneja esta sección de la I-70? Un círculo.

Diariamente 2-3 veces a la semana Semanalmente Algunas veces al mes Rara vez

El propósito preliminar y la necesidad del proyecto se muestran a continuación. ¿Hay cuestiones adicionales que el equipo del proyecto debería considerar?

Propósito preliminar y necesidad

- Restaurar el pavimento para extender la vida útil de estas secciones de la calzada a por lo menos 30 años,
- Corregir las deficiencias geométricas para cumplir con los estándares de diseño actuales y reducir la frecuencia de choques; y,
- Aliviar la congestión y aumentar la movilidad de personas y bienes a lo largo de esta sección de la I-70.



POSIBLES MEJORAS

Los detalles de las mejoras específicas aún se están desarrollando.



Comparta sus opiniones sobre el proyecto, las mejoras anticipadas y las necesidades del corredor.

SIGUE NUESTRO PROGRESO



Revivel70.com



Regístrese para recibir actualizaciones por correo electrónico en **Revive I-70.com**.



Revive I70



Envíe "INDOT Revivel70" al 468311 para obtener actualizaciones de texto.

CONTÁCTENOS



855-INDOT4U
(855-463-6848)



INDOT@indot.in.gov



INDOT4U.com

Escanea para visitar el sitio web de nuestro proyecto



Personal Contact Information Intentionally Redacted

We want your feedback!

Comments associated with initial public information meetings accepted through February 28, 2023.



Improving I-70 in Wayne County

Name: Candee Hartman

Email Address:

Mobile Phone:

Zip Code: 47374

Do you want to receive updates from the Project Team? Circle one.

Yes | Email Updates Yes | Text Updates Yes | Both No | Neither

What is your interest in the project? Circle all that apply.

Live in the area Work in the area Drive through the area General interest in the project

How often do you drive this section of I-70? Circle one.

Daily 2-3 times/week Weekly A few times/month Rarely

The preliminary purpose and need for the project is shown below. Are there additional issues that the Project Team should consider?

We have bald eagles who live on our property and their nest is approximately less than 1/4 mile from the interstate (north of 70). Will construction affect their habitat and their safety during this project?

Preliminary Purpose and Need

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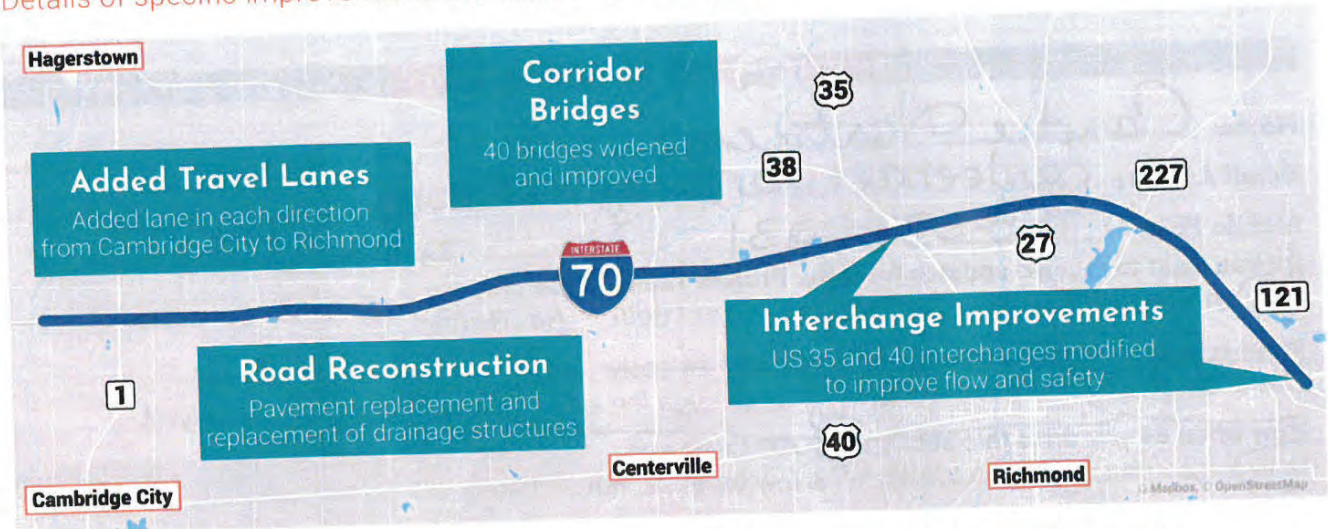


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POSSIBLE IMPROVEMENTS

Details of specific improvements are still being developed.



Please share your thoughts regarding the project, possible improvements and corridor needs.

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- INDOT4U.com



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Improving I-70 in Wayne County



Name: Jeff Plasterer

Email Address: _____

Mobile Phone: _____

Zip Code: 47346

Do you want to receive updates from the Project Team? Circle one.

Yes | Email Updates Yes | Text Updates Yes | Both No | Neither

What is your interest in the project? Circle all that apply.

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How often do you drive this section of I-70? Circle one.

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We need 3 lanes
as 35 & 40 interchanges must be redesigned

Preliminary Purpose and Need

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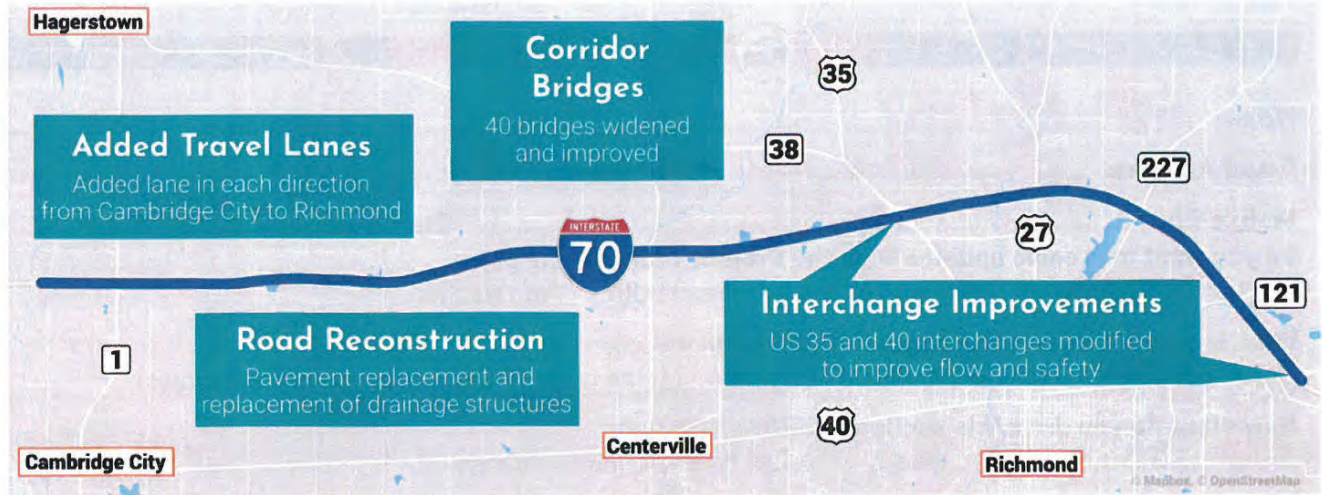
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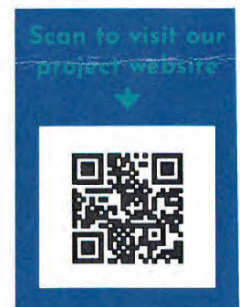
Please share your thoughts regarding the project, possible improvements and corridor needs.

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Improving I-70 in Wayne County



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Yes | Email Updates Yes | Text Updates Yes | Both No | Neither

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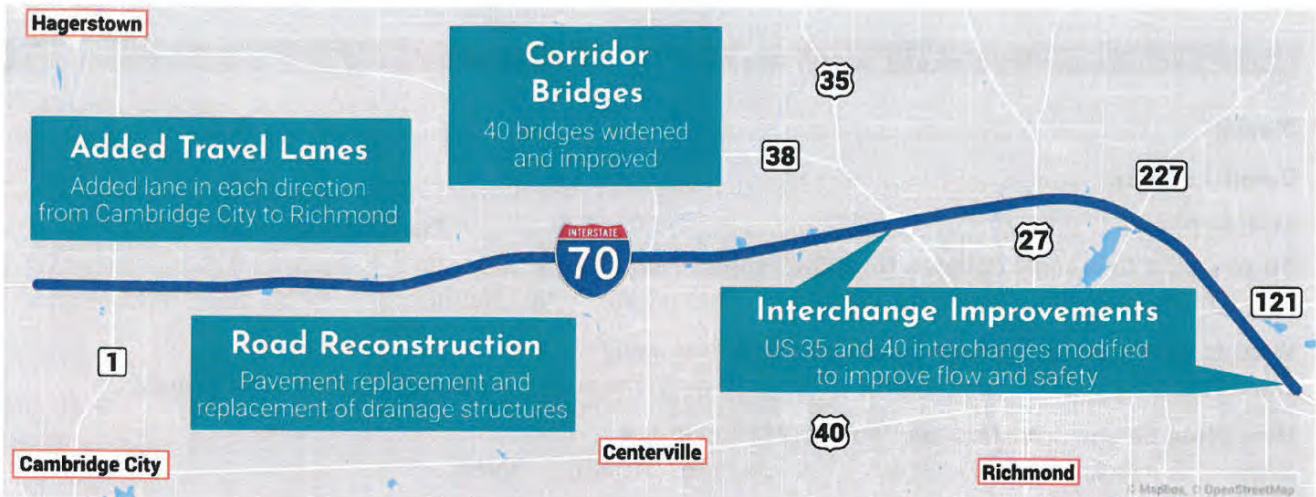
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Please share your thoughts regarding the project, possible improvements and corridor needs.

It does not take an engineer or Consulting firm to say we need more lanes - Without adding lanes will be impossible to achieve goals of safety & flow. Any one driving this highway knows so!

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Improving I-70 in Wayne County



Name: Bill Engle

Email Address: _____

Mobile Phone: _____ Zip Code: 42374

Do you want to receive updates from the Project Team? Circle one.

Yes | Email Updates Yes | Text Updates Yes | Both No | Neither

What is your interest in the project? Circle all that apply.

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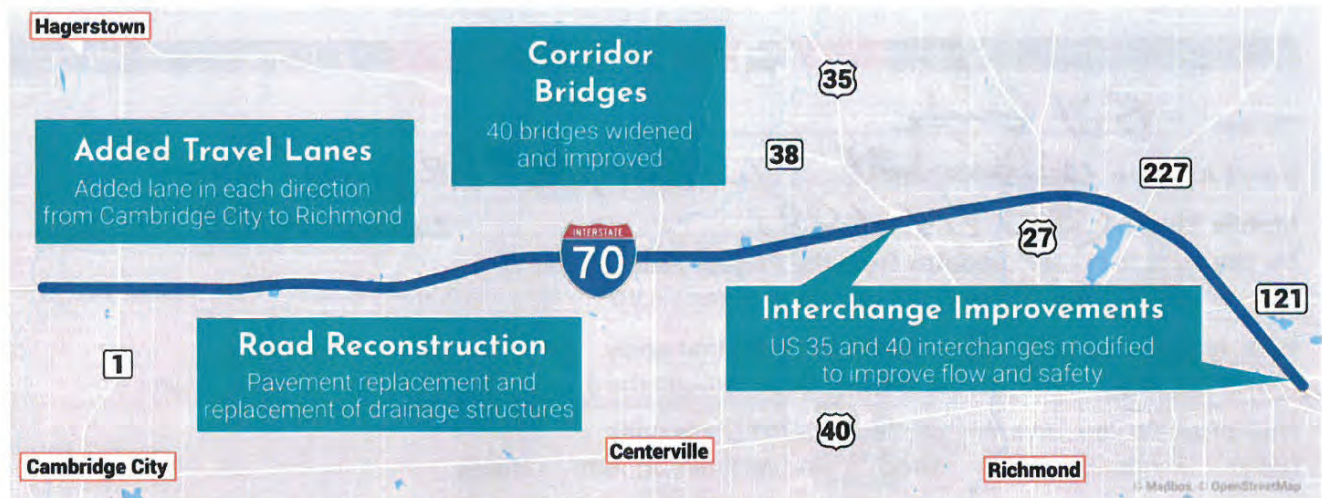


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POSSIBLE IMPROVEMENTS

Details of specific improvements are still being developed.



Please share your thoughts regarding the project, possible improvements and corridor needs.

I think this project, especially w/ 2 additional travel lanes is absolutely needed. Truck traffic on I-70 in Wayne County is insane and often times dangerous. My concern is the interchanges and I would be looking for those designs in the future.

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Improving I-70 in Wayne County



Name: William J. Smith

Email Address: _____

Mobile Phone: _____ Zip Code: 47530

Do you want to receive updates from the Project Team? Circle one.
Yes | Email Updates Yes | Text Updates Both No | Neither

What is your interest in the project? Circle all that apply.
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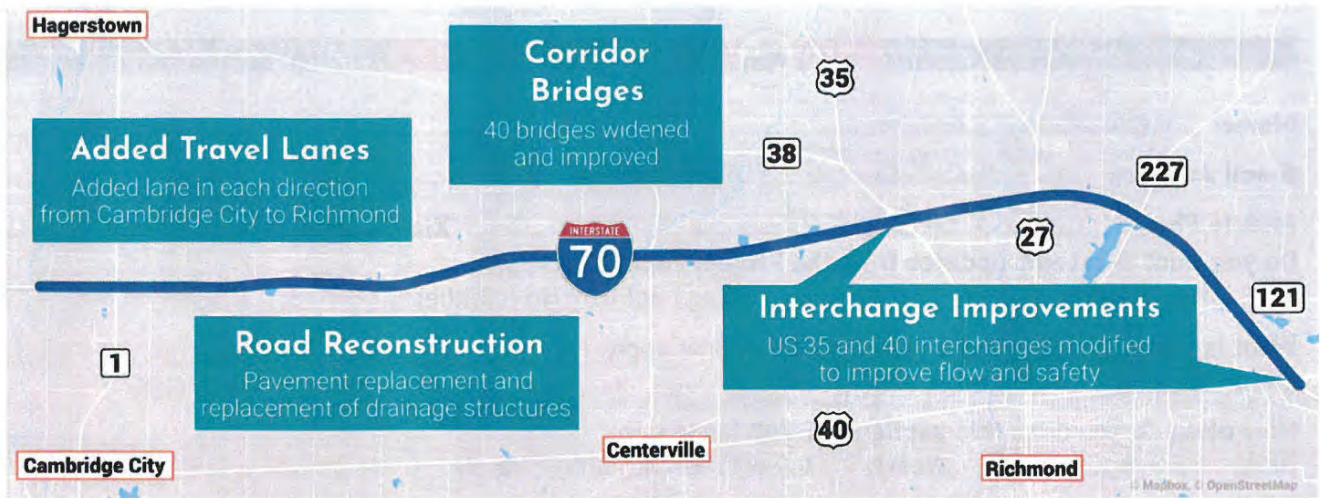


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Improving I-70 in Wayne County



Name: DENNIS SIBARS

Email Address: _____

Mobile Phone: _____ Zip Code: 47330

Do you want to receive updates from the Project Team? Circle one.
 Email Updates Yes | Text Updates Yes | Both No | Neither

What is your interest in the project? Circle all that apply.
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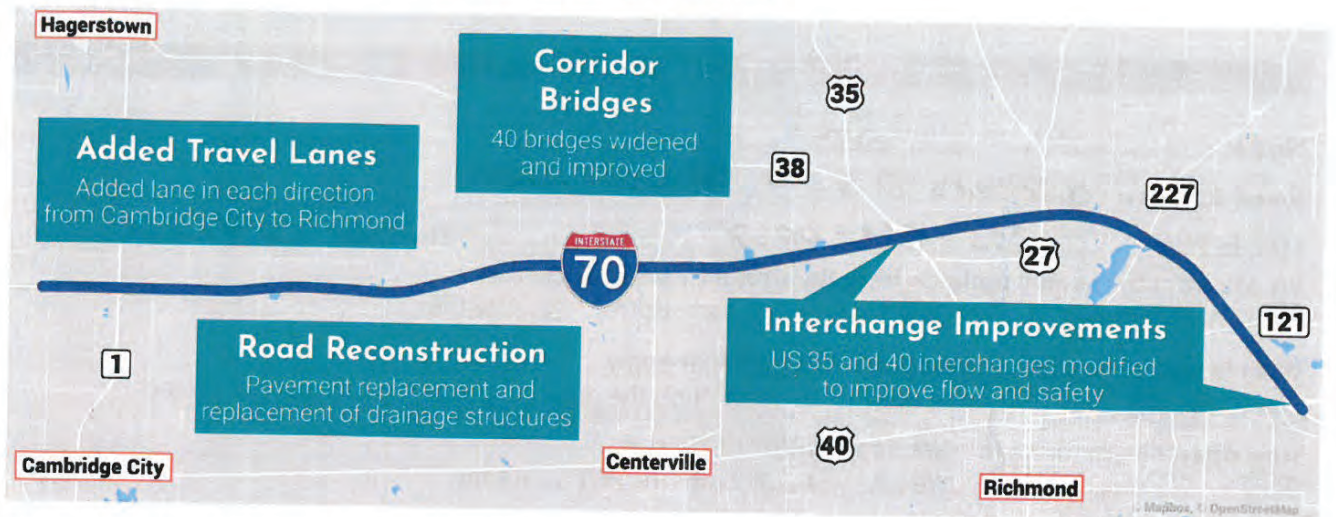
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POSSIBLE IMPROVEMENTS

Details of specific improvements are still being developed.



Please share your thoughts regarding the project, possible improvements and corridor needs.

AS FIRE CHIEF OF CENTERVILLE FIRE/RESCUE I AM CONCERNED AS TO WHAT THE CONSTRUCTION WILL DO TO OUR RESPONSE TO ACCIDENTS & OTHER CALLS

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- INDOT4U.com



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Improving I-70 in Wayne County



Name: Kent Carson

Email Address: _____

Mobile Phone: _____

Zip Code: 47374

Do you want to receive updates from the Project Team? Circle one.

Yes | Email Updates Yes | Text Updates Yes | Both No | Neither

What is your interest in the project? Circle all that apply.

Live in the area Work in the area Drive through the area General interest in the project

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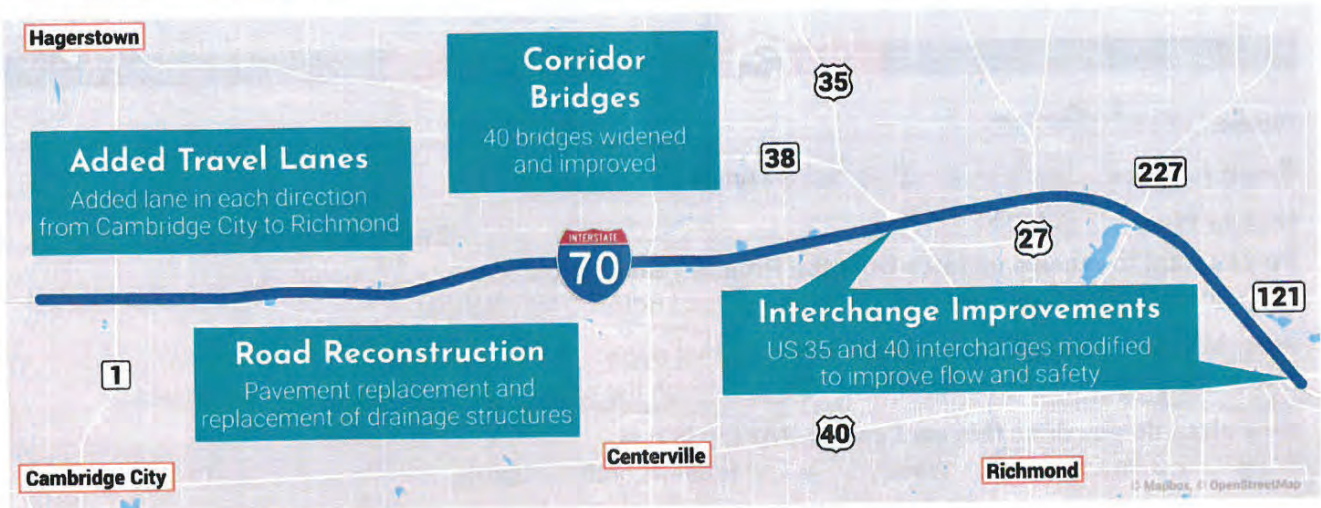
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POSSIBLE IMPROVEMENTS

Details of specific improvements are still being developed.



Please share your thoughts regarding the project, possible improvements and corridor needs.

State needs do a better job marking alternated 70 route. Wilber Wright Rd to 40. IND 1 to US 40 and/or IND 38. Centerville Rd to Gear Jackson / Round Barn / W Industries Rd then back up to 70 at Williamsburg Pike and US 27. State needs to Synchronize Traffic Lights on South A St US 40 east and North A St US 40 west. NA/40 west real bad now and with construction on US 27 being out of sync. Chester Blvd US 27 south traffic light at J Street. South Bound 27 needs the left turn arrow 1st like it had since the 1970s. You get it turning last and it backs up traffic to Sim Hodgen. Need to add turn left yellow arrow. The 70/27 traffic light. 27 needs to turn left both ways the same time like the 70 traffic! Need to add yellow left turn arrow for 27 traffic on to 70. To get get state police to patrol semi truck stop from running side-side and causing more traffic backups. Some bridges could be eliminated and bury concrete box.

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Improving I-70 in Wayne County



Name: Mark Hester

Email Address: _____

Mobile Phone: _____

Zip Code: 47374

Do you want to receive updates from the Project Team? Circle one.

Yes | Email Updates Yes | Text Updates Yes | Both No | Neither

What is your interest in the project? Circle all that apply.

Live in the area Work in the area Drive through the area General interest in the project

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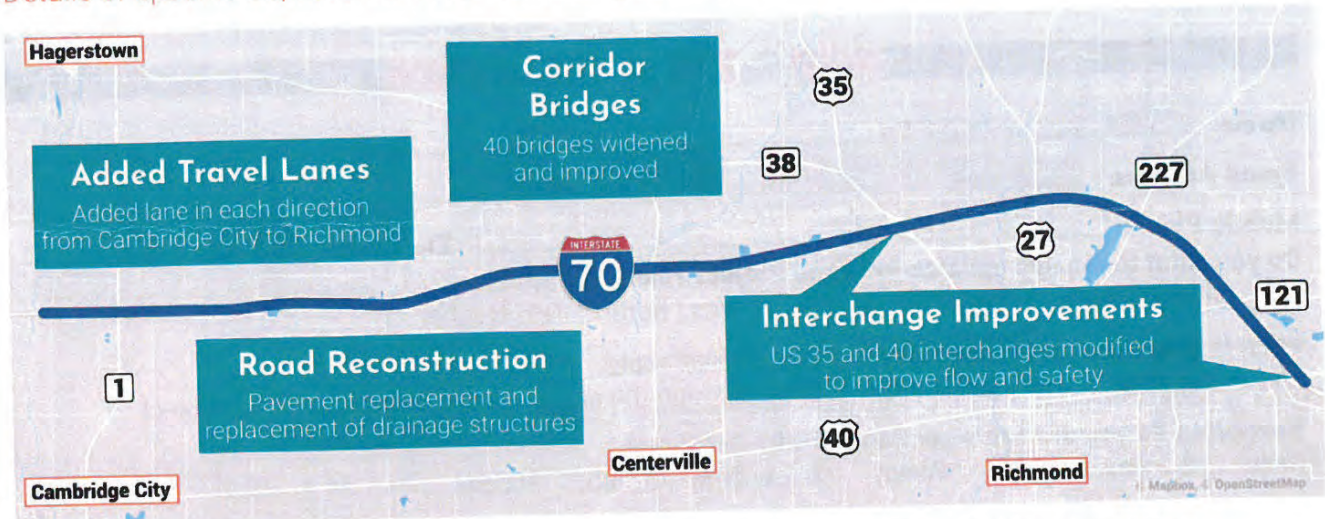


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Improving I-70 in Wayne County



Name: MARK SHEARD

Email Address: _____

Mobile Phone: _____

Zip Code: _____

47374

Do you want to receive updates from the Project Team? Circle one.

Yes | Email Updates | Yes | Text Updates | Yes | Both | No | Neither

What is your interest in the project? Circle all that apply.

Live in the area | Work in the area | Drive through the area | General interest in the project

How often do you drive this section of I-70? Circle one.

Daily | 2-3 times/week | Weekly | A few times/month | Rarely

The preliminary purpose and need for the project is shown below. Are there additional issues that the Project Team should consider?

* MERGING FROM 227 WESTBOUND TO 27 MERGE LANES SHOULD EXTEND ALL THE WAY TO 27. DUMP TRUCKS MAKE THIS NECESSARY
* NEED 3 LANES, NEEDED 3 LANES 10 YEARS AGO.

Preliminary Purpose and Need

- Restore the pavement to extend the service life of these sections of roadway to at least 30 years,
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- Alleviate congestion and increase the mobility of people and goods along this section of I-70.



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Improving I-70 in Wayne County



Name: GAIL SMOKER

Email Address: -

OFFICE

Mobile Phone: -

Zip Code: 47374

Do you want to receive updates from the Project Team? Circle one.

Yes | Email Updates Yes | Text Updates Yes | Both No | Neither

What is your interest in the project? Circle all that apply.

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Daily 2-3 times/week Weekly A few times/month Rarely

The preliminary purpose and need for the project is shown below. Are there additional issues that the Project Team should consider?

Preliminary Purpose and Need

- Restore the pavement to extend the service life of these sections of roadway to at least 30 years,
- Correct geometric deficiencies to meet current design standards and reduce the frequency of crashes; and,
- Alleviate congestion and increase the mobility of people and goods along this section of I-70.



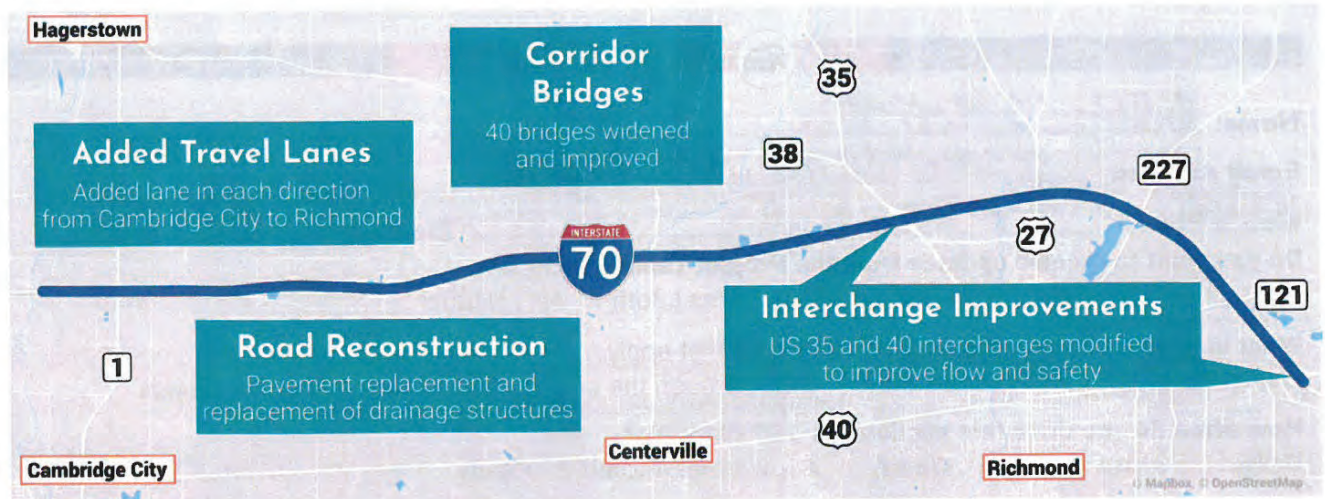
ReviveI70.com

We want your feedback!

Comments associated with initial public information meetings accepted through February 28, 2023.

POSSIBLE IMPROVEMENTS

Details of specific improvements are still being developed.



Please share your thoughts regarding the project, possible improvements and corridor needs.

FOLLOW OUR PROGRESS

-  ReviveI70.com
-  Sign up for email updates at [Revive I-70.com](https://ReviveI70.com).
-  [Revive I70](#)
-  Text "INDOT ReviveI70" to 468311 for text updates.

CONTACT US

-  855-INDOT4U
(855-463-6848)
-  INDOT@indot.in.gov
-  INDOT4U.com



We want your feedback!

Comments associated with initial public information meetings accepted through February 28, 2023.



Improving I-70 in Wayne County



Name: RACHEL HUGHES

Email Address: _____

Mobile Phone: _____ Zip Code: 47374

Do you want to receive updates from the Project Team? Circle one.

Yes | Email Updates Yes | Text Updates Yes | Both No | Neither

What is your interest in the project? Circle all that apply.

Live in the area Work in the area Drive through the area General interest in the project

How often do you drive this section of I-70? Circle one.

Daily 2-3 times/week Weekly A few times/month Rarely

The preliminary purpose and need for the project is shown below. Are there additional issues that the Project Team should consider?

Keeping access open for tourism during peak visitor times.

Preliminary Purpose and Need

- Restore the pavement to extend the service life of these sections of roadway to at least 30 years,
- Correct geometric deficiencies to meet current design standards and reduce the frequency of crashes; and,
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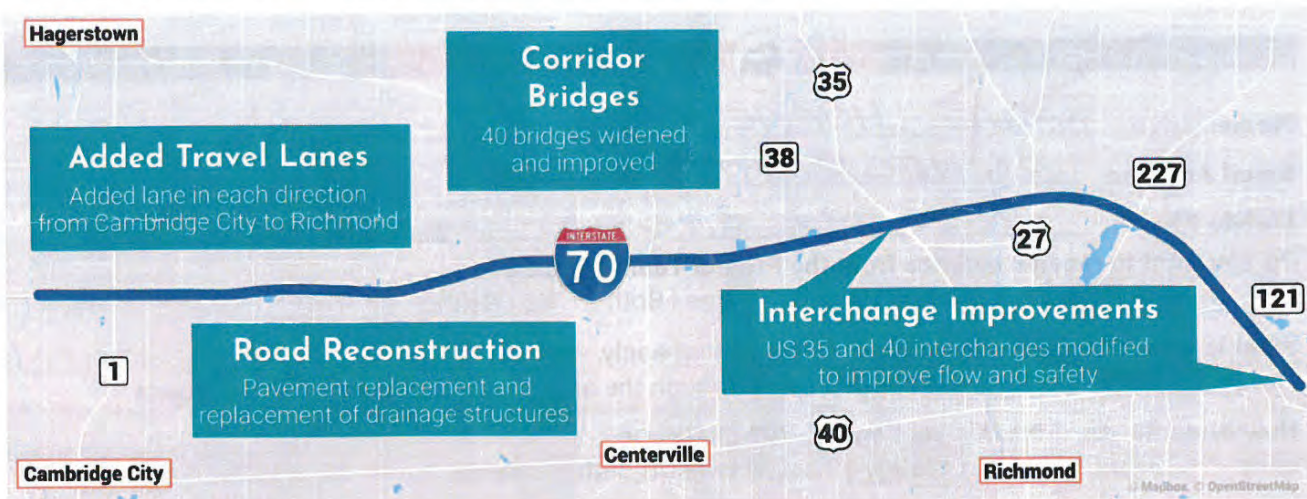
ReviveI70.com

We want your feedback!

Comments associated with initial public information meetings accepted through February 28, 2023.

POSSIBLE IMPROVEMENTS

Details of specific improvements are still being developed.



Please share your thoughts regarding the project, possible improvements and corridor needs.

Because of other work being done in the area on state roads, it is vital access into the city is kept open for businesses & attractions. Please keep this in mind when planning how Richmond interchanges are closed.

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-  INDOT@indot.in.gov
-  INDOT4U.com



ReviveI70.com

January 24, 2023 Virtual PIM Comments

Personal Contact Information Intentionally Redacted

Adelle DuSold: Thank you to everyone for attending! We appreciate your time and attention. INDOT encourages you to give feedback later. Thank you, Adelle DuSold | Director of Stakeholder Services | INDOT Greenfield District

Mindy Peterson: Please do share any thoughts, comments or ideas in the Chat section at any time during the presentation.

Jeremy: Please tell me we are not closing the on/off ramp again at exit 156. You already closed it which hurt my business.

Melissa Vance: With the continued growth of our industrial parks, increasing trucks and commuters, it would seem that additional lanes are indeed warranted.

Salazar Sayward: We need an express lane!

James: Is there any plans to do work on exit ramp and overpass on highway 1?

Jarod Walls: With the 40 interchange ...will you be able to keep access open to the Hotels and local business to keep economic growth moving forward and minimize impact to travel tourism with hotel stays?

Melissa Vance: With Richmond being a major entranceway to our state, I would love to see some beautification elements at the state line, welcoming people to the Hoosier State.

- Jarod Walls: I eco and agree 100% with this.

Jeremy: Thank you

James: Maybe some forward thinking on separate truck lane for autonomous trucks

Valerie Shaffer: To expand upon Melissa's comment, I would be happy to provide some estimates of upcoming increased truck traffic in our two industrial parks that will impact 3 exits in the county.

James Colonis: Will safety of the public and workers be taken in account when determining ramp closures? I have noticed on recent years closing on ramps greatly enhanced safety.

Melissa Vance: How far north and south at the 35 overpass and the 40 underpass will be rebuilt/improved?

Miller: Will there be a temporary speed restriction throughout this whole area of construction?

James: Will there be a way of blocking oncoming headlights from opposite lanes. Since we are bringing them closer I would imagine that could be blinding

Miller: Will there be digital signage added over the roadway?

Melissa Vance: Thank you for investing in Wayne County!

Dwayne Heeter: Thank you all

Matthew Cain: If digital signage is added, please reach out to us in Emergency Management. We would love or could even look at assisting in financial cost of IPAWS (Integrated Public Alert & Warning System) integration of those signs. Alerting the traveling public to severe weather, AMBER alerts, etc. is something our agency has always struggled with and would love the opportunity to collaborate.

Meeting: Public Information Meeting #1

Time and Date: January 23, 2023, 5:30 -7:00 PM

Location: IU East | Whitewater Hall and Auditorium

INDOT Attendees

Kyleigh Cramer

Adelle DuSold

Nathan Riggs

Jonathan Wallace

Project Team Attendees

Berry Craig

Brad Kahn

John LaBlonde

Mindy Peterson

Juliet Port

Toby Randolph

There were 70 attendees who signed in at the meeting.

Meeting Purpose: The public information meeting (PIM) served as an introduction to the Revive I-70 project, offered the chance to review meeting materials, sign up for updates and have discussions with Project Team members during an open house format before and after the project presentation.

1. Meeting Format

- a. The meeting was an open house format with several display boards, a project handout and comment form. Project Team members were identified with nametags and project shirts.
- b. A project presentation was held at 6 pm with the open house format continuing afterwards.

2. Project Presentation

- a. The project presentation was led by John LeBlonde (JL), Parsons deputy project manager and Mindy Peterson (MP), Parsons public involvement director.
- b. Topics included the purpose of the PIM, project overview, possible improvements, the project process, next steps and project comment channels.

3. Project Overview



- a. Revive I-70 is an Indiana Department of Transportation (INDOT) project to improve I-70 in Wayne Country.
 - b. The 20+ mile corridor runs from west of Cambridge City to the IN/OH state line.
 - c. The project is in the environmental analysis and preliminary design stage.
 - d. The preliminary purpose and need is to restore the pavement to extend the service life for at least 30 years; correct geometric deficiencies to meet current design standards and reduce the frequency of crashes; and, alleviate congestion and increase the mobility of people and goods along this section of I-70.
 - e. Revive I-70 is expected to reduce congestion, improve traffic flow and improve safety.
 - f. It will include bridge and interchange improvements. Additional travel lanes are possible in each direction. Specific improvements are being identified.
 - g. Construction is expected to start in late 2024 or early 2025.
4. Possible Improvements
- a. Specific improvements are being identified as part of the work underway. Possible additional travel lanes are being assessed by the Project Team.
 - b. Bridge improvements are expected throughout the area:
 - i. 40 bridges in the project area
 - ii. Widening is expected
 - iii. Additional improvements to include complete replacements, deck replacements, deck overlays and painting
 - c. Improvements are expected at two interchanges:
 - i. I-70 and US 40 interchange
 - ii. I-70 and US 35/Williamsburg Pike interchange
 - d. Improvements are expected to improve safety and mobility.
 - i. Improvements expected to help with merging and weaving.
 - e. Alternatives are being developed.
 - f. Additional improvements include improved lighting and signage, pavement replacement, drainage improvements and guardrail/barrier systems upgraded.
5. Project Process
- a. Project Team is identifying a preferred alternative.
 - b. It will be identified in the draft environmental document.
 - c. The draft document is expected in late spring.
 - d. A public hearing and formal comment period will be held.
6. Next Steps
- a. Two public meetings are this week. The in-person meeting is tonight, January 23 at IU East, 5:30 to 7pm with a 6pm presentation.

- b. A virtual meeting is planned for January 24 at 6pm. A registration link was provided.
- c. A public hearing is expected in late spring 2023.
- d. We want to know what you think. It's a collaborative process between community and Project Team. You live, work and travel the roads in the area regularly.
- e. Engagement across the project area is important. Help us identify communities and people in your area – we want them involved in the process.

7. Contact Channels

- a. The project website, ReviveI70.com has project information, FAQs, maps and more. Public meeting materials, along with a recording of the virtual meeting, will be posted there. Sign up for project updates via email (on the project website or text (text "INDOT REVIVEI70" to 468311)).
- b. INDOT4U contact channels are used, and all feedback is shared with the Project Team. Be sure to mention Revive I-70 when contacting INDOT4U.
 - i. www.INDOT4U.com
 - ii. 855-INDOT4U (468-6848)
 - iii. INDOT@indot.in.gov

8. Questions and Comments

- a. MP encouraged attendees to have discussions with Project Team members at display boards and maps, however it's important to capture comments in writing. Complete a comment form this evening or return it to us later.
- b. Comment forms can be returned via INDOT4U channels, mailed to the INDOT district or uploaded to the project website.
- c. The comment period associated with the initial public meetings runs through Feb. 28.

Meeting: Virtual Public Information Meeting #1

Time and Date: January 24, 2023, 6:00 PM

Location: Microsoft Teams

INDOT Attendees

Nathan Riggs

Jonathan Wallace

Adelle DuSold

Andrew J. (AJ) Wortkoetter

Fielding Tipton

James Colonis

Project Team Attendees

Berry Craig

John LaBlonde

Mindy Peterson

There were 39 virtual public attendees.

Meeting Purpose: The virtual public information meeting (PIM) served as an introduction to the Revive I-70 project and process ahead.

1. Meeting Overview

- a. Mindy Peterson (MP), Parsons public involvement director, provided an overview of the meeting, explained that mics and cameras were off except for presenters and attendees should use the Chat function to share comments and questions. Questions and comments can be submitted anytime during the presentation. They will be monitored and all will be shared with the Project Team.
- b. Questions should include preferred contact information for a response from the Project Team. The team expects time to provide short answers that don't require a lengthier response at the end of the presentation.

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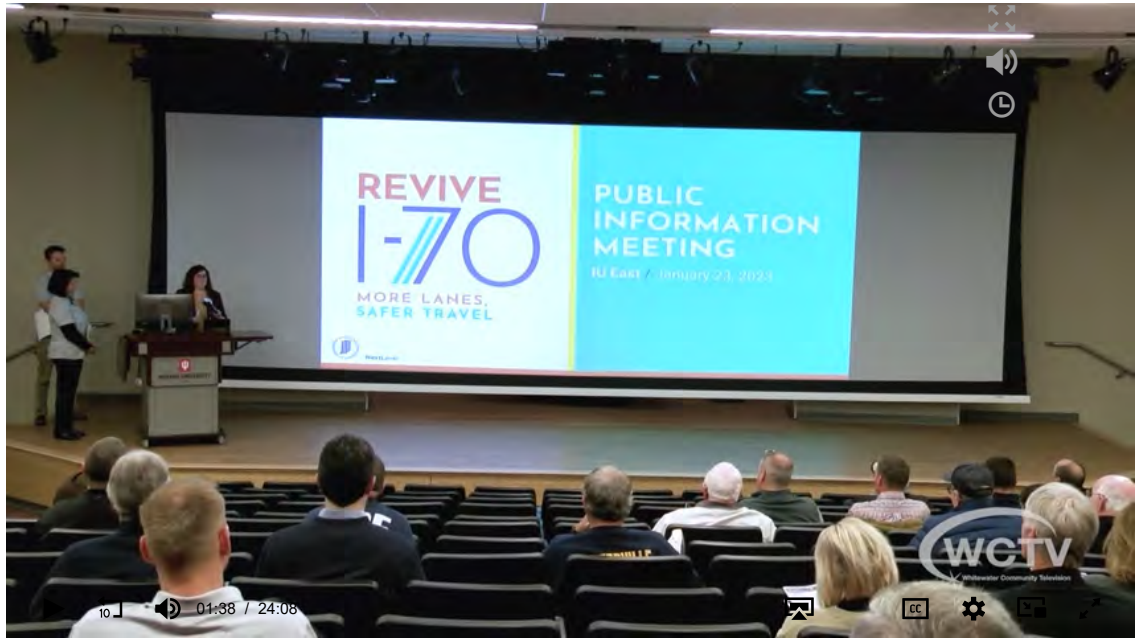
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 - i. www.INDOT4U.com
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 - iii. INDOT@indot.in.gov

8. Questions and Comments

- a. MP encouraged attendees to have discussions with Project Team members via chat, however it's important to capture comments in writing. Complete a comment form online or share your feedback via INDOT4U.
- b. Comment forms can be returned via INDOT4U channels, mailed to the INDOT district or uploaded to the project website.
- c. The comment period associated with the initial public meetings runs through Feb. 28.

Whitewater Community TV Recording of the January 23, 2023 PIM



Revive I-70 - Public Information Meeting 01.23.23

by WCTV

★
Favorite

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Share

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Flag

Publication date 2023-01-25

Topics Indiana, Richmond, Whitewater Community TV, WCTV, Public Access TV, Community Media, PEG, Youtube, WCTV, WETV, WGTV, Whitewater Community Television, Whitewater Education Television, PEG Access, Public Access Television, Television Production, 2023

Language English

2 Views

DOWNLOAD OPTIONS

H.264	1 file
H.264 HD	1 file
ITEM TILE	1 file
MP3	1 file
TORRENT	1 file
WEB VIDEO	2 files
TEXT TRACKS	

Revive I-70 includes improvements being planned for I-70 in Wayne County from west of Cambridge City to the Indiana/Ohio state line. The corridor is more than 20 miles long. Improvements are expected to include added travel lanes, interchange improvements, bridge improvements and pavement replacement. The INDOT project is expected to reduce corridor congestion, improve traffic flow and improve safety along this section of I-70. The project is in the environmental and preliminary design stage. Find more information at ReviveI70.com and follow the project on Facebook and Twitter.

SHOW ALL 36 Files
8 Original

Addeddate 2023-02-05 02:08:35

Duration 1448

Identifier wctvi-Revive_I-70_-_Public_Information_Meeting_01.23.23

Run time 00:24:08

Scanner Internet Archive Python library 3.2.0

Year 2023

Youtube-height 720

Youtube-id 93EZmmLWPgs

Youtube-n-entries 50

IN COLLECTIONS

Whitewater Community TV



Community Media Archive



Date Received	First Name	Last Name	Comment
---------------	------------	-----------	---------

Good afternoon Tobias,

My name is Dianne Suveges and I am a property owner of 3237 Chester Blvd, Richmond, IN 47374 and received a letter regarding the above project that could potentially involve the land in which I own.

When you have a chance could you please let me know if this is still in the early stages or if this will involve the land mentioned?

6/14/2022 Dianne

Suveges

Thank you,
Dianne

6/14/2022 Tab

Weaver

Dear Mr. Randolph:
L&W Outdoor Advertising, Inc. recently received a "Notice of Entry for Survey or Investigations" along Interstate 70 in Wayne County, Indiana.
L&W has several parcels along I-70 in Wayne County.
Would you please be more specific as to which property you will be entering and when.
Thank you,
Tab Weaver
Michelle:

I am in receipt of the attached letter. Indiana University believes that we may have both electrical and telecom infrastructure that may be impacted by this project near our East Campus in Richmond. Is this the appropriate time for us to raise that issue?

Thanks.

6/6/3033 Jason

Banach

Jason
Mr. Chester called in to ask what do you do with your federal highway money. Apparently, none of it is spent on I 70. They have created milling machines that will make the slabs level. He drives a semi, and he reports that I 70 eastbound from Indianapolis, in both lanes of travel, all the way to the Ohio State line are in very poor condition. The transitions are very rough, and in a semi the impact is great. Please contact Mr. Chester with any information on planned improvements to I 70. Thank you!

CS0370634

Mr. Wright called in to ask what we are doing with the money for road repairs? The first 18 miles on I 70 West, both lanes, especially the Right lane here is in terrible shape. He advised that he drives a semi and hauls hazardous chemicals. He stopped at the first rest stop in Indiana and made himself a sandwich that he sat on top of his cooler in the passenger seat. He says that anywhere else he drives, the sandwich sits there just fine on the cooler, but today it was bumped off of the cooler on the seat onto the floor and had to be discarded, not knowing what hazardous materials could be there. He advised that he would not be able to stop again for another 2 hours. The bridge joints at the concrete and asphalt joints all along I 70 West are bad also, he reports. He is around the 120 mile marker, and there is still a LOT of bad bridge joints where the asphalt and concrete meet. Please fix I 70. Thank you!

CS0370539

Mike Mote

I would like to see longer exit and merge lanes for the 227 exit. Merging onto I-70W is dangerous at times, especially if traffic is heavy and vehicles can't move over to let you onto the interstate. Exiting off of I-70 is also dangerous to get down to a safe speed, especially in wet or slippery conditions. Thank you, Mike Mote

It is not shown in your REVIVE I-70 presentation, but we understand from communications you had sent to the Richmond Sanitary District and to the Indiana American Water Company that as part of REVIVE I-70 you propose to remove the underpass created by the 2 bridges over the former railroad corridor about 1/4 mile south of SR 121. As president of the 501c3 not-for-profit National Road Heritage Trail, Inc., I would like to strongly request not removing that underpass. It is envisioned as the future route from Richmond to Ohio for the cross-Indiana National Road Heritage Trail (<https://www.nrht.org/>) multi-use trail as well as the cross-USA Great American Rail-Trail (<https://www.railstotrails.org/greatamericanrailtrail/>).

CS0373758 Greg Midgley

For reference, the proposed future route in that area for both of those trails is shown on the attached map excerpted from the 2017 update of the National Road Heritage Trail Development Guide. We would greatly appreciate any other information or updates on the process and welcome the opportunity to discuss this request in more detail.

Revive I-70 Questionnaire - Dashboard

1,881

Viewed

787

Total Responses

630

Completed

80.05%

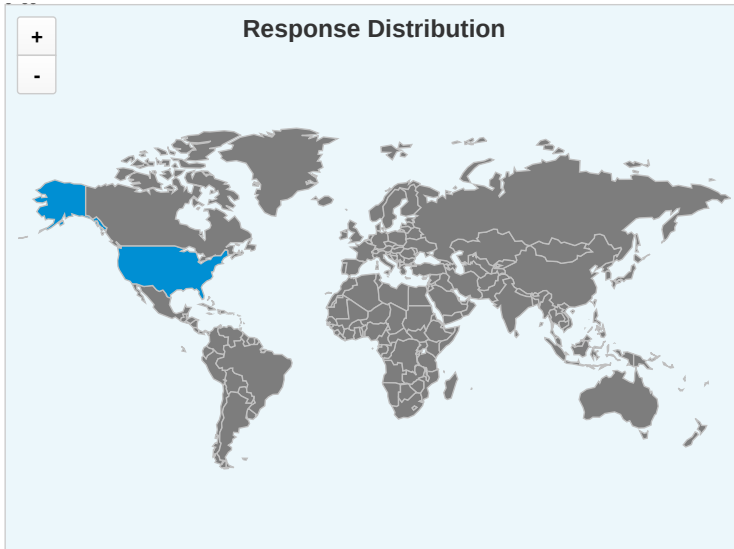
Completion Rate

157

Dropouts

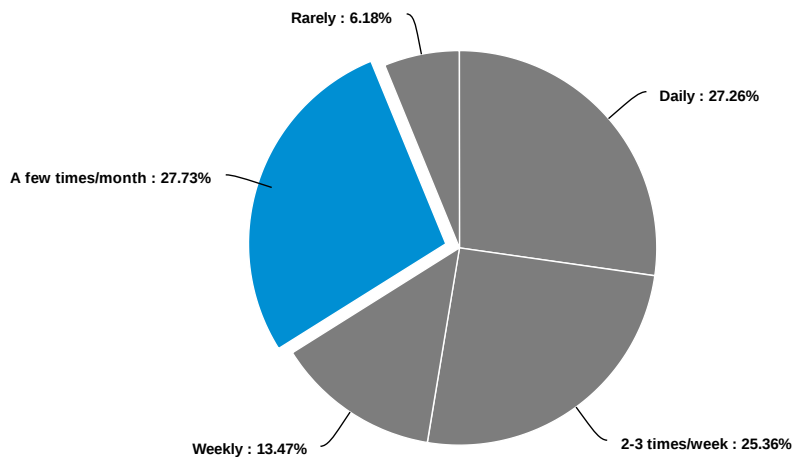
3 min

Average Time



Countries	Responses
US	100.00%
Total	100.00%

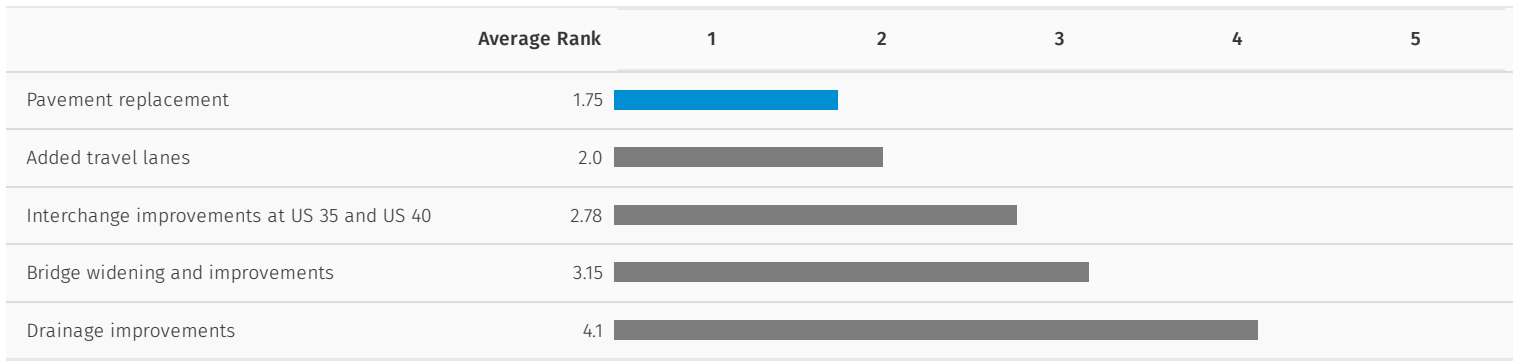
How often do you drive this section of I-70?



Answer	Count	Percent	20%	40%	60%	80%	100%
Daily	172	27.26%	[Progress bar]				
2-3 times/week	160	25.36%	[Progress bar]				
Weekly	85	13.47%	[Progress bar]				
A few times/month	175	27.73%	[Progress bar]				
Rarely	39	6.18%	[Progress bar]				
Total	631	100 %					

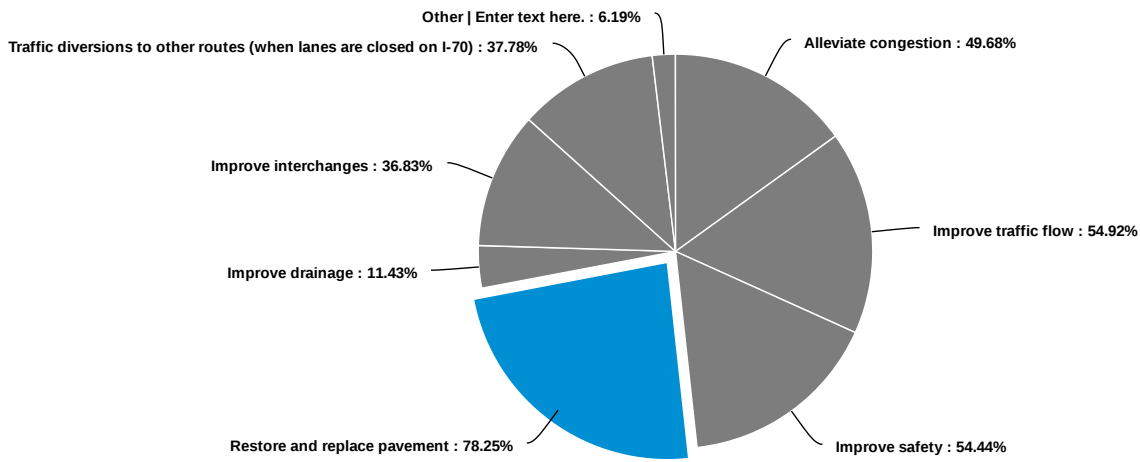
Possible improvements include the following. Please rank in order of your importance from your driver experience.

Average Rank



Data Table	Average Rank	1		2		3		4		5	
		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Pavement replacement	1.75	258	46.32%	174	32.89%	71	14.95%	18	6.43%	7	2.62%
Added travel lanes	2.0	237	42.55%	105	19.85%	74	15.58%	36	12.86%	31	11.61%
Interchange improvements at US 35 and US 40	2.78	49	8.8%	145	27.41%	110	23.16%	52	18.57%	50	18.73%
Bridge widening and improvements	3.15	9	1.62%	79	14.93%	163	34.32%	99	35.36%	28	10.49%
Drainage improvements	4.1	4	0.72%	26	4.91%	57	12%	75	26.79%	151	56.55%

What are the most pressing needs you see along the corridor? Check all that apply.



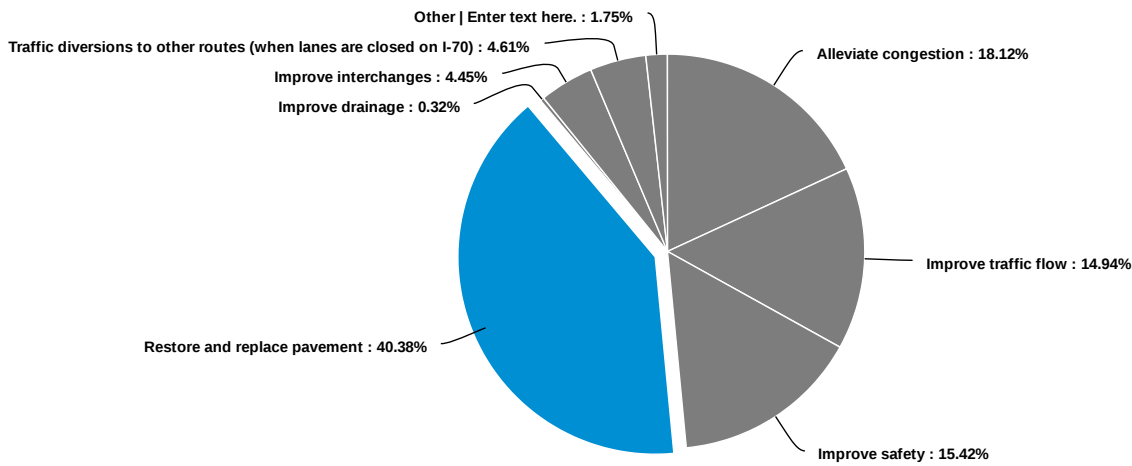
Answer	Count	Percent	20%	40%	60%	80%	100%
Alleviate congestion	313	49.68%	<div style="width: 49.68%;"></div>				
Improve traffic flow	346	54.92%	<div style="width: 54.92%;"></div>				
Improve safety	343	54.44%	<div style="width: 54.44%;"></div>				
Restore and replace pavement	493	78.25%	<div style="width: 78.25%;"></div>				
Improve drainage	72	11.43%	<div style="width: 11.43%;"></div>				
Improve interchanges	232	36.83%	<div style="width: 36.83%;"></div>				
Traffic diversions to other routes (when lanes are closed on I-70)	238	37.78%	<div style="width: 37.78%;"></div>				
Other Enter text here.	39	6.19%	<div style="width: 6.19%;"></div>				
Total	2076	n = 630					

What are the most pressing needs you see along the corridor? Check all that apply. - Text Data for Other | Enter text here.

- 03/01/2023 103894339 I'd like to see a 3rd lane added. Other than that nothing needs changed.
- 03/01/2023 103838597 On ramp 227 to WB I-70
- 02/28/2023 103828946 Beautification of exits
- 02/28/2023 103825749 If you fix the pavement, do you need another lane? Everyone drives in one lane because the surface is the worst in the whole interstate system.
- 02/28/2023 103814807 Add signage to local businesses and beautification of entrances
- 02/26/2023 103624156 Sound barriers/Barrier between I-70 and cart rd. On average 1 car a year comes off 70 to cart rd. What happens when a semi ends up on Cart rd?
- 02/26/2023 103622463 Noise abatement along west cart road by MM 151 and 153
- 02/23/2023 103503089 Bite the bullet go to 4 lanes be done with it for years to come. It won't get easier or cheaper
- 02/21/2023 103321231 I70 is under constant construction. I would liked to see it fixed for good. Be done finally.
- 02/21/2023 103303858 I believe this is interchange related- but theres always a slowdown where there are splits or stacked exits. But as soon as youre through it opens up again! I just dont know if this issue is stemmed from people being silly & not knowing where they need to actually be (more signs?) Or if theres not enough lanes available for the interchange?
- 02/21/2023 103292234 C

02/21/2023	103288558	When accidents occur frequently then traffic diverts to St Rd 38. The traffic then goes a high rate of speed through my small town of Greens Fork. It is very dangerous as we have a lot of children out playing. The speed limit of 30 isn't obeyed at all!
02/20/2023	103278039	Add third lane in each direction. This must be done.
02/20/2023	103269606	Safety wall/noise barrier needed where Elmhurst Drive in Richmond, Indiana ends close to I-70 east bound lanes.
02/19/2023	103222926	Fix Milestone's crappy pavement work. E&B Paving does a way better job. The strip they did by Knightstown is perfect
02/19/2023	103219583	Put more police on the highway and lower the speed limit 60 for everyone and anyone who goes faster than that should have their drivers license revoked on the spot
02/19/2023	103219297	I travel 70 from exit 147 to 151 daily. The driving lane is horrible eastbound. My question is how can you maintain three lanes in each Direction when you can't even maintain the current two lanes in each Direction?
02/19/2023	103219149	All bridges and overpasses is like crossing railroad tracks-a hoosier disgrace
02/19/2023	103213742	Improve where us 35 is
02/19/2023	103207639	Allow consistent equal speed limits for all vehicles
02/19/2023	103202636	Have 3 lanes for each side of the interstate all the way to Indianapolis.
02/18/2023	103191831	Fuck you! How much fucking money have you spent on re-doing your shitty work on this interstate? You've done and redone the section from New Castle to Indianapolis every summer for the last 2 decades. Take some pride in your work and fix it correctly one time.
02/17/2023	103146399	Lane reflectors
02/17/2023	103142807	MAKE IT SMOOTHER
02/17/2023	103142770	*****FIX THE POTHOLES*****
02/17/2023	103137987	too much traffic
02/17/2023	103115660	There is currently no mitigation of noise pollution from the highway. The increased volume of traffic by lane expansion will further exacerbate this issue. I live on State Rd 121, and the sound pollution is already at significant levels. Including sound barriers and tree plantings along the highway will be critical to limit further disturbance of residential areas, as well as wildlife in neighboring natural areas.
02/17/2023	103114223	Travel lanes for semi trucks or express lanes for cars
02/17/2023	103102092	No roundabout but improve secondary routes
02/17/2023	103097347	stop cutting trees down in the exit areas. we need trees and those are no risk to drivers
02/17/2023	103096019	Fix everything..... worst county to drive through on I-70
02/17/2023	103095951	Police presence to keep drivers near the speed limit
02/16/2023	103088019	Have a better plan for emergency vehicles when bad wrecks happen.
02/16/2023	103087637	Timing of i70/27 traffic light. Northbound 27 making left onto 70 waits two cycles even when no other cars are in sight. Very frustrating, especially for an expensive interchange
02/16/2023	103085183	Eliminate weaving traffic at US35 exit and entrance ramps
02/16/2023	103058737	Road surface improvements
02/16/2023	103047304	Too many trucks

What do you think is the single most pressing need for the corridor? Please check one.

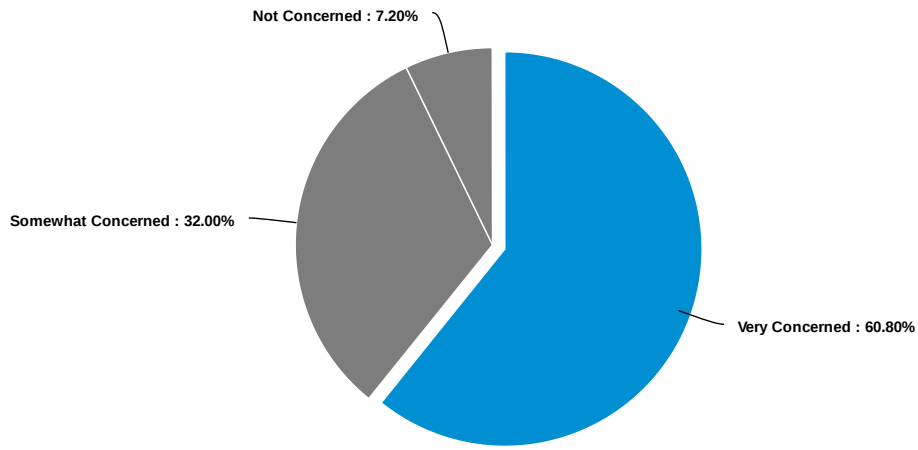


Answer	Count	Percent	20%	40%	60%	80%	100%
Alleviate congestion	114	18.12%	<div style="width: 18.12%;"></div>				
Improve traffic flow	94	14.94%	<div style="width: 14.94%;"></div>				
Improve safety	97	15.42%	<div style="width: 15.42%;"></div>				
Restore and replace pavement	254	40.38%	<div style="width: 40.38%;"></div>				
Improve drainage	2	0.32%	<div style="width: 0.32%;"></div>				
Improve interchanges	28	4.45%	<div style="width: 4.45%;"></div>				
Traffic diversions to other routes (when lanes are closed on I-70)	29	4.61%	<div style="width: 4.61%;"></div>				
Other Enter text here.	11	1.75%	<div style="width: 1.75%;"></div>				
Total	629	100 %					

What do you think is the single most pressing need for the corridor? Please check one. - Text Data for Other | Enter text here.

02/28/2023	103828946	Ramp beautification
02/26/2023	103624156	Barrier Cart rd and I-70
02/21/2023	103292234	Consider the logic behind this: More lane= More safe! Widening the lanes doesn't make the interstate safer, it just provides dangerous drivers another lane to drive even worse. Consider building a hyperloop concept rail system and watch Blade Runner for some ideas there, chiefton
02/20/2023	103278039	Adding third lane in each direction.
02/20/2023	103269606	Safety wall/noise barrier needed where Elmhurst Drive in Richmond, Indiana ends close to I-70 east bound lanes
02/19/2023	103202636	3 Lanes from the state line to Indianapolis
02/17/2023	103155605	Driver awareness.
02/17/2023	103142770	****FIX THE POT HOLES TOO MANY POTHOLES***
02/17/2023	103095951	Police presence
02/16/2023	103090053	Do not restore pavement... REPLACE ALL pavement.
02/16/2023	103072106	3rd lane needs to be no semis

How concerned are you about construction and crashes on I-70 that may displace traffic and impact traffic flow on other routes?



Answer	Count	Percent	20%	40%	60%	80%	100%
Very Concerned	380	60.8%					
Somewhat Concerned	200	32%					
Not Concerned	45	7.2%					
Total	625	100 %					

Please share any additional thoughts about corridor needs and possible improvements for the project area.

03/03/2023	103989216	Use quality materials so that when it's done, it will be a smooth surface for quite awhile. We shouldn't have pot holes 3 months after the project is completed.
03/02/2023	103950936	This would be a great section of I70 to experiment with a Camera Toll System. Plus, a license plate reading program to screen vehicles. It would also serve as a way to monitor vehicles that get off the highway to avoid the Tolls.
03/01/2023	103894339	3rd lane would be nice but not really needed in my opinion. It's not that busy really. No entrances/exits need changed. Maybe a little patching/new pavement in a few places is needed. I wouldn't waste money on anything else.
03/01/2023	103853631	You must add additional lanes for the project to be su
03/01/2023	103847516	35 and 70 exchange dangerkus Loves Truck stop a death trap waiting to happen
03/01/2023	103838597	The current on ramp from 227 to WB I-70 is too short and dangerous.
02/28/2023	103830170	This kind of project will be a huge disruption for a long time. But more than anything I'm concerned about safety. Driving in Ohio on I-70 to Columbus, I see few wrecks. Driving to Indianapolis wrecks are a common occurrence. Widening the roadway would relieve congestion. The disrepair concerns me when I see bikers, for them of course but, also for those who would become involved. .
02/28/2023	103829871	70 is full of pot holes and rough pavement. Fix it but only do 1 project at a time. Don't start several projects and create more safety concerns.
02/28/2023	103825749	Safer on and off ramps for merging traffic to properly match speeds.
02/28/2023	103818802	The reason I rarely travel on this section of I-70 is due to the quality of the roads. They are terrible for safety as well as your vehicle. They are also a terrible first impression for those coming into our state from Ohio. When there is construction on the roads, there are often tragic accidents as a result. So, doing what is necessary to keep people traveling on the road safe while the construction takes place it of utmost concern. It would be nice to have roads, intersections, bridges and surroundings (grass/bushes) that were something you could be proud of for our state. This is not what we have currently.
02/28/2023	103814807	Beautification so drivers want to get off to visit local places of interest and businesses and better signage.
02/28/2023	103801153	With this being the first impression of Indiana coming from Ohio, I would also like to see an investment on the "welcome to Indiana" aspect. This is the first chance we have to say we are a state where people want to live, work and play. And this is the perfect time to do it - while the construction is already occurring.
02/28/2023	103793028	The state should consider adding a grand entrance and warm, welcoming sign at the Indiana state line as drivers enter Indiana.
02/28/2023	103788297	Will the state remove the concrete surfaces and replace with asphalt? I think the third lane with a concrete barrier in the median is perfectly acceptable. The sooner this begins the better.
02/27/2023	103726802	On and off ramps especially at 35 are VERY short. Not enough room to pick up speed getting on 70. Getting off 70 east onto 35 is a mess if cars are coming onto 70 off 35. Both ramps cross. Very dangerous!!!!
02/26/2023	103622463	Safety for travelers on West Cart Road between MM 151 and 153 as cars have come off I 70 and crashed on to West Cart. The latest happened 2/16/23. All that keeps traffic from coming on to West Cart is a wire fence in most areas. A sound barrier would be greatly appreciated by the residence of West Cart, Northmont Blvd and Northmont Lane
02/26/2023	103620739	The current design for I-70 & U.S. 35 is a cluster mess that has deterred commercial and industrial development in this area, please make a design line the U.S. 27 cloverleaf interchange to make it easy to get on and off and able to see the land surrounding so development can occur
02/24/2023	103568429	For years I have hoped that 70 would be widened. The interchanges at 35 are very dangerous as the speed going around the curve is 25 mph and it is scary trying to merge when traffic is going 70 mph. Traffic congestion is an issue at times. There have also been several accidents along this stretch.
02/24/2023	103550017	As a Richmond firefighter I have spent lots of hours on I70 dealing with crashes. A third lane could allow traffic to keep flowing during many of the accidents we are called for. Stopping traffic causing back ups has caused many deaths in this area. It also could help prevent as many vehicles detouring from I70.
02/24/2023	103546453	If you all would fix the tiles/ drainage UNDER the roads, the pavement would last a lot longer! Throwing new pavement on top of an existing problem fixes nothing!
02/24/2023	103544184	There is so much traffic between Indianapolis & Dayton, there needs to be a 3rd lane in each direction. There are so many crashes that leave us stuck on the interstate for hours. It is not safe. The road condition is deteriorating. Out of our 550 mile trip, that 100 miles is the worst and has the most crashes & delays.
02/24/2023	103540373	Adding more lanes is not the solution.
02/24/2023	103532222	The need for improved exits to make the exits appealing to traffic on the roads. This will bring more business to the communities. We must use I70 as a revenue maker for the state and communities that live on it. As the areas are torn up and construction is being completed, now is the time to fix the exits for generations to come.

02/24/2023	103532157	I-70 is quite congested clear across Indiana. It would be nice to see the eastern side be three lanes the entire way - from Mt Comfort all the way to Ohio. The traffic is heavy the whole way - not just in Wayne County.
02/24/2023	103532140	please construct the payment so it does not have to be repaired every year..
02/24/2023	103527901	Please maintain nature and natural beauty along the corridor
02/24/2023	103521902	I think this is definitely a highly needed area for I-70 to be remolded. The oncoming traffic to 70 has needed improvement for a long time for safety reasons.
02/24/2023	103514228	This is a much needed improvement. Traffic flow is much better with 3 lanes. The end result will be worth the hassle.
02/24/2023	103513313	Now is the time. Delay will only worsen the problems that exist. Semi-truck traffic has only increased over the years. The trend and the consequences are not expected to reverse.
02/24/2023	103511838	Near bridges pavement is choppy East Bound n West Bound thru the whole state boarder to boarder causing me back, shoulder n hip pain...
02/24/2023	103510648	I 70 Has desperately needed additional travel lanes for years, due to the amount of tractor trailer traffic between Indianapolis and Columbus. The pavement in Indiana is so much worse than in Ohio. I don't know what the difference is between the two. Weather patterns and traffic is the same. Not sure if asphalt mix or concrete mixes are different? or bad drainage on the aggregate sub-base? A lesson could be learned from the way Ohio Interstates are build/maintained for sure. I have routinely traveled the I 70 corridor since 2006.
02/23/2023	103501606	My biggest concern is making certain all travelers on I70 have ample time to become aware of upcoming construction. There are just far too many deaths due to negligence.
02/23/2023	103500993	There are too many fatal accidents and semis speeding along this stretch of 70.
02/23/2023	103488399	Rest area in eastbound lane. Control semi traffic. Beautify exchanges with flora and fauna.
02/23/2023	103473843	3 lanes are good for Crossroad state.
02/22/2023	103420924	Pavement is in desperate need replacement. An additional lane in each direction would be helpful.
02/22/2023	103413320	Noise barrier by the Jacksonburg overpass. I live right next to it
02/22/2023	103373943	More ways to slow traffic during construction
02/22/2023	103368268	I think i70 in wayne county does not need more or wider lanes. I think the pavement needs repaired for the most part. I70 doesn't seem to congested ever.
02/22/2023	103343739	Just get it done. So many trucks run in the left lane and slow up moving traffic. Take it across the whole state like what I heard Ohio is going to do. Also build a loop around Richmonds south side as an alternate route. I-470 works for me.
02/22/2023	103342535	we need L O N G E R Turn Lanes & an extra S L O W traffic Lane possibly a TRUCK LANE & for DRIVERS to stay OUT of the FAR Left Lane after PASSING
02/22/2023	103340020	If possible, when planning out this work, don't do it at the same time work is being done on 40 or 38 or 35 or any of the other ways local folks might use to avoid the construction on 70. When everything is ripped up at once, it's exhausting and draining to try and plan how to get somewhere on time.
02/21/2023	103323343	I own property that is next to I70 along this area. I was wondering if there were any plans to reduce the the noise from the traffic in this area.
02/21/2023	103321231	Find new and improved ways to fix the pavement. Look to Australia, for example. They use recycled material to improve their roads and their roads last. Do something right for once.
02/21/2023	103317907	Add the third lane, and never go down to one lane
02/21/2023	103317497	70 is like driving on a wash board and needs replaced, adding lanes would greatly help with amount of trucks on road
02/21/2023	103316184	There needs to be a noise barrier to help offset the additional noise additional lanes will add. Also the wall would also help vehicles involved in an accident from ending up on those roads near 70. Just last week a car traveling east on 70 ended hit and went beyond the guard rail, down the slight hill, and came to rest on a residential road. This is not a singular incident either. This is my biggest concern as student athletes and residents often use these roads to walk and train on. Please help protect pedestrians and others vehicles that use the residential roads from those traveling along the interstate.
02/21/2023	103314905	There are so many accidents especially seems like from centerville exit to Richmond. Replacing seems to happen a lot or filling holes which doesn't make a difference. There is just so much traffic flowing from Indy to Dayton
02/21/2023	103309913	Wayne county's section was the first leg of I-70 constructed in Indiana, has never been totally rebuilt and is in need of QUALITY reconstruction. Most of the bridges are in need of replacement also. The Us 35 ramps need better flow by adding a 4 point like the Chester Blvd / I-70 interchange. Too many bridges going several directions. Also, a noise blocking barrier wall isn't needed. Traffic noise isn't going to increase even with a 3rd lane.
02/21/2023	103307505	I think widening the highway there at 227 is a must. Even tho the did make the exit lane longer going west helped but traffic still dose not move over for on coming traffic. I've almost been hit or ran off the road a few times

02/21/2023	103305095	The base needs needs replaced, quit patching and wasting money and fix it right.
02/21/2023	103303858	I've always felt relatively safe on 70- with the construction I think there's been confusion causing people to appear more reckless and feel claustrophobic from the cones / barriers that are out
02/21/2023	103302366	You also CANNOT put US 40 on a road diet, when 70 is closed you know it immediately on on US 40
02/21/2023	103302108	While the interstate is always dangerous to travel, it seems to be increasingly so. This stretch offers drivers no where to go if their car breaks down or if they need to change a flat tire, they're basically at the mercy of other drivers who often don't pay attention or pay to much attention and almost drive into them. Our law enforcement have the same safety issues when pulling over vehicles or helping stranded motorists. Other safety concerns include slowing drivers down - I've seen some crazy excessive speeds - driver inattention, and maybe there's more to be done to mark interchanges on the roads so people are pulling over in front of others last second to exit the interstate. The constant deterioration of the asphalt is also a safety concern as drivers try to miss holes. Some of these holes are inches deep. The on ramps are extremely concerning as there isn't enough space often times to get the speed to merge on with the traffic - which is typically congested at points of the day. I'll go out of my way to route to a safer on ramp off of Chester Blvd/US 27 to avoid the others.
02/21/2023	103299567	improve the curve East of Chester Blvd Exit, EastBound. It's badly laid out
02/21/2023	103297964	Please add another lane. Fantastic idea!
02/21/2023	103297882	A third lane is not needed. The disruption caused will not be worth it. Money would be better spent in maintaining the pavement already there.
02/21/2023	103295890	Hello and thank you for asking for feedback. I70 has been our backdoor neighbor for over 30 years as we built our home on Weiss Road 32 years ago. The most pressing concern for our family is the traffic noise I70 now has. Jakebrakes, blown tires, potholes being hit, honking, engine noise and above all else, the noise of tires on the pavement that is now down. We could not hear I70 at all, inside or outside of our home, whenever we moved to this area in the early 90's. Over the years the noise has become problematic. We can plainly hear and even feel the rumble from I70 at all times inside of our home. I am in full support of this project, as the traffic flow and congestion warrants the change. However, I am certainly hopeful that you will either provide some barriers for our homes that are near the site, or plant trees to buffer the noise, as well as put down pavement that will alleviate the tire noise intrusion to our lives. Respectfully, Karen Schroeder 3934 Weiss Road, Richmond
02/21/2023	103295533	We also need a grand entrance into Indiana from Ohio. There is currently nothing there that shows we value those who travel here from the east. I would love for the state to take advantage of this opportunity to enhance Indiana's visibility coming in from Ohio.
02/21/2023	103294532	An additional interchange for SR 103 would be amazing to decrease the truck traffic going through town in New Castle.
02/21/2023	103293768	It is important to include improvements to the visual appeal of these gateways while the work is being done to improve the roadways and safety.
02/21/2023	103292234	What does it say about our modern contemporaries that our biggest concern is a new lane whilst the world burns around us? Repent and be set free. Don't follow the marked paths. Your ideology of safety comes from a place of self-imposed righteousness and subliminal indifference. Your new lane won't save anyone or improve safety beyond your mental safety of going to bed feeling like you made somewhat of a difference. Welcome to the 21st century. The world we live in does not exist, at least, not in the way that we perceive it to be. Fnord. CONFORM. BEHAVE. ASSIMILATE. CONFORM. BUY. YIELD. STAY ASLEEP. MONEY IS YOUR GOD. Take the blue pill and keep thinking what you do is important. 01000110 01001111 01001100 01001100 01001111 01010111 00100000 01010100 01001000 01000101 00100000 01010111 01001000 01001001 01010100 01000101 00100000 01010010 01000001 01000010 01000010 01001001 01010100
02/21/2023	103292008	About time!!!!
02/21/2023	103290221	The east bound outside lane between Chester blvd and the 227 exit needs repair, the sink hole is coming back and there is a section that is becoming more and more rough each day.
02/21/2023	103289292	Many road construction projects all at once will make traffic in town and on the highway a disaster. One project should be handled at a time if it can be
02/21/2023	103288864	The pavement stinks. It seems like it gets patched infrequently, and after it does, is good for a couple of months before it's back to being rough again.
02/21/2023	103288558	We definitely need more lanes to hopefully keep traffic on the interstate and less frequently diverting to our small state highways and county roads. This traffic is destroying our local roads as they continue to drive like they are on the interstate.
02/21/2023	103285397	The road is so rough hard to keep your vehicle on the road
02/20/2023	103278039	The freeway's limited capacity is a drag on Indiana's economic development and a danger to everyone using it. A true embarrassment.. Our great state needs improved the means to properly fund such projects. Our piecemeal funding approach is insufficient.
02/20/2023	103276745	Needs repaved. Lanes widened. Better diversion plans—clog up little towns with semis/traffic. 70E to 40W exit ramp awful!
02/20/2023	103273528	Traffic flow through Richmond will be a serious problem when combined with the construction of the US 27 bridge
02/20/2023	103272100	what ever you do, do it right, you do all this patch work and it is like driving on a washboard
02/20/2023	103270087	I really believe that the cable that is used between east and west lanes is crucial to safety. I have seen where in the case of an accident, that cable has kept vehicles crossing over into oncoming traffic!

02/20/2023	103269606	Safety wall/noise barrier needed where Elmhurst Drive in Richmond, Indiana ends close to I-70 east bound lanes. Please visit me at 112 Elmhurst Drive Richmond, Indiana and see my concern 1st hand. Or contact me about sound decibel monitoring at my residence or my neighbors.
02/20/2023	103265374	The pavement has needed replacement for years. As having the unfortunate misfortune to hit a pothole on I-70 near Cambridge City and destroying a tire, the conditions deteriorate each year. It appears, from my limited viewpoint, is that Indy gets all the traffic repairs and such, and the rest of the state are lucky to get potholes patched. I'm not sure that additional lanes are needed, as I've not seen the traffic study for the area. Drainage is a problem, especially around 227, and sometimes the water from downpours isn't easily removed in a quick manner, leading to traffic issues and accidents due to hydroplaning. I do believe the interchange at US 40 and I-70 needs work, as the deceleration lane going from I-70 Eastbound to US 40 Westbound is very short, and as a result automobiles (including semis) often take the off-ramp at dangerous speeds.
02/20/2023	103258606	Potholes and other paving issues are horrible. Driving 70 is dangerous because of current road conditions. Repairing what we have needs to be the focus before adding lanes.
02/20/2023	103247799	I am mostly concerned with the affects of multiple projects going on at the same time involving US 40, I70, and downtown Richmond that will affect one another.
02/20/2023	103243260	Much needed pavement repair. In a semi, the right lane is like riding a bucking horse in places. Terribly rough. Not only is this extremely hard on equipment, it could potentially cause temporary loss of control. If trucks are supposed to be in the right lane, then fix the lane to make it driveable!
02/20/2023	103239167	Unfortunately traffic accidents almost always occur with construction, some being fatal. Some people just don't pay attention. Putting up good warning signs unfortunately is about all you can do.
02/20/2023	103225634	Hire whoever did Kentucky roads they evidently are doing it better. Or get the state DOT supervisors off the job
02/19/2023	103222926	Please don't hire Milestone for the paving. Also please do something about the on and off ramp at Williamsburg Pike where it's both and you have little time to think.
02/19/2023	103222798	IR 70 in Wayne County should have been made 6 lanes some 35 years ago from Centerville rest area to the Eaton Ohio rest area just across the state line. If you have been driving this section for years, you would see what I mean. The state needs to do a better job marking alternative IR70 routes! Wilbur Wright road to US 40. INDIANA 1 to US 40 and or IND 38. Centerville Road to Gaar Jackson/Roundbarn Road then west on Industries Road. Then back up Williamsburg Road and or US 27. US 27 road signs so faded you can't read them at Industries/27 intersection. Fix traffic lights in Richmond on US 40 & US 27. Synchronize traffic lights on US 40 west/north A and US 40 east/south A. Major traffic back up now with US 40 west and US 27 north with current construction on US 27 north! Traffic lights way out of timing. State should had fixed this before US 27 north road work began. Change left turn arrow light at US 27/north J back to the way it was since the 1970s when US 27 got the left turn arrow first. Traffic at peak times are now backing up to the traffic light at Sim Hodgkin Pkwy. ADD TURN ON YELLOW FLASHING ARROW! Need to fix US 27/IR70 traffic light. US 27 north left on IR70 west and US 27 south left to IR70 east need to turn the same time like IR70 west to US 27 south and IR 70 east to US 27 north If IR70 traffic can go left at the same time ,then US 27 can turn left at the same time PERIOD!!!!!!!!!!!! US 27 north traffic to IR70 is constantly getting short changed. With wrecks on IR 70 US 27 north traffic backs up to Industries light. ADD YELLOW LEFT TURN ARROWS FOR US 27 TRAFFIC FOR IR70. Need better timing on construction work in Wayne County. You can NOT rebuilt the US 40 bridge west of Centerville and the US 27 bridge over the railroad tracks the same time as IR70. Just one wreck and you would have total gridlock!
02/19/2023	103219149	Why do they cut and place the little cement squares in the pavement-this and the bridges are terrible.
02/19/2023	103215518	US 40 is going to be replacing bridges and road in Lewisville. This is not time to reconstruct I70, too
02/19/2023	103215169	I think adding a third lane in both directions is the most important. I commute to Indy from the east side of Richmond (use the 40 exit) and traffic seems to get more congested around the Richmond area. I'm hoping one day there will be three lanes both ways all the way between Richmond and Indy. Since this is a major national east to west roadway, it makes sense with the amount of traffic these days. Construction delays are short-term and worth it for the longer-term good.
02/19/2023	103215018	Surface drains and subsurface drainage tile on the sides of the Mineral Springs overpass are clogged with chip-and-seal gravel. Water is now spilling off the side of the overpass and eroding the embankment. In January 2023, the county added rip-rap in the eroded gully but did not unclog the drains as far as i can tell. The cement deck of that overpass is crumbling apart as well. I know of two vehicles damaged by that in the last four years.
02/19/2023	103213742	It needs three lanes and new sub grade. It's been bandaged enough
02/19/2023	103212379	We have to stop using cheap tricks to patch the interstate. There's no reason in a "world leading" country that the interstate must be under construction every year. I70 in Indiana is an embarrassment, cannot ever be a true highway because you have to stop/sloww for construction year round it seems. I've been driving I70 between Indianapolis and Dayton for almost a decade because of my job. I wouldn't even mind the commute if yall could get 70 modernized. The on ramp from 35 is a serious safety hazard as well. There is not enough road given to encourage safe merging. Absolutely dread going past that spot.
02/19/2023	103207639	My understanding is the decision has already been made to expand to 3 lanes each way. To help alleviate congestion that some people talk about, I believe allowing equal speed limits for all vehicles would be beneficial. I rarely encounter heavy congestion unless there is an accident. The worst congestion is when a semi going 66 goes to pass another semi going 65. Clogs up the left lane for quite some time backing up regular vehicle running 70-75.
02/19/2023	103206914	It's time for bottom-up replacement of the facility, preferably a long-lasting pavement with sufficient geometry to avoid congestion and improve safety
02/19/2023	103206731	It's good business
02/19/2023	103202636	This corridor needs to be 3 lanes on each side of the interstate from Indianapolis to Dayton.

02/19/2023	103201346	If you are really serious about improving that segment of I-70, you might consider removing some of the preference opportunities from the bid packages. This might allow some Ohio contractors an opportunity to be competitive during the bid and letting process. I say this not because I am in love with Ohio, but when you look at the quality of lanes from the state line eastward to Columbus, it's like comparing a BMW to a Ford Pinto. After many resurfacings and repairs on this 20 mile length of highway by the same predominant contractor, it should be obvious that whatever they are doing just isn't working. Case in point is the area in both directions around the U.S. 35/Williamsburg Pike interchange.
02/18/2023	103195653	That area does NOT need to be under construction. It has enough vehicle accidents without construction closing lanes or causing constraints. The main issue that need to be addressed along that stretch is the pavement being replaced and/or fixed. There are horrendous areas that are going to cause vehicles to have mechanical issues or it's going to cause vehicles to go out of control when they go over the areas. The "fix" right now is just putting a patch over the problem area to get by, that is not working.
02/18/2023	103192740	Get trucks to slow down with more law enforcement.
02/18/2023	103191831	You assholes have no concern on how many wrecks you have caused because of the shitty work you've done year after year. The finished product is no better than when it started. Please release just how much money has been wasted over the years on this road that is in constant state of construction. How about just 1 fucking summer where I don't have to endure an extra 2 hours on my commute to watch your fucking band of idiots stand around and bask in their incompetence.
02/18/2023	103189344	I drive this in a semi. From the 131ish to us 27 has got yo be the worst road ever, and litterally tears up my semi and trailer.
02/18/2023	103188723	Improvements including addition of lanes has been evident and required for the past 20+ years. Implementation of the improvements will not be an easy thing, but will be worth the issues it creates during construction.
02/18/2023	103187774	This section suffers from huge growth in semi truck traffic it was not designed to handle. Many accidents involve semi trucks.
02/18/2023	103178858	The project needs to be done; we all know that. My primary concern is while the project is going on, if an accident shuts down the highway, all traffic goes to 40. Yes, the detour is north to 38,35. But everyone will be using US 40. At the west edge of Centerville, it will be CLOSED. All traffic will then hit the town and county streets and roads. It was not built for traffic, which means more accidents and road damage. The solution is for the Bridge to be open and use a traffic light to control traffic.
02/18/2023	103171634	We need much, much longer merge lanes.
02/18/2023	103169299	Thank you for asking about the safety and improvement on our roads in the state of Indiana
02/18/2023	103168640	Bridge to regular interstate pavement needs to be smooth. We live by mile marker 155 and the 3 bridges make a loud sound when the big semis pass by. It would be nice for houses that are close by to receive some kind of sound barrier to muffle the sound a little. I am in the process of planting more trees to act as a natural sound barrier.
02/18/2023	103166373	It is a huge project that will require patience, something most people don't have. I do have concern about the timing with the bridge closure on US 27 over the depot district happening at the same time.
02/18/2023	103165474	DO NOT MAKE IT A CONSTRUCTION ZONE 21MI AWAY FROM THE ACTUAL CONSTRUCTION WORK LIKE Y'ALL DID WITH THE I70 BY INDY.
02/18/2023	103164508	Really 3 lanes and good pavement . Its a killer ride,and reflector on ground and ridges on shoulders
02/18/2023	103162151	Need more lanes
02/18/2023	103161603	With the 70 project that is suppose to start it is going to be a mess traffic wise in Richmond. Richmond already had too many road construction projects going on now and while this will be going on. Having traffic re-routed through Richmond is not fair to the residents. There will be construction going on on N A St., The bridge replacement on N 9th/Chester Blvd., and US 40 roadwork going on on the western side of Richmond going towards Centerville and Cambridge City. Just how is traffic going to be re-routed? Residents shouldn't have to be stuck in hours long traffic jams just because someone thought hey let's widen 70 in Wayne County. The person that come up with this idea must have been the same idiot that come up with the stupid bike paths in Downtown Richmond.
02/17/2023	103155605	Until the drivers are educated enough and pay attention to there surroundings and traffic conditions you are going to have problems .
02/17/2023	103155018	Traffic flow on I-70 in Wayne County does not warrant additional lanes. It will just create hazardous conditions as drivers try to avoid the construction.
02/17/2023	103153638	It definitely needs more lanes all the way from Indy to Columbus Ohio. Also hefty fines for semis blocking both lanes. Every time this area gets "improved" the road surface gets worse. Why are Indiana highways so rough compared to Ohio?
02/17/2023	103153385	Need 3 lane state line to indy.
02/17/2023	103152997	Slower traffic needs to stay to the right, 3 lanes, roads that don't fall a part every year, truckers need to quit cutting people off and start paying attention to traffic
02/17/2023	103152860	Noise barriers from state line through entire corridor
02/17/2023	103152623	Fix the holes and broken cement traffic speeding is out of control
02/17/2023	103152424	Three lanes from Indy to Dayton both ways.
02/17/2023	103151618	I avoid driving on 70 because of safety concerns.

02/17/2023	103151607	I drive 70 daily. It needs to be 3 lanes like Ohio mostly has.
02/17/2023	103150245	Interchange at 35 is dangerous and needs to be improved by adding more lanes on 38 north to 37 in order to accommodate traffic to and from truck stop and 70 exchange
02/17/2023	103149984	Once it's done don't let it get in such horrible shape. 3 lanes are good now but once the potholes start and are never repaired it will just be an additional lane of destruction. The state can't keep the 2 lanes in each direction in good condition now, how in the world will they take care of 3 each direction?
02/17/2023	103149933	If 70 is being worked on while the us 40 bridge west of Centerville is being replaced and closed, any traffic diverted off 70 due to an accident or construction would be a disaster for traffic
02/17/2023	103149572	safety, speed of traffic, detours during accidents
02/17/2023	103149554	Add a line from Ohio line to Greenfield and indy
02/17/2023	103149500	US40/US27 are gateways to Indiana from Ohio. Gateway features and elements would be appreciated. US40 highlighting Indiana and US27 Richmond.
02/17/2023	103148847	There are not high volumes of traffic entering and exiting the highway in the area like in Indianapolis or bigger cities in Ohio. Two lanes are perfectly capable of handling the traffic flow. There is, however, a blind entrance onto 70W from 40 due to the curve on the ramp and seasonally un-maintained landscape. There is also a bend in 70 around this state lane. These factors along with un-monitored high speed of I-70 drivers at this area makes it a scene for numerous serious and fatal accidents every year. There is a straight shot from Lewisburg, OH, to the state line westbound where drivers pick up high speeds right at the Route 40 ramps.
02/17/2023	103148687	The volume of truck traffic necessitates additional lanes.
02/17/2023	103148268	Glad to hear there will be improvement!!!
02/17/2023	103147879	Getting from us35/38 area to east side of Richmond while construction going on. This is daily traveled route for work
02/17/2023	103147876	To make sure that the businesses along the interstate aren't affected by this project. Keeping all exits open to give travelers the opportunity to exit and do business with these family owned businesses.
02/17/2023	103146320	Making this area more safer around interchanges and road improvements will help keep drivers safe.
02/17/2023	103146249	Safety is a major concern for me. There seems to be so many accidents on this stretch of 70. Also, many of these accidents reroute traffic through the city streets of Richmond. Not only does this increase traffic but the large trucks are not good for the wear and tear on our streets.
02/17/2023	103145125	Too many semi's for 2 lanes. Slows traffic below speed limits. 4 interchanges in wayne county is a bit much and doesn't help with congestion.
02/17/2023	103143078	Needs to be 3 lane!
02/17/2023	103142802	The interchange at centerville road is dangerous when exiting, due to poor visibility. Very short entrance onto 70, from st rd 35. Needs beautification at 40.
02/17/2023	103142770	Potholes, cracks , trash. Add a 3rd lane
02/17/2023	103142338	I only travel on 70 if absolutely necessary because it is so dangerous. Way too many wrecks.
02/17/2023	103142165	With family in Ohio, I have driven the corridor for 20 years and will continue to do so. The 4-lane portion of I-70 is always stressful, because even if traffic is moving, it is always heavy and you have to be hyper vigilant. I-70 is busy enough it should have at least 6 lanes across the whole state.
02/17/2023	103142146	I-70 throughout the state should be 3 lanes in each direction to improve traffic flow (semi-truck traffic) and travel time reliability (minor crashes not impacting travel as much). While improving the pavement and already disrupting the pavement, the state should also widen the roadway at the same time.
02/17/2023	103134838	The interstate from ohio to indy is rough as can be and full of pot holes and bumps. Its hard on drivers and vehicles. Rough roads are a hazard as the bumps bounce the driver around a bunch and take their focus off the road.
02/17/2023	103130605	This seems like common sense answers to an obvious need. Please proceed to construction as quickly and efficiently as possible. Thanks for engaging the public!
02/17/2023	103130106	I travel to Hagerstown from Greenfield multiple times a year to see my oldest son. He suffers from seizures, and this has prevented him from obtaining a drivers license. At 32, he is okay with that, and so am I. It just means that all the driving is left to me. Again, that's fine. But the exit for Connersville/Hagerstown is absolutely horrible. There are no lights, so the entire area is dark after the Sun goes down. And the ramp from Southbound SR 1 to I70 Westbound, is an almost immediate righthand turn, is poorly marked and, again, is completely dark after sunset. It's almost impossible to see if you aren't familiar with the area. We can do better!!
02/17/2023	103127955	All of the issues you pointed out are high priority. They all need to be addressed if at all possible. One incidental issue is that the INDOT facility at the intersection of IN 1 and I 70 needs to either be removed or dramatically cleaned up and maintained!
02/17/2023	103116916	Increased police patrols during construction to monitor speeding and distracted driving.

02/17/2023	103116843	I'm not sure the highway needs widening. The road is so rough that I travel in the left lane a lot just because it's not quite as rough.
02/17/2023	103115754	The pavement is trash from Ohio line to Indy. Milestone has built a thousand little speed bumps with their patches
02/17/2023	103115660	I would like to reiterate that sound barriers would be greatly appreciated by parts of our community that live near this proposed project. Planting of fast growing conifers would be a cost effective compromise to help mitigate the effects of sound pollution on nearby residents and wildlife.
02/17/2023	103115409	i-70 is a major corridor. Safety is always a top priority. So keeping the pavement safe to drive on and interchanges easily accessible is key. Congestion the closer you get to the Ohio state line is of concern as well. Signage or ATL would possibly help?
02/17/2023	103115204	Hoping that added lanes will improve safety, especially at the on-ramps at I-70 @ US 227 interchange
02/17/2023	103114329	Communities along this corridor need to be included with "Community Identification Enhancement Opportunities like along 1-69 has done and completed. Landscaping at each interchange needs to be enhanced like in Cincinnati Ohio has done. Lighting along each bridge and exchange along the corridor. More enhancement of Tree Scaped along the corridor, wind break trees that will help to prevent snow drifting. Henry County has three interchanges along the corridor, Henry County needs to be involved in any community enhancements.
02/17/2023	103113644	How about hiring a different contractor this time around. Milestone contractors have been working on that road for years and nothing they have done is smooth. You can be blindfolded in the passenger seat, and know exactly where the state line is between Ohio and Indiana. To me, the stretch of road is a disgrace to the state of Indiana. And there is no reason why the milling machine has not been on this side of the state to grind down the concrete patches that are nothing but speed bumps.
02/17/2023	103113575	As a professional driver and as a resident of Indiana, there needs to be some major improvements along this area. There are times I've been stuck in traffic due to accidents and such and unable to make delivery times or be in a federal log violation for semi drivers because my required and allotted time to drive was exhausted. Need to have clear and better marked alternate routes that can be used to alleviate congestion and avoid traffic bottle necks.
02/17/2023	103112246	Add interstate access at Salisbury or round barn to improve access to industrial area
02/17/2023	103111640	Indiana need to figure out how to transition between pavement and bridges. Other states don't almost tear your wheels off on the joints between pavement and bridges.
02/17/2023	103110856	We need an express lane for those of us commuting to Indy. It would improve flow, reduce congestion and keep trucks away from cars.
02/17/2023	103107452	There are so many cement patches that make the road so rough and awful to drive. The intersection on 70 and 35 has had problems with the pavement for years and doesn't seem to be fixable. It's awful. Really needs to be 3 lanes across the county to Indy. The interchanges at 149 and 156 exits could really use some new design as they can be really dangerous to merge into.
02/17/2023	103105041	Mainly I think the asphalt should either be thickened or replaced with concrete to alleviate having pot holes reappearing in the same positions year over year. I travel this section of the interstate daily, I don't usually encounter traffic badly. I think during construction, there should be more effort on indiana & ohio's part to re-route traffic & add additional warnings. That would slow the amount of accidents. I have yet to encounter a close call on the 20-25 mile section starting at the indiana line, if proper warning implementations are in place. I firmly do not believe in adding additional lanes to the interstate, for the amount of traffic, both travel lanes are perfect. In my opinion, I believe some on/off ramps should be revamped to make getting off the interstate easier & getting on the interstate quicker but also safely.
02/17/2023	103104167	Its frustrating to hear about spending money on widening interstate when the current roadway is not maintained
02/17/2023	103103525	I don't drive I-70, because I don't feel that the current 2 lane highway is safe. I believe that 3 lanes is much safer especially with the amount of Semis that daily drive this route.
02/17/2023	103102092	Fix secondary routes first and then start fixing the priority of each quadrant 1 thru 5
02/17/2023	103101874	This survey was a waste of my time. It is CRIMINAL the level of neglect that this corridor is subjected to compared to the interstate conditions in Ohio. They had the foresight to install bridges designed to handle more than two lanes in the future, unlike the I-70 corridor through Indiana. Send our officials up and down this corridor in their personal vehicles and they should be able to identify the needed action(s) going forward. This corridor receives not much more than a Band-Aid treatment by transportation officials. We here generate as much road use revenue as anywhere else. Where is our money going?
02/17/2023	103097347	got to 3 lanes, the semi traffic is so thick and a car collision is certain death. an entire family was slaughtered at Cambridge exit due to a semi and thats just one
02/17/2023	103096019	Worst county to drive through on 70 from state line to 466. Everything needs to be redone. Base, drainage, widened to three lanes each direction. Which includes redoing bridges and underpasses.
02/17/2023	103094128	I have lived North on I 70 between MM 141 and 142 for 50 years. There have been wrecks into my westbound field at least once a year. There have been fatalities. The steep grade from the rest park to the underpass of Washington Road needs to be examined. This is not a weather related problem. I'm very concerned about the dust and noise during the construction. However, I've seen people die by here many times during work projects. Safety is my biggest concern. People need to be able to get through here and not wait for hours because of traffic wrecks. We have taken water to drivers in the summer. We have people come here to the farm for help if they break down. I know this road well.
02/17/2023	103093297	Some tough choices.
02/16/2023	103091447	I have been stopped in traffic too many times fearing being rear ended. I try to avoid 70 always
02/16/2023	103091076	Do something aesthetically pleasing. The highway is so boring and no creative improvements are made. Truck traffic is horrible and causes of damage and crashes

02/16/2023	103090888	It does need widened but concerned about US 40 construction at the same time.
02/16/2023	103090788	Centerville exit constant accidents. No exit on Salisbury Road
02/16/2023	103090053	Having I70 rebuilt and even considering replacing the bridge on US40 just west of Centerville at the same time is ABSOLUTELY insane! Who thought this is a great idea?? Delaying emergency responders is the number 1 concern
02/16/2023	103088786	If INDOT would actually use real world applications for replacement and not the specification book designed by certain engineers designing repairs in a vacuum the roads would last. The department is more concerned with DBE than it is with quality contractors knowing what they are building. Additionally if construction could have AEs and PSs that are qualified to know what they are doing versus sitting in their trucks all day.
02/16/2023	103088592	There are currently 2 bridges that have structural problems that I observe daily with the bridges beams. Eastbound mm. 151 bridge and 2nd Eastbound Bridge past the 121 overpass
02/16/2023	103088306	3 lanes!!
02/16/2023	103087637	Maintenance and improvements always seem to cost lives
02/16/2023	103084496	i70 Needs to be 3-4 lanes in each direction from Ohio state line to Illinois state line
02/16/2023	103083899	Lanes needed to be added years ago! Plan for the future, not for today's needs.
02/16/2023	103080059	The largest issue besides congestion is when accidents do occur, the stopped traffic get hit from behind from drivers either not paying attention or other reasons. There is no way to keep traffic flowing. 1 accident leads to 2 or 3. Some crashes in Wayne county are deadly and it is usually due to the backup rather than the initial crash.
02/16/2023	103078816	I don't like the repair and replace pavement option. It all just needs to be replaced and replaced right! I hear truckers complain everyday on the CB while driving through this section. It's an embarrassment to our state!
02/16/2023	103078454	The whole length of I-70 from Ohio to Illinois lines needs to be three lanes minimum.
02/16/2023	103078226	If additional travel lanes are not included for the entire project, strong consideration should be given to an additional travel lane -- potentially an auxiliary lane -- between exits 151 and 153. Personal experience has shown that an additional lane would improve traffic flow and should improve safety to provide additional distance for acceleration and deceleration.
02/16/2023	103075841	I believe the main thing that will help alleviate congestion and therefore improve safety is the addition of added lanes. But if added lanes on the whole length is not possible at least climbing lanes for trucks going up the hills. For Indiana all those grades are steep, but especially the one farthest east in the corridor.
02/16/2023	103074359	Fix it hasn't been redone down to base since the 70s. Do it right or don't touch it
02/16/2023	103073744	It needs new pavement from the base up not these stupid patches that are done. And with that it needs to another travel lane and wider shoulders.
02/16/2023	103073398	Three lanes of traffic each direction is almost essential with the amount of cars on the road now compared to when I-70 was built. When traffic is moving it is okay at best. If there is an accident or lane closure in general you don't even bother getting on the interstate because it's backed up for miles. Wouldn't be opposed to see changes to the on ramp/off ramp for east bound traffic at the US 35 interchange. Less than desirable when you're pulling a trailer trying to get on the interstate east bound and you meet trucks getting off the interstate at the same point.
02/16/2023	103072789	Fix roads, get rid of the "speed bumps" and the sinking pavement.
02/16/2023	103072345	3rd lane needs to be designated no trucks.
02/16/2023	103072106	3rd lane needs to be no semis
02/16/2023	103070928	Added travel lanes should be top priority over redesign of interchanges.
02/16/2023	103070035	More than a modicum of effort must be spent considering how folks will move through the area when 70 is congested or impassible. Under current and previous construction projects, primary diversion routes have created congestion and safety concerns to the point of crippling those areas adjacent to the construction. One accident during construction in the Ohio phase of this effort would lead to virtually impassible roads throughout Richmond as an example.
02/16/2023	103069152	It seems there has been an increase in the number of accidents over the last several years. I understand there will be added delays and frustration during the projects but once the project is completed the corridor will be much safer to travel.
02/16/2023	103068135	Needs to start immediately. Been over looked for at least 20 years. I drive a semi and you need to patch again as there are rough patches!
02/16/2023	103065654	NA
02/16/2023	103064403	As a truck driver adding a 3rd lane will help traffic flow better. This needs to be done all the way across the state on I70.
02/16/2023	103064291	How will first responders access this?
02/16/2023	103056306	Extended westbound exit ramp for IN 227, longer ramp from US 40 to I70 Westbound, remove cross-over entry-exit at the U.S. 35 exchange.



Public Meetings Scheduled Next Month for Revive I-70

Learn more about improvements coming to Wayne County

Richmond, IN (July 26, 2023) – Two public meetings are planned for early August to provide more details about an Indiana Department of Transportation (INDOT) project that is expected to improve I-70 in Wayne County. The meetings, one in person and one virtual, will provide an update on Revive I-70 and outline next steps.

In-Person Meeting

Wednesday, Aug. 9, 5:30 to 7 p.m.
Indiana University East | Whitewater Hall
2325 Chester Boulevard, Richmond, IN

Virtual Meeting

Thursday, Aug. 10, 6 p.m.
Microsoft Teams
Register: bit.ly/VirtualMeetingReviveI70

Attendees will learn more detailed information about planned improvements. The in-person meeting will be open house format with a project presentation planned for 6 p.m. It will offer an opportunity for one-on-one conversations with members of the Project Team and allow attendees to share their feedback. All meeting materials, including a recording of the virtual meeting, will be posted on the project website following the meetings.

With advance notice, INDOT can provide special accommodation for persons with disabilities and/or limited English-speaking ability and persons needing auxiliary aids or services such as interpreters, signers, readers or large print.

Should special accommodation be needed, please contact Berry Craig, public involvement specialist, at (270) 705-1640, or email berry.craig@parsons.com.

Revive I-70 Improvements

Revive I-70 will reduce congestion, improve traffic flow, and improve safety along the corridor. The 20+ mile corridor stretches from west of Cambridge City to the Indiana/Ohio state line.

The project is expected to include added travel lanes, interchange improvements, bridge improvements, pavement replacement and the replacement of drainage structures. Improvements are expected for the 40 bridges in the project area, including widening all bridges.

Significant changes are being identified for the I-70 and US 40 interchange. Modifications are also expected at the I-70 and US 35/Williamsburg Pike interchange. The meetings will include more information regarding anticipated improvements at each location.

Anticipated Timeline

Revive I-70 is in the environmental and preliminary design stage. Activities include traffic analysis, maintenance of traffic plans, road design and survey work. The Project Team is coordinating with local, state and federal officials throughout the project.

A public hearing and formal comment period are expected this fall. Because of the size of the corridor and the scope of improvements, Revive I-70 is expected to be divided into three contracts for project delivery. Construction on Contract 1 is expected to begin in late 2024.

###

About Revive I-70

Revive I-70 includes improvements being planned for I-70 in Wayne County from west of Cambridge City to the Indiana/Ohio state line. The corridor is more than 20 miles long. Improvements are expected to include added travel lanes, interchange improvements, bridge improvements and pavement replacement.

The INDOT project is expected to reduce corridor congestion, improve traffic flow, and improve safety along this section of I-70.

Find more information at [Revivel70.com](https://www.revivel70.com) and follow the project on [Facebook](#) and [Twitter](#).

Media Contact

Kyleigh Cramer
317-864-3164
KCramer@indot.in.gov

PUBLIC MEETINGS AUGUST 9 AND 10

Learn more about planned improvements

IN-PERSON MEETING

Wednesday, August 9

5:30 to 7:00 p.m.

6 p.m. presentation

Indiana University East | Whitewater Hall

2325 Chester Blvd., Richmond, IN

VIRTUAL MEETING

Thursday, August 10 | 6 p.m.

Meeting via Microsoft Teams

Register in advance:

bit.ly/VirtualMeetingReviveI70



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Contract 1 construction expected by late 2024.



Added travel lanes, interchange modifications and pavement replacement planned for Contract 1.



Comments from the public are encouraged.



Materials will be posted on the project website.



Scan with your phone camera to visit our website.

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Para Preguntas En Español: Si usted tiene preguntas o comentarios o le gustaria más información sobre este proyecto en Español, contacta al señor Robert Walker, al teléfono 801-553-3347 o correo electrónico robert.walker@parsons.com.



Public Meetings

IN-PERSON

IU East | Whitewater Hall

Wednesday, August 9, 5:30 to 7 p.m.

Presentation at 6 p.m.

VIRTUAL

Thursday, August 10, 6 p.m.

Register in advance: bit.ly/VirtualMeetingReviveI70

**More details will be shared about the
INDOT project to improve I-70 in Wayne County.**

August 2023 PIM
Facebook Advertisement



Revive I70

August 3 at 12:09 PM Published by Sprout Social

There will be two opportunities this month to hear from the Revive I-70 Project Team and review new project information.

Make sure to stop by Whitewater Hall at IU East on August 9 or virtually on August 10 to learn more about the project and share your thoughts!

The in-person meeting is 5:30 to 7 p.m. with a 6 p.m. presentation. Thursday's virtual meeting is at 6 p.m. Register at: <https://bit.ly/VirtualMeetingReviveI70>.

REVIVE I-70
MORE LANES, SAFER TRAVEL

Public Meetings Coming Soon



1



Like



Comment



Share



Public Meetings are This Week for Revive I-70

Learn more about improvements coming to Wayne County

Richmond, IN (Aug. 8, 2023) – Two public meetings will be held this week to provide more details about an Indiana Department of Transportation (INDOT) project that is expected to improve I-70 in Wayne County. The meetings, one in person and one virtual, will provide an update on Revive I-70 and outline next steps.

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2325 Chester Boulevard, Richmond, IN

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Microsoft Teams
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Improvements are expected to include added travel lanes, interchange improvements, bridge improvements and pavement replacement.

The INDOT project is expected to reduce corridor congestion, improve traffic flow, and improve safety along this section of I-70.

Find more information at Revivel70.com and follow the project on [Facebook](#) and [Twitter](#).

Media Contact

Kyleigh Cramer

317-864-3164

KCramer@indot.in.gov

August 9, 2023 PIM Sign-in Sheets

Personal Information Intentionally Redacted



Meeting Description: Public Information Meeting

Meeting Date/Time: August 9, 2023 | 5:30 p.m. ET

Location: IU East | Richmond, IN

Name	Address	Phone Number <small>Mobile number for text alerts</small>	Email Address	Project Updates	
				Email	Text
Kenneth Stapleton				<input type="checkbox"/>	<input type="checkbox"/>
John & Joan Spoonamore				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Jane Bumbalough				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Melissa Vance				<input checked="" type="checkbox"/>	<input type="checkbox"/>
SEK VANCE				<input type="checkbox"/>	<input type="checkbox"/>
Jeff Carter				<input type="checkbox"/>	<input type="checkbox"/>
Claudia Edwards				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mike Emery				<input checked="" type="checkbox"/>	<input type="checkbox"/>
MATT DINES				<input checked="" type="checkbox"/>	<input type="checkbox"/>
SARAH MITCHELL				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Valerie Shaffer				<input checked="" type="checkbox"/>	<input type="checkbox"/>



In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT is required to produce upon request.

REVIVE I-70

Meeting Description: Public Information Meeting

Meeting Date/Time: August 9, 2023 | 5:30 p.m. ET

Location: IU East | Richmond, IN

Name	Address	Phone Number <small>Mobile number for text alerts</small>	Email Address	Project Updates	
				Email	Text
Helen Pearson				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Russell Pearson				<input type="checkbox"/>	<input type="checkbox"/>
Paul & Pat King				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Keri Corney-George				<input type="checkbox"/>	<input type="checkbox"/>
Nicole Foley-Bretting				<input type="checkbox"/>	<input type="checkbox"/>
Tony Carpenter				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Tim & Pam Boering				<input checked="" type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>



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REVIVE I-70

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Meeting Date/Time: August 9, 2023 | 5:30 p.m. ET

Location: IU East | Richmond, IN

Name	Address	Phone Number <small>Mobile number for text alerts</small>	Email Address	Project Updates	
				Email	Text
Ron Olen				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Scott Carson				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Patrick Long				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Barry Cramer				<input type="checkbox"/>	<input type="checkbox"/>
Scott Hester				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Mary Wallace				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Chris White				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Heather & Jay Farrar				<input type="checkbox"/>	<input checked="" type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>



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REVIVE I-70

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Location: IU East | Richmond, IN

Name	Address	Phone Number <small>Mobile number for text alerts</small>	Email Address	Project Updates	
				Email	Text
Jeffrey Locke				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Angela Locke				<input type="checkbox"/>	<input checked="" type="checkbox"/>
Landy Augustin-Dehner				<input type="checkbox"/>	<input checked="" type="checkbox"/>
HOWARD PRICE				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Adon Kross				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
MIKE BYERS				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Kent Carson				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Duane McKinney				<input checked="" type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
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In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT is required to produce upon request.

REVIVE I-70

Meeting Description: Public Information Meeting

Meeting Date/Time: August 9, 2023 | 5:30 p.m. ET

Location: IU East | Richmond, IN

Name	Address	Phone Number <small>Mobile number for text alerts</small>	Email Address	Project Updates	
				Email	Text
Jerry Purcell				<input type="checkbox"/>	<input type="checkbox"/>
Dan Sweet				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Anerest Lindsey				<input checked="" type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
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In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT is required to produce upon request.

August 10, 2023 Virtual PIM Attendance Register

1. Summary

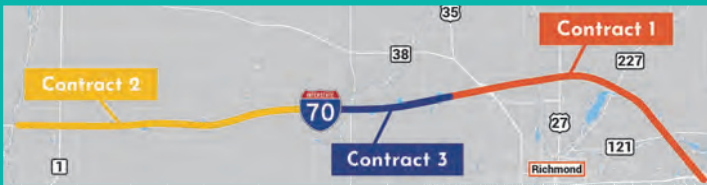
Meeting title	Revive I-70 Virtual Public Meeting
Registration page views	42
Registered participants	32
Canceled registrations	0
Attended participants	23
Start time	8/10/23, 5:15:09 PM
End time	8/10/23, 6:35:05 PM
Meeting duration	1h 19m 55s
Average attendance time	33m 55s

2. Participants

Name	First Join	Last Leave	Role
Craig, Berry [NN-US]	8/10/23, 5:47:55 PM	8/10/23, 6:35:05 PM	Organizer
Peterson, Mindy [NN-US]	8/10/23, 5:50:37 PM	8/10/23, 6:35:05 PM	Presenter
LaBlonde, John [US-US]	8/10/23, 5:50:42 PM	8/10/23, 6:35:05 PM	Presenter
Whitmore, Betsy	8/10/23, 5:56:30 PM	8/10/23, 6:34:55 PM	Attendee
Randolph, Tobias	8/10/23, 5:58:41 PM	8/10/23, 6:35:05 PM	Attendee
Becky	8/10/23, 6:00:19 PM	8/10/23, 6:35:05 PM	Attendee
Matthew Cain (Guest)	8/10/23, 6:00:19 PM	8/10/23, 6:35:05 PM	Attendee
Jeff Plasterer	8/10/23, 6:00:19 PM	8/10/23, 6:34:44 PM	Attendee
Gelaye, Abell (FHWA)	8/10/23, 6:00:19 PM	8/10/23, 6:35:05 PM	Attendee
Justin Burkhardt	8/10/23, 6:00:19 PM	8/10/23, 6:35:05 PM	Attendee
Bahnweg, Stephen Edward	8/10/23, 6:00:19 PM	8/10/23, 6:35:05 PM	Attendee
Josh Imhoff	8/10/23, 6:00:19 PM	8/10/23, 6:35:05 PM	Attendee
Miller (Guest)	8/10/23, 6:00:19 PM	8/10/23, 6:35:03 PM	Attendee
Donna Coyle (Guest)	8/10/23, 6:00:20 PM	8/10/23, 6:35:02 PM	Attendee
Kari Reynolds (Guest)	8/10/23, 6:00:20 PM	8/10/23, 6:35:02 PM	Attendee
Bob C.	8/10/23, 6:00:20 PM	8/10/23, 6:35:05 PM	Attendee
Bunch, Garrett [NN-US]	8/10/23, 6:00:25 PM	8/10/23, 6:27:33 PM	Attendee
Kevin Slick (Guest)	8/10/23, 6:01:03 PM	8/10/23, 6:35:05 PM	Attendee
Mary	8/10/23, 6:03:17 PM	8/10/23, 6:35:05 PM	Attendee
Hill, Jeff	8/10/23, 6:04:07 PM	8/10/23, 6:35:05 PM	Attendee
Vickie Grimme-Powell (Guest)	8/10/23, 6:04:42 PM	8/10/23, 6:34:53 PM	Attendee
Holloway, Jason	8/10/23, 6:11:47 PM	8/10/23, 6:29:31 PM	Attendee
Nick	8/10/23, 6:19:20 PM	8/10/23, 6:35:05 PM	Attendee
Aaron	Graham		Attendee
Angel	Gray		Attendee
Keith	Mullens		Attendee
Jenelle	Burris		Attendee
Betsy	Whitmore		Attendee
Chris	LaMar		Attendee
Adam	Witzel		Attendee
Adam	Witzel		Attendee
Ron	Holbrook		Attendee
Christa	Petzke		Attendee
Mike	Gaddis		Attendee
Dwayne	Heeter		Attendee
Connie	Vallandingham		Attendee
James	Palmeri		Attendee
Mary	Clark		Attendee
Jimmy	Lawrence		Attendee

PROJECT DELIVERY

The project will be divided into three contracts for project delivery.



CONTRACT 1

- Eastern portion of the project area
- Extends from west of US 35 to the Ohio state line
- About eight miles long
- Expected to let in early 2024
- Construction expected to begin by late 2024
- Added travel lanes, interchange modifications and pavement replacement

CONTRACT 2

- Western portion of the project area
- Extends from west of SR 1 to west of Centerville
- Nearly nine miles long
- Expected to let in fall 2024

CONTRACT 3

- Center portion of the project area
- Extends from west of Centerville to US 35
- Nearly four miles long
- Expected to let in 2026 or 2027

REVIVE I-70

MORE LANES, SAFER TRAVEL

Improving I-70 in Wayne County

PROJECT OVERVIEW

- Revive I-70 is an INDOT project to improve and expand I-70 in Wayne County.
- The 20+ mile corridor runs from west of Cambridge City to the IN/OH state line.
- The project is expected to reduce congestion, improve traffic flow, and improve safety.
- The project will be divided into three contracts for project delivery.

ANTICIPATED IMPROVEMENTS

- Added travel lanes, bridge improvements and interchange improvements are expected.
- Improvements are planned for 41 bridges in the project area.
- Pavement replacement and drainage improvements are expected.
- Lighting, signage, guardrail and barriers will be updated

BRIDGE IMPROVEMENTS

- Improvements are planned for 41 bridges in the project area.
- Widening is planned for 36 bridges carrying I-70 traffic.
- Widening to accommodate three lanes of future traffic.
- Widening will be to the inside/median side.

- 6 bridge replacements
- 15 major rehabilitations
- 14 deck overlays
- 6 bridges, preventive maintenance

PROJECT TIMELINE



CONTACT US

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

FOLLOW OUR PROGRESS

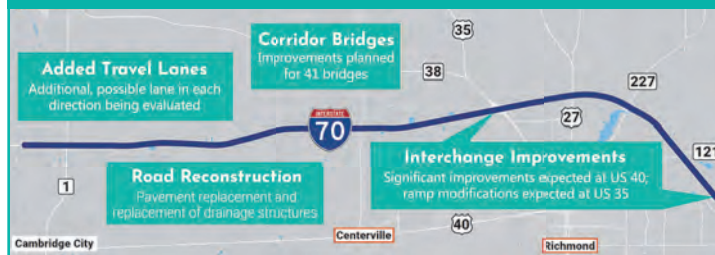
- ReviveI70.com
- Sign up for email updates on our website.
- Text "INDOT ReviveI70" to 468311 for mobile updates

Para Preguntas En Español

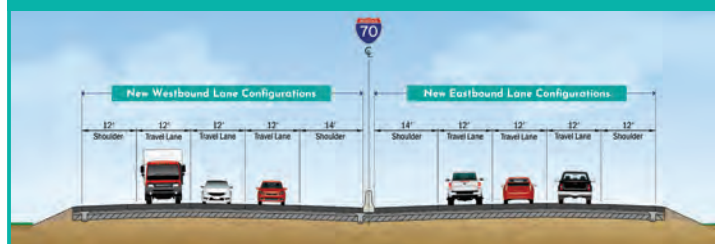
Si usted tiene preguntas o comentarios o le gustaría más información sobre este proyecto en Español, contacta al señor Robert Walker, al teléfono 801-553-3347 o correo electrónico robert.walker@parsons.com.



PROJECT IMPROVEMENTS



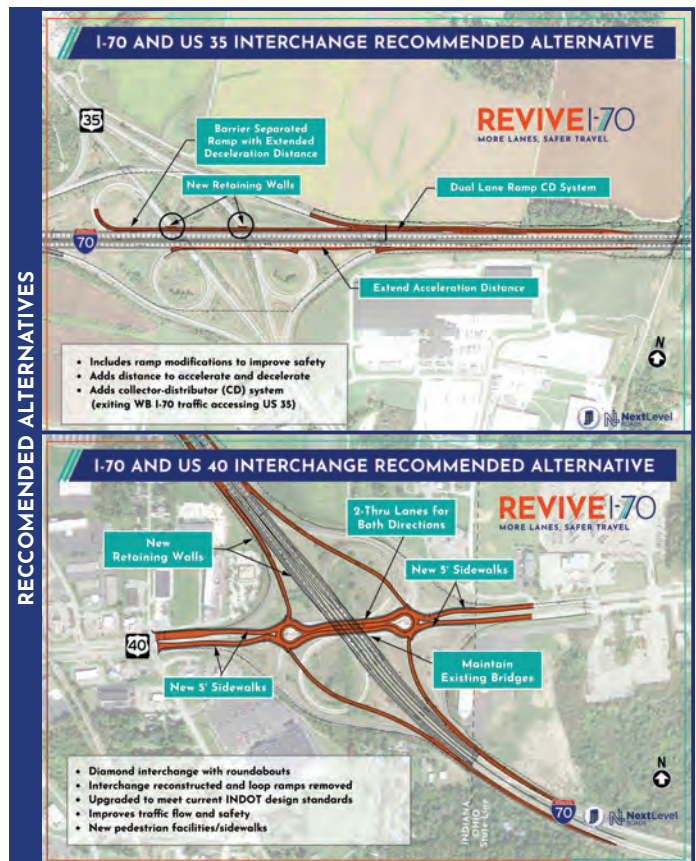
ADDED TRAVEL LANES



- Contract 1 improvements will include added travel lanes.
- Added capacity includes a third lane in each direction.
- Widening work will happen to the inside of existing lanes.
- Contract 2 and 3 improvements are being identified.

WHAT TO EXPECT

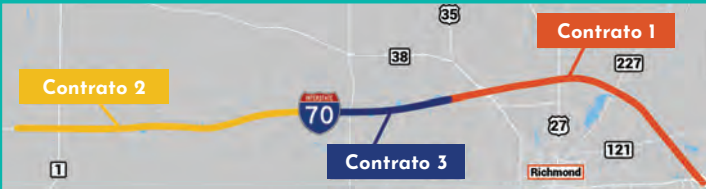
- Environmental analysis and preliminary design are underway.
- The draft environmental document is expected in fall 2023.
- A public hearing and formal comment period will be held.
- Construction duration will depend on phasing and future funding.
- I-70 is expected to remain open to traffic during construction.
- Two lanes of I-70 will be open in each direction during peak travel times.



RECOMMENDED ALTERNATIVES

ENTREGA DE PROYECTOS

El proyecto se dividirá en tres contratos para la entrega del proyecto.



CONTRATO 1

- Parte este del área del proyecto
- Se extiende desde el oeste de la US 35 hasta la línea estatal de Ohio
- Cerca de ocho millas de largo
- Se espera que entre en alquiler a principios de 2024
- Se espera que la construcción comience a fines de 2024
- Se agregarán carriles de circulación, modificaciones de intercambio y reemplazo de pavimento.

CONTRATO 2

- Parte occidental del área del proyecto
- Se extiende desde el oeste de SR 1 hasta el oeste de Centerville
- Casi nueve millas de largo
- Se espera que entre en otoño de 2024

CONTRATO 3

- Parte central del área del proyecto
- Se extiende desde el oeste de Centerville hasta la US 35.
- Casi cuatro millas de largo
- Se espera que entre en 2026 o 2027



Mejorando la I-70 en el condado de Wayne

DESCRIPCIÓN DEL PROYECTO

- Revive I-70 es un proyecto de INDOT para mejorar y ampliar la I-70 en el condado de Wayne.
- El corredor de más de 20 millas se extiende desde el oeste de la ciudad de Cambridge hasta la línea estatal IN/OH.
- Se espera que el proyecto reduzca la congestión, mejore el flujo de tráfico y mejore la seguridad.
- El proyecto se dividirá en tres contratos para la entrega del proyecto.

MEJORAS ANTICIPADAS

- Se esperan carriles de circulación adicionales, mejoras en los puentes y mejoras en los intercambios.
- Se planean mejoras para 41 puentes en el área del proyecto.
- Se esperan mejoras de drenaje y reemplazo de pavimento.
- Se actualizarán la iluminación, la señalización, y las barreras.

MEJORAS AL PUENTE

- Se planean mejoras para 41 puentes en el área del proyecto.
- Se planea la ampliación de 36 puentes que transportan el tráfico de la I-70.
- Ampliación para dar cabida a tres carriles de tráfico futuro.
- El ensanchamiento será hacia el lado interior/mediano.

6 reemplazos de puente
15 grandes rehabilitaciones
14 superposiciones de cubierta
6 puentes, mantenimiento preventivo

LÍNEA DE TIEMPO DEL PROYECTO



CONTÁCTENOS

1-855-INDOT4U (463-6848)

INDOT4U.com

SIGA NUESTRO PROGRESO

ReviveI70.com

Regístrese para recibir actualizaciones por correo electrónico en nuestro sitio web.

Envíe "INDOT ReviveI70" al 468311 para actualizaciones móviles

Para Preguntas En Español

Si usted tiene preguntas o comentarios o le gustaría más información sobre este proyecto en Español, contacta al señor Robert Walker, al teléfono 801-553-3347 o correo electrónico robert.walker@parsons.com.



MEJORAS DEL PROYECTO



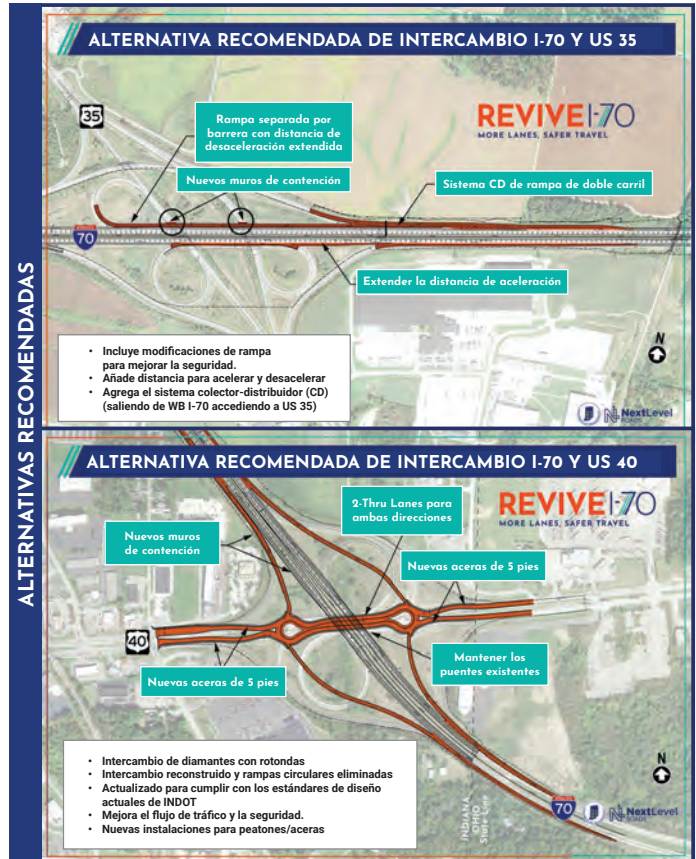
CARRILES DE VIAJE AGREGADOS



- Las mejoras del Contrato 1 incluirán carriles de circulación adicionales.
- La capacidad añadida incluye un tercer carril en cada sentido.
- El trabajo de ampliación se llevará a cabo en el interior de los carriles existentes.
- Se están identificando mejoras en los contratos 2 y 3.

QUE ESPERAR

- El análisis ambiental y el diseño preliminar están en marcha.
- El borrador del documento ambiental se espera para el otoño de 2023.
- Se llevará a cabo una audiencia pública y un período formal de comentarios.
- La duración de la construcción dependerá de las fases y la financiación futura.
- Se espera que la I-70 permanezca abierta al tráfico durante la construcción.
- Dos carriles de la I-70 estarán abiertos en cada dirección durante las horas pico de viaje.



August 2023 PIM Comment Form



Improving I-70 in Wayne County
Comments associated with public information meetings accepted through September 8, 2023.



We want your feedback!

Name: _____

Organization (if applicable): _____

Email Address: _____

Mobile Phone: _____ Zip Code: _____

Do you want to receive updates from the Project Team? Circle one.

Yes | Email Updates Yes | Text Updates Yes | Both No | Neither

How often do you drive this section of I-70? Circle one.

Daily 2-3 times/week Weekly A few times/month Rarely



Improvements expected as part of Contract 1 are expected to include added travel lanes, interchange modifications, and pavement replacement.

Do you have additional feedback regarding the improvements identified?

ReviveI70.com

Improvements for Contracts 2 and 3 are still being identified.

Do you have additional feedback regarding needs or improvements in those areas?

Significant improvements are recommended for the I-70/US 40 interchange.

Please review those recommendations and share any additional thoughts with the Project Team.

Ramp modifications are recommended for the I-70/US 35 interchange.

Please review those recommendations and share any additional thoughts with the Project Team.

Please share any additional thoughts about corridor needs and possible improvements for the project area.

Thank you for your feedback. Complete and leave your comments tonight, upload a scanned copy or share comments at ReviveI70.com.



Mejorando la I-70 en el condado de Wayne

Comentarios asociados con reuniones de información pública aceptados hasta el 8 de septiembre de 2023.



¡Queremos sus comentarios!

Nombre: _____

Organización (si corresponde): _____

Dirección de correo electrónico: _____

Teléfono móvil: _____ Código postal: _____

¿Quieres recibir actualizaciones del Equipo del Proyecto? Un círculo.

Sí | (por correo electrónico) Sí | (por texto) Sí | (Ambos) No | (Ninguno)

¿Con qué frecuencia maneja esta sección de la I-70? Un círculo.

Diariamente | 2-3 veces a la semana | Semanalmente | Algunas veces al mes | Rara vez | Corredor de proyecto (gráfico)



Se espera que las mejoras previstas como parte del Contrato 1 incluyan carriles de circulación adicionales, modificaciones de intercambio y reemplazo de pavimento.

¿Tiene comentarios adicionales sobre las mejoras identificadas?

ReviveI70.com

Aún se están identificando mejoras para los Contratos 2 y 3.

¿Tiene comentarios adicionales sobre las necesidades o mejoras en esas áreas?

Se recomiendan mejoras significativas para el intercambio I-70/US 40..

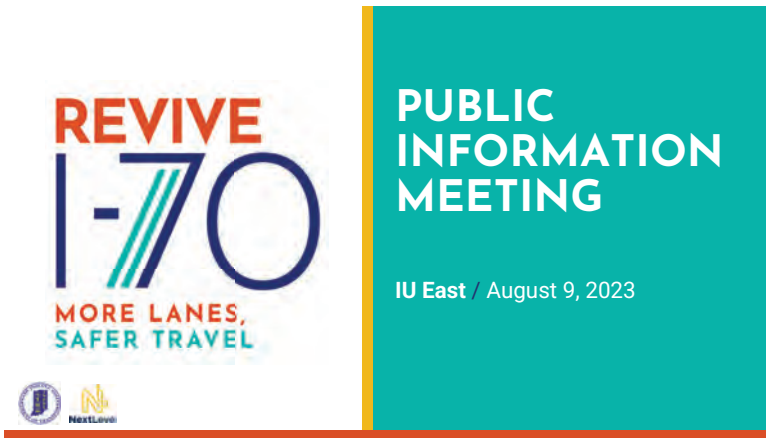
Revise esas recomendaciones y comparta cualquier idea adicional con el equipo del proyecto.

Se recomiendan modificaciones de rampa para el intercambio I-70/US 35.

Revise esas recomendaciones y comparta cualquier idea adicional con el equipo del proyecto.

Comparta cualquier idea adicional sobre las necesidades del corredor y las posibles mejoras para el área del proyecto.

Gracias por tus comentarios. Complete y deje sus comentarios esta noche, cargue una copia escaneada o comparta comentarios en ReviveI70.com.



// PRESENTERS



Mindy Peterson
Public Involvement Director, Parsons



John LaBlonde
Deputy Project Manager, Parsons



// PROJECT AREA



// AGENDA

1. Project Overview
2. Anticipated Improvements
3. Next Steps
4. Follow Our Progress



// AN OVERVIEW

- Revive I-70 will improve I-70 in Wayne County.
- Revive I-70 is expected to **reduce congestion, improve traffic flow, and improve safety.**
- Stretches from west of Cambridge City to the IN/OH state line.



// PROJECT OVERVIEW

- Added travel lanes, bridge improvements and interchange improvements are expected.
- Improvements are planned for 41 bridges in the project area.
- Pavement replacement and drainage improvements are expected.
- Existing lighting, signage, guardrail and barriers will be updated.



// PROJECT DELIVERY

<h3>Contract 1</h3> <ul style="list-style-type: none"> • Eastern portion of the project area • Extends from west of US 35 to the Ohio state line • About eight miles long • Expected to let in early 2024 • Construction expected to begin by late 2024 • Added travel lanes, interchange modifications and pavement replacement 	
<h3>Contract 2</h3> <ul style="list-style-type: none"> • Western portion of the project area • Extends from west of SR 1 to west of Centerville • Nearly nine miles long • Expected to let in fall 2024 	
<h3>Contract 3</h3> <ul style="list-style-type: none"> • Center portion of the project area • Extends from west of Centerville to US 35 • Nearly four miles long • Expected to let in 2026 or 2027 	



// THE BIG PICTURE

- The project is in the environmental and design stage.
- The Project Team is coordinating with local, state and federal officials.
- Input from the public is an important part of developing the project.
- Construction duration will depend on construction phasing and future funding.



ANTICIPATED IMPROVEMENTS

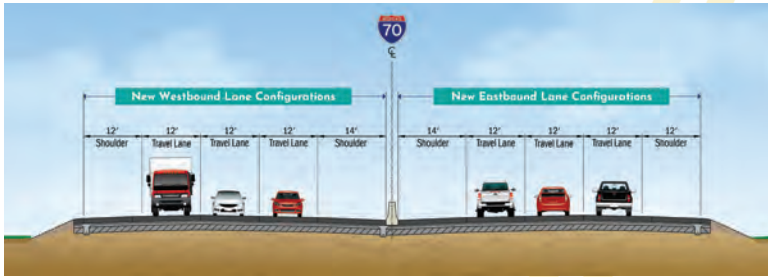
// PROJECT DELIVERY



// ANTICIPATED IMPROVEMENTS



// ADDED TRAVEL LANES



// BRIDGE IMPROVEMENTS

- Improvements are planned for 41 bridges in the project area.
- Widening is planned for 36 bridges carrying I-70 traffic.
- Widening to accommodate three lanes of future traffic.
- Widening will be to the inside/median side.

// ADDED TRAVEL LANES

- Contract 1 improvements include added travel lanes.
- Added capacity includes a third lane in each direction.
- Widening work will happen to the inside of existing lanes.
- Contract 2 and 3 improvements are being identified.



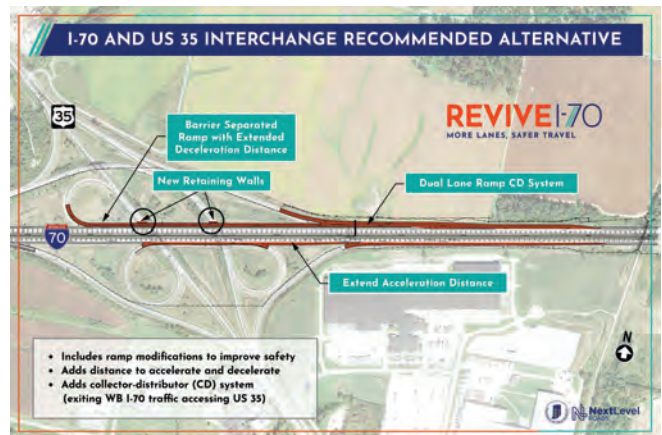
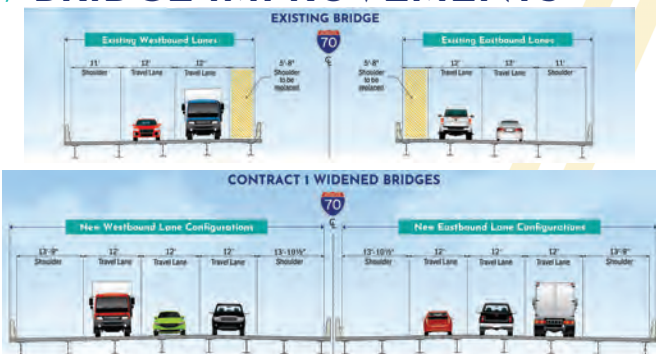
// BRIDGE IMPROVEMENTS

By the Numbers

- 6 bridge replacements
- 15 major rehabilitations
- 14 deck overlays
- 6 bridges, preventive maintenance



// BRIDGE IMPROVEMENTS





// WHAT TO EXPECT



// ADDITIONAL IMPROVEMENTS

- Improved lighting
- Improved signage
- Pavement replacement
- Drainage improvements
- Guardrail/barrier systems upgraded

// THINGS TO KNOW

- Widening will happen mostly to the inside, utilizing the grass median.
- Most of the work will occur in the existing right-of-way.
- Construction is expected to start in late 2024.
- Two lanes of I-70 will be open in each direction during peak travel times during construction.



WHAT TO EXPECT

// PUBLIC INFORMATION MEETING

- Public meeting **tonight**
- Virtual meeting tomorrow, August 10 at 6 p.m. via Microsoft Teams
 - **Hear** from Project Team
 - **Learn** more about Revive I-70
 - **Ask** questions, share feedback
 - **Register** at bit.ly/VirtualMeetingReviveI70



// FOLLOW OUR PROGRESS

- ReviveI70.com
- Text "INDOT REVIVEI70" to **468311**
- Sign up for **email updates** on website
- Social Media
 - **Facebook:** Revive I-70
 - **Twitter:** @ReviveI70



// QUESTIONS AND COMMENTS

Share Your Feedback



www.INDOT4U.com



855-INDOT4U (468-6848)

- **Complete** comment form tonight
- **Upload** scanned copy at ReviveI70.com
- **Share** feedback at on our website



THANK
YOU



Welcome



Project Overview



August 9, 2023 PIM Boards

REVIVE I-70
MORE LANES, SAFER TRAVEL

PROJECT CORRIDOR

Project Corridor
The project stretches 20+ miles from west of Cambridge City to Richmond and the Ohio state line.

➤ Revive I-70 includes many planned improvements for I-70 in Wayne County.

REVIVE I-70
MORE LANES, SAFER TRAVEL

PROJECT DELIVERY

Contract 1

- Eastern portion of the project area
- Extends from west of US 35 to the Ohio state line
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Contract 2

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Contract 3

- Center portion of the project area
- Extends from west of Centerville to US 35
- Nearly four miles long
- Expected to let in 2026 or 2027

REVIVE I-70
MORE LANES, SAFER TRAVEL

PROJECT OVERVIEW

- Revive I-70 will improve I-70 in Wayne County.
- The project stretches 20+ miles from west of Cambridge City to the IN/OH state line.
- It will reduce congestion, improve traffic flow and improve safety.
- Added travel lanes, bridge improvements and interchange improvements are expected.
- Improvements are planned for 41 bridges in the project area.
- Pavement replacement and drainage improvements are expected.
- The project will be divided into three contracts for project delivery.

REVIVE I-70
MORE LANES, SAFER TRAVEL

PROJECT DELIVERY

Project Corridor
The project stretches 20+ miles from west of Cambridge City to Richmond and the Ohio state line.

Anticipated Improvements



Next Steps



FOLLOW OUR PROGRESS

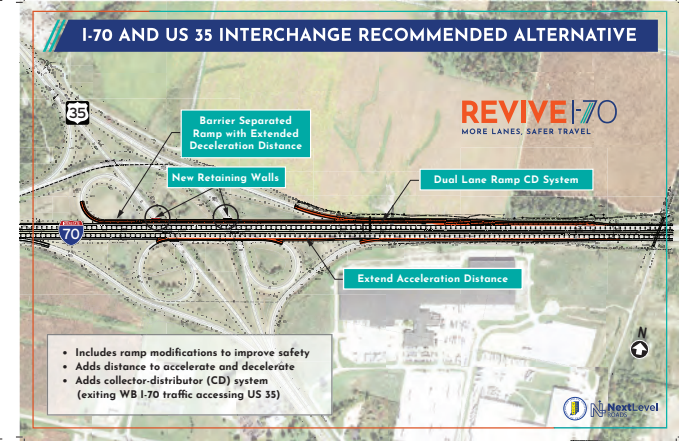
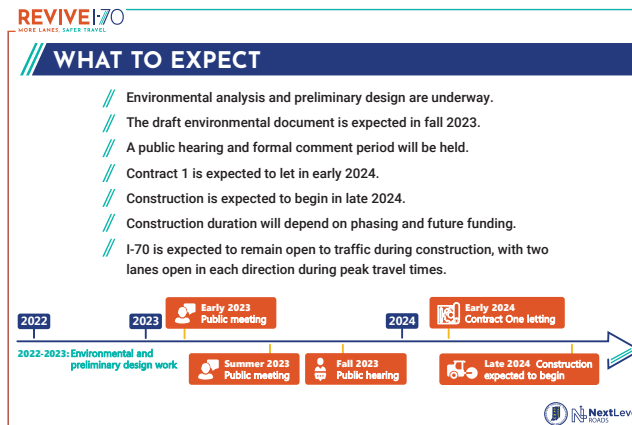
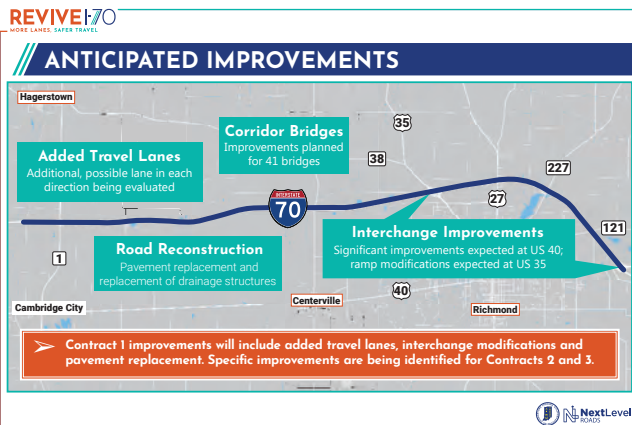
- Revivel70.com
- Sign up for email updates at Revivel70.com.
- Revive I70
- Text "INDOT Revivel70" to 468311 for text updates.

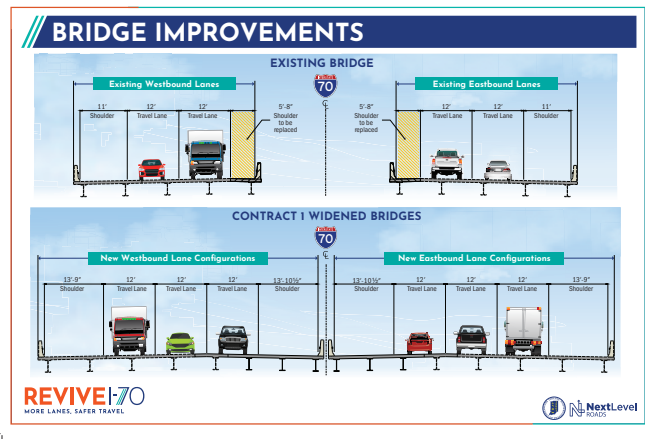
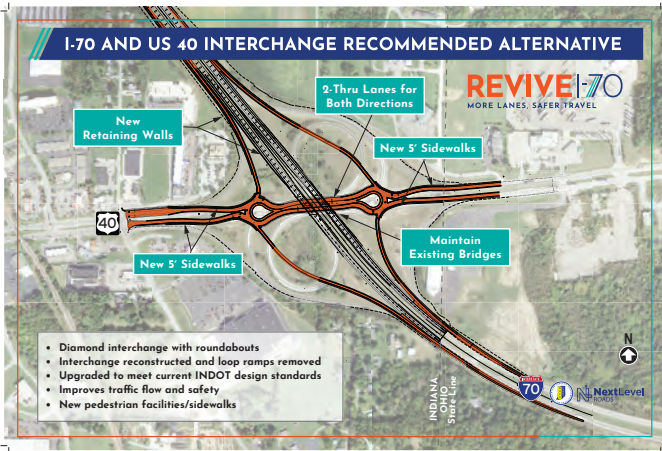
Scan to visit our project website >>>>



CONTACT US

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





Meeting: Public Information Meeting #2
Time and Date: August 9, 2023, 5:30 -7:00 PM
Location: IU East | Whitewater Hall and Auditorium

August 9, 2023
PIM Summary

INDOT Attendees

Danny Corbin
Jonathan Wallace
Kyleigh Cramer
Adelle DuSold
Nathan Riggs
Nicole Fohey-Breiting
Joann Wooldridge

FHWA Attendees

Kari Carmany-George

Project Team Attendees

Mindy Peterson
Berry Craig
Garrett Bunch
Brad Kahn
John LaBlonde
Toby Randolph

There were 37 attendees who signed in at the meeting.

Meeting Purpose: The public information meeting (PIM) provided attendees with a better sense of expected improvements and project delivery for the Revive I-70 project, offered the chance to review meeting materials, sign up for updates, and have discussions with Project Team members during an open house format before and after the project presentation.

1. Meeting Format
 - a. The meeting was an open house format with several display boards, a project handout and comment form. Project Team members were identified with nametags and project shirts.
 - b. A project presentation was held at 6 pm with the open house format continuing afterwards.
2. Project Presentation

- a. The project presentation was led by John LaBlonde (JL), Parsons deputy project manager and Mindy Peterson (MP), Parsons public involvement director.
 - b. Topics included the purpose of the PIM, project overview, anticipated improvements, project delivery, next steps, and project comment channels.
3. Project Overview
- a. Revive I-70 is an Indiana Department of Transportation (INDOT) project to improve I-70 in Wayne County.
 - b. The 20+ mile corridor runs from west of Cambridge City to the IN/OH state line.
 - c. Revive I-70 is expected to reduce congestion, improve traffic flow and improve safety.
 - d. Added travel lanes, bridge improvements and interchange improvements are expected.
 - e. Improvements are planned for 41 bridges in the project area.
 - f. Pavement replacement and drainage improvements are expected.
 - g. Existing lighting, signage, guardrails and barriers will be updated.
 - h. The project is in the environmental and design stage.
 - i. The Project Team is coordinating with local, state and federal officials.
 - j. Input from the public is an important part of developing the project.
 - k. Construction duration will depend on construction phasing and future funding.
4. Anticipated Improvements
- a. Contract 1 improvements will include added travel lanes, interchange modifications, and pavement replacement.
 - b. Widening work will happen to the inside of existing lanes and will include a third lane in each direction.
 - c. Specific improvements are being identified for Contracts 2 and 3.
 - d. Bridge improvements are expected throughout the area:
 - i. 41 bridges in the project area
 - ii. Widening is planned for 36 bridges carrying I-70 traffic
 - iii. Additional improvements to include complete replacements, deck replacements, deck overlays and painting
 - e. Improvements are expected at two interchanges:
 - i. I-70 and US 40 interchange
 - ii. I-70 and US 35/Williamsburg Pike interchange
 - f. Improvements are expected to improve safety and mobility.

- i. Improvements expected to help with merging and weaving.
 - g. Alternatives are being developed.
 - h. Additional improvements include improved lighting and signage, pavement replacement, drainage improvements and guardrail/barrier systems upgraded.
- 5. Project Delivery
 - a. The project will be divided into three contracts for project delivery, with Contract 1 expected to let in early 2024 and with construction expected to begin by late 2024.
 - b. Contract 1 is the eastern portion of the project area. It extends from west of US 35 to the Ohio state line and is about eight miles long. It is expected to let in early 2024 and construction is expected to begin by late 2024. Contract 1 is expected to include added travel lanes, interchange modifications, and pavement replacement.
 - c. Contract 2 is the western portion of the project area. It extends from west of SR 1 to west of Centerville and is nearly nine miles long. It is expected to let in fall 2024.
 - d. Contract 3 is the center portion of the project area. It extends from west of Centerville to US 35 and is nearly four miles long. It is expected to let in 2026 or 2027.
- 6. Next Steps
 - a. Two public meetings are this week. The in-person meeting was tonight, August 9 at IU East, 5:30 to 7pm with a 6pm presentation.
 - b. A virtual meeting is planned for August 10 at 6pm. A registration link was provided.
 - c. A public hearing is expected in late fall 2023.
 - d. We want to know what you think. It's a collaborative process between community and Project Team. You live, work and travel the roads in the area regularly.
 - e. Engagement across the project area is important. Help us identify communities and people in your area – we want them involved in the process.
- 7. Contact Channels
 - a. The project website, ReviveI70.com has project information, FAQs, maps and more. Public meeting materials, along with a recording of the virtual meeting, will be posted there. Sign up for project updates via email (on the project website or text (text "INDOT REVIVEI70" to 468311)).

b. INDOT4U contact channels are used, and all feedback is shared with the Project Team. Be sure to mention Revive I-70 when contacting INDOT4U.

i. www.INDOT4U.com

ii. 855-INDOT4U (468-6848)

8. Questions and Comments

a. MP encouraged attendees to have discussions with Project Team members at display boards and maps, however it's important to capture comments in writing. Complete a comment form this evening or return it to us later.

b. Comment forms can be returned via INDOT4U channels, mailed to the INDOT district or uploaded to the project website.

c. The comment period associated with the initial public meetings runs through Sept. 8.

Personal Contact Information Intentionally Redacted



Improving I-70 in Wayne County

Comments associated with public information meetings accepted t... 2023.



We want your feedback!

Name: Sandra Augustin-Dehner

Organization (if applicable): _____

Email Address: _____

Mobile Phone: _____

Do you want to receive updates from the Project Team? Circle one.

Yes | Email Updates Yes Text Updates Yes | Both No | Neither

How often do you drive this section of I-70? Circle one.

Daily 2-3 times/week Weekly A few times/month Rarely



Improvements expected as part of Contract 1 are expected to include added travel lanes, interchange modifications, and pavement replacement.

Do you have additional feedback regarding the improvements identified?

Five horizontal lines for providing additional feedback.

Improvements for Contracts 2 and 3 are still being identified.

Do you have additional feedback regarding needs or improvements in those areas?

Significant improvements are recommended for the I-70/US 40 interchange.

Please review those recommendations and share any additional thoughts with the Project Team.

Ramp modifications are recommended for the I-70/US 35 interchange.

Please review those recommendations and share any additional thoughts with the Project Team.

Please share any additional thoughts about corridor needs and possible improvements for the project area.

Please consider relegating one of the 3 lanes be for trucks.

Thank you for your feedback. Complete and leave your comments tonight, upload a scanned copy or share comments at ReviveI70.com.



We want your feedback!

Name: Joan Spoonamore

Organization (if applicable): _____

Email Address: _____

Mobile Phone: _____

Do you want to receive updates from the Project Team? Circle one.

Yes | Email Updates | Yes | Text Updates | Yes | Both | No | Neither

How often do you drive this section of I-70? Circle one.

Daily | 2-3 times/week | Weekly | A few times/month | Rarely



Improvements expected as part of Contract 1 are expected to include added travel lanes, interchange modifications, and pavement replacement.

Do you have additional feedback regarding the improvements identified?

Improvements for Contracts 2 and 3 are still being identified.

Do you have additional feedback regarding needs or improvements in those areas?

Significant improvements are recommended for the I-70/US 40 interchange.

Please review those recommendations and share any additional thoughts with the Project Team.

Curious about having sidewalks on 40; are they necessary?

Ramp modifications are recommended for the I-70/US 35 interchange.

Please review those recommendations and share any additional thoughts with the Project Team.

Please share any additional thoughts about corridor needs and possible improvements for the project area.

Strongly would desire one of the three lanes be a truck lane

Thank you for your feedback. Complete and leave your comments tonight, upload a scanned copy or share comments at ReviveI70.com.



We want your feedback!

Name: Kent Carson

Organization (if applicable): _____

Email Address: _____

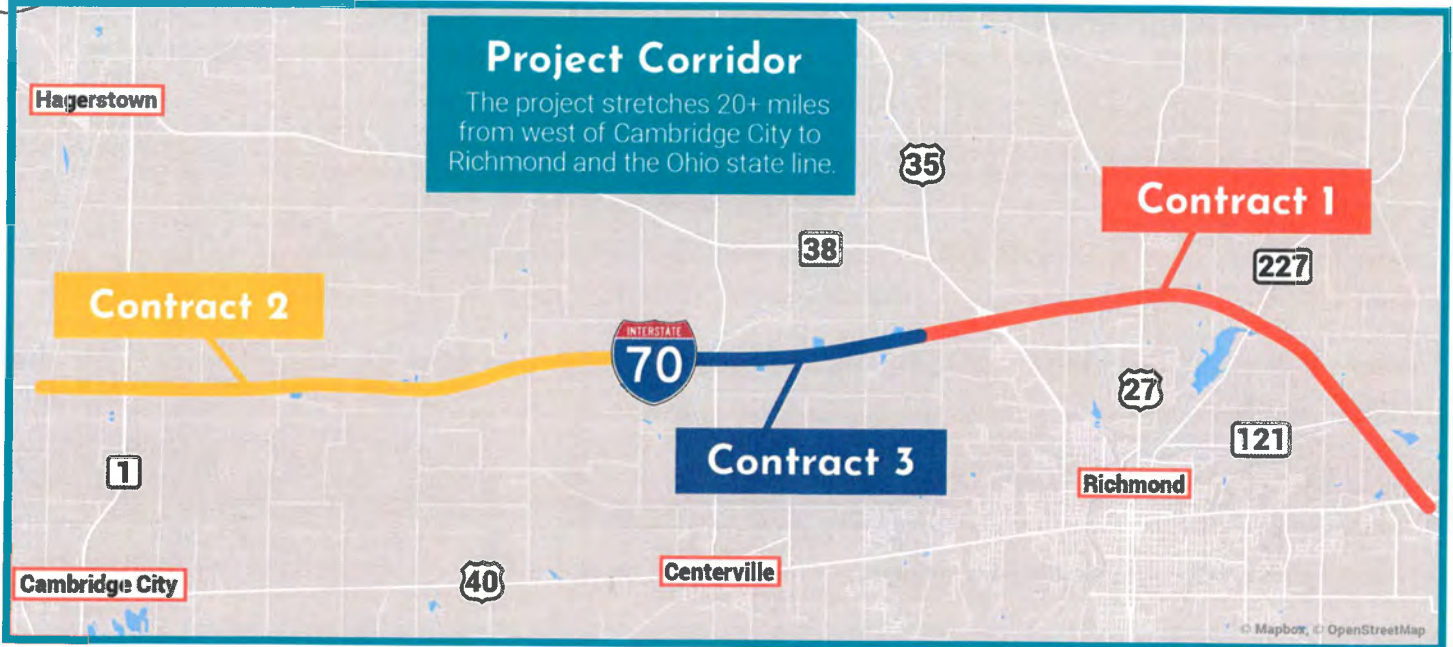
Mobile Phone: _____

Do you want to receive updates from the Project Team? Circle one.

Yes | Email Updates Yes | Text Updates Yes | Both No | Neither

How often do you drive this section of I-70? Circle one.

Daily 2-3 times/week Weekly A few times/month Rarely



Improvements expected as part of Contract 1 are expected to include added travel lanes, interchange modifications, and pavement replacement.

Do you have additional feedback regarding the improvements identified?

Don't need side walks! Waste of money! Nobody, I mean Nobody walks there!
 Don't need traffic circle. Too much going on, you got people coming off 70 East to 40 West cross over first to turn left at old 35 (I hop Leves)
 You should do Contract 2 & 3 first because of the US 27 bridge being closed and rebuilt. With construction on 70 you are going to get wrecks and with US 27 bridge closed there will be no detour routes

Improvements for Contracts 2 and 3 are still being identified.

Do you have additional feedback regarding needs or improvements in those areas?

70 in front of Centerville Rest Area needs to be taking down to the dirt, Road is very bad there. Any updates to Centerville Exit? Was talk about a truck stop at the SW corner of interchange. With expansion of Blue Buffalo and industrial park you will have more truck traffic at this exit

Significant improvements are recommended for the I-70/US 40 interchange.

Please review those recommendations and share any additional thoughts with the Project Team.

No on side walks and traffic circle. Traffic circle are not design to handle simi truck traffic with Petra Truck stop and maybe a new one at the old 76 Truck Stop location you have alot of simi traffic

Ramp modifications are recommended for the I-70/US 35 interchange.

Please review those recommendations and share any additional thoughts with the Project Team.

Please share any additional thoughts about corridor needs and possible improvements for the project area.

Need to add left turn Yellow Arrow for US 27 traffic to IR 70 You have a long site for traffic, there is no reason you can't add the yellow Left turn Arrow to that light

Thank you for your feedback. Complete and leave your comments tonight, upload a scanned copy or share comments at ReviveI70.com.



We want your feedback!

Name: JEFFREY LOCKE

Organization (if applicable): RICHMOND COMMON COUNCIL

Email Address: _____

Mobile Phone: _____

Do you want to receive updates from the Project Team? Circle one.

Yes | Email Updates Yes | Text Updates Yes | Both No | Neither

How often do you drive this section of I-70? Circle one.

Daily 2-3 times/week Weekly A few times/month Rarely



Improvements expected as part of Contract 1 are expected to include added travel lanes, interchange modifications, and pavement replacement.

Do you have additional feedback regarding the improvements identified?

This is a much needed project not only for our area, but as we are the gateway into Indiana our present Interstate Condition is Sad.

Improvements for Contracts 2 and 3 are still being identified.

Do you have additional feedback regarding needs or improvements in those areas?

Significant improvements are recommended for the I-70/US 40 interchange.

Please review those recommendations and share any additional thoughts with the Project Team.

Not a fan of Roundabouts.

Ramp modifications are recommended for the I-70/US 35 interchange.

Please review those recommendations and share any additional thoughts with the Project Team.

Definitely needs improvement

Please share any additional thoughts about corridor needs and possible improvements for the project area.

Combining all 3 Contracts, how many years to complete?

Thank you for your feedback. Complete and leave your comments tonight, upload a scanned copy or share comments at ReviveI70.com.



We want your feedback!

Name: JAMES FARRAR

Organization (if applicable): _____

Email Address: _____

Mobile Phone: _____

Do you want to receive updates from the Project Team? Circle one.

Yes | Email Updates Yes | Text Updates Yes | Both No | Neither

How often do you drive this section of I-70? Circle one.

Daily 2-3 times/week Weekly A few times/month Rarely



Improvements expected as part of Contract 1 are expected to include added travel lanes, interchange modifications, and pavement replacement.

Do you have additional feedback regarding the improvements identified?

A SAFETY BARRIER IS NEEDED AT THE DEAD END OF ELMHURST DRIVE IN RICHMOND, IN. CHILDREN ARE AT RISK OF INJURY FROM DEBRIS FROM I-70 EAST BOUND LANES. SAFETY/SOUND WALLS DURING NEW CONSTRUCTION.



We want your feedback!

Name: Heather Farrar

Organization (if applicable): _____

Email Address: _____

Mobile Phone: _____

Do you want to receive updates from the Project Team? Circle one.

Yes | Email Updates Yes | Text Updates Yes | Both No | Neither

How often do you drive this section of I-70? Circle one.

Daily 2-3 times/week Weekly A few times/month Rarely



Improvements expected as part of Contract 1 are expected to include added travel lanes, interchange modifications, and pavement replacement.

Do you have additional feedback regarding the improvements identified?

The Dead end of Elmhurst Drive needs a safety barrier for I-70 East. Many children play in this area and Debris from I-70 has made its way to the deadend. Safety barrier is needed to prevent injury.

Meeting: Virtual Public Information Meeting #2
Time and Date: August 10, 2023, 6:00 PM
Location: Microsoft Teams

August 10, 2023
PIM Summary

INDOT Attendees

Betsy Whitmore

FHWA Attendees

Abell Gelaye

Project Team Attendees

Mindy Peterson

John LaBlonde

Toby Randolph

Garrett Bunch

Berry Craig

There were 23 virtual public attendees.

Meeting Purpose: The virtual public information meeting (PIM) provided attendees with a better sense of expected improvements and project delivery for the Revive I-70 project

1. Meeting Overview
 - a. Mindy Peterson (MP), Parsons public involvement director, provided an overview of the meeting, explained that mics and cameras were off except for presenters and attendees should use the Chat function to share comments and questions. Questions and comments can be submitted anytime during the presentation. They will be monitored and all will be shared with the Project Team.
 - b. Questions should include preferred contact information for a response from the Project Team. The team expects time to provide short answers that don't require a lengthier response at the end of the presentation.
2. Project Presentation
 - a. The project presentation was led by John LaBlonde (JL), Parsons deputy project manager and Mindy Peterson (MP), Parsons public involvement director.
 - b. Topics included the purpose of the PIM, project overview, anticipated improvements, project delivery, next steps, and project comment channels.
3. Project Overview

- a. Revive I-70 is an Indiana Department of Transportation (INDOT) project to improve I-70 in Wayne County.
 - b. The 20+ mile corridor runs from west of Cambridge City to the IN/OH state line.
 - c. Revive I-70 is expected to reduce congestion, improve traffic flow and improve safety.
 - d. Added travel lanes, bridge improvements and interchange improvements are expected.
 - e. Improvements are planned for 41 bridges in the project area.
 - f. Pavement replacement and drainage improvements are expected.
 - g. Existing lighting, signage, guardrails and barriers will be updated.
 - h. The project is in the environmental and design stage.
 - i. The Project Team is coordinating with local, state and federal officials.
 - j. Input from the public is an important part of developing the project.
 - k. Construction duration will depend on construction phasing and future funding.
4. Anticipated Improvements
- a. Contract 1 improvements will include added travel lanes, interchange modifications, and pavement replacement.
 - b. Widening work will happen to the inside of existing lanes and will include a third lane in each direction.
 - c. Specific improvements are being identified for Contracts 2 and 3.
 - d. Bridge improvements are expected throughout the area:
 - i. 41 bridges in the project area
 - ii. Widening is planned for 36 bridges carrying I-70 traffic
 - iii. Additional improvements to include complete replacements, deck replacements, deck overlays and painting
 - e. Improvements are expected at two interchanges:
 - i. I-70 and US 40 interchange
 - ii. I-70 and US 35/Williamsburg Pike interchange
 - f. Improvements are expected to improve safety and mobility.
 - i. Improvements expected to help with merging and weaving.
 - g. Alternatives are being developed.
 - h. Additional improvements include improved lighting and signage, pavement replacement, drainage improvements and guardrail/barrier systems upgraded.
5. Project Delivery
- a. The project will be divided into three contracts for project delivery, with Contract 1 expected to let in early 2024 and with construction expected to begin by late 2024.

- b. Contract 1 is the eastern portion of the project area. It extends from west of US 35 to the Ohio state line and is about eight miles long. It is expected to let in early 2024 and construction is expected to begin by late 2024. Contract 1 is expected to include added travel lanes, interchange modifications, and pavement replacement.
 - c. Contract 2 is the western portion of the project area. It extends from west of SR 1 to west of Centerville and is nearly nine miles long. It is expected to let in fall 2024.
 - d. Contract 3 is the center portion of the project area. It extends from west of Centerville to US 35 and is nearly four miles long. It is expected to let in 2026 or 2027.
6. Next Steps
- a. Two public meetings are this week. The in-person meeting was last night, August 9 at IU East, 5:30 to 7pm with a 6pm presentation.
 - b. The virtual meeting tonight, August 10, at 6pm. A registration link was provided.
 - c. A public hearing is expected in late fall 2023.
 - d. We want to know what you think. It's a collaborative process between community and Project Team. You live, work and travel the roads in the area regularly.
 - e. Engagement across the project area is important. Help us identify communities and people in your area – we want them involved in the process.
7. Contact Channels
- a. The project website, ReviveI70.com has project information, FAQs, maps and more. Public meeting materials, along with a recording of the virtual meeting, will be posted there. Sign up for project updates via email (on the project website or text (text "INDOT REVIVEI70" to 468311).
 - b. INDOT4U contact channels are used, and all feedback is shared with the Project Team. Be sure to mention Revive I-70 when contacting INDOT4U.
 - i. www.INDOT4U.com
 - ii. 855-INDOT4U (468-6848)
8. Questions and Comments
- a. MP encouraged attendees to have discussions with Project Team members via chat, however it's important to capture comments in writing. Complete a comment form online or share your feedback via INDOT4U.
 - b. Comment forms can be returned via INDOT4U channels, mailed to the INDOT district or uploaded to the project website.
 - c. The comment period associated with the initial public meetings runs through Sept. 8.

A summary of comments from the August 10, 2023 virtual public meeting is below.

Summary:

- 7 comments received via chat
- Questions and comments responded to in conversation during and at the end of the meeting. Mindy Peterson, Parsons public involvement, moderated and John LaBlonde, Parsons deputy project manager, provided responses.
 - Questions pertained to road surfaces, drainage in Contract 1, sidewalk locations and contract timeline

Chat and Comment Log:

Jeff Plasterer: Will new pavement be concrete or asphalt?
Matthew Cain: As part of the environmental study and with mention of new drainage, etc, is it safe to assume that IDEM is actively involved with that process? Concern is for the reservoir being in the area of Contract 1. We (EMA) work closely with them for fuel spills, etc and wanted to ensure they were part of the planning team.
Mary: I'm curious about the sidewalks. Where will they start and where will they end? It just seems like a really odd place for them.
Matthew Cain: Wonderful! Thank you for all your efforts!
Donna Coyle: Thank you for the updates.
Miller: What is estimated time frame from start to finish on phase 1?

DES. # 2002424 (Lead)

LEGAL NOTICE OF PUBLIC HEARING Revive I-70, Wayne County

The Indiana Department of Transportation (INDOT) will host a public hearing on Wednesday, October 4, 2023, in the Stidham Auditorium at Ivy Tech Community College, 2357 Chester Blvd., Richmond, IN 47374. Materials will be available for review 5:30 to 7 p.m. with a 6 p.m. presentation. Formal comments will be taken immediately following the presentation. The purpose of the public hearing is to offer all interested persons an opportunity to comment on current preliminary design plans and the environmental document for the Revive I-70 project in Wayne County. Revive I-70 is an Indiana Department of Transportation (INDOT) project to improve I-70 in Wayne County from west of Cambridge City to the Indiana/Ohio state line. Revive I-70 will reduce congestion, improve traffic flow and improve safety along the I-70 corridor. The purpose of the project is to restore the pavement and extend the service life by at least 30 years, correct geometric deficiencies to meet current INDOT design standards, reduce the frequency and severity of crashes, fulfill state and federal long-range plans for increasing mobility, and improve truck travel reliability.

As proposed, the project involves the construction of two travel lanes (one eastbound and one westbound) in the grass median along a 21-mile section of I-70. This will provide three 12-foot-wide travel lanes in each direction on I-70 separated by a continuous concrete barrier. There will be a 14-foot-wide inside shoulder and a 12-foot-wide outside shoulder. The existing mainline pavement will be replaced and existing lighting, signage, and guardrail/barrier systems will be upgraded. Additionally, the project includes improvements to exit and entrance ramps to I-70, improvements to the US 35 and US 40 interchanges, pavement patching on US 27, improvements to pedestrian facilities, and improvements to 41 bridges.

The 20-mile section of I-70 will be divided into three sections for construction. Contract 1 is the eastern portion of the project. It is approximately 8 miles long and extends from the west side of the US 35 interchange to the Indiana/Ohio state line. Construction of Contract 1 will begin in late 2024. Contract 2 is the western portion of the project. It is approximately 9 miles and extends from the west side of the SR 1 interchange to Centerville. Construction of Contract 2 will begin in 2025. Contract 3 is the middle section of the project. It is approximately 4 miles long and extends from Centerville to the west side of the US 35 interchange. Construction of Contract 3 has not been scheduled. Detailed improvements for Contract 2 and 3 are currently being evaluated and will be determined as design advances.

The Maintenance of Traffic (MOT) plan will maintain two travel lanes in each direction of I-70 at all times. The posted speed limit in the construction zone will be 55 miles per hour (mph). Short-term ramp road closures will occur as necessary. Detours may be needed for the modifications to the I-70/US 40 interchange. The Cardinal Greenway Trail will require a full closure in order to complete adjacent work, and due to the rural nature of the area, a detour will not be provided. Access to the trail north and south of the closed section will be available at existing trailheads. MOT details will be presented during the public hearing. Access to all properties will be maintained during construction.

INDOT will coordinate with emergency services, local school corporation officials and project stakeholders to ensure potential disruptions and impacts are minimized as much as possible. The project will require approximately 1.48 acres of permanent new right-of-way. No temporary right of way will be required.

Federal and state funds are proposed to be used for construction of this project. INDOT and the Federal Highway Administration have agreed that this project poses minimal impact to the natural environment. A Categorical Exclusion, Level 4 (CE-4) environmental document has been prepared for the project. The environmental documentation and preliminary design information is available to view prior at the following locations:

1. Morris-Reeves Library, 80th North 6th Street, Richmond, IN 47374
2. Richmond Municipal Building, 50 North 5th Street, Richmond, IN 47374
3. Centerville Municipal Building, 204 East Main Street, Centerville, IN 47330
4. Cambridge City Building, 127 North Foote Street, Cambridge, IN 47327
5. INDOT Subdistrict, 1241 IN-1, Cambridge, IN 47327
6. Online at ReviveI70.com/ProjectDocuments

Emergency Situation Guidance: During emergency situations, public viewing locations may be limited or prohibited as part of the Notice of Planned Improvement. Project documents may only be available on-line during emergency situations. INDOT and/or the project sponsor will mail project documents upon request.

Project information is available at ReviveI70.com.

Public statements for the record will be taken as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during and for a period of two (2) weeks following the hearing date, will be evaluated, considered and addressed in subsequent environmental documentation. Written comments may be submitted prior to the public hearing and within the comment period to Parsons, 101 West Ohio Street, Suite 2121, Indianapolis, IN 46204, attn. Berry Craig. Comments can be shared online at ReviveI70.com or via email to berry.craig@parsons.com. **INDOT respectfully requests comments be submitted by Thursday, October 19, 2023.**

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 accommodation be required please contact Berry Craig, Parsons, at berry.craig@parsons.com or (270) 705-1640. For additional questions about the Revive I-70 project, contact INDOT at INDOT4U.com or 855-INDOT4U (463-6848). Be sure to reference Revive I-70.

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.

Revive I-70 Stakeholder Mailing List

Public Hearing notices sent via email on September 9, 2023.

Organization	Point of Contact	Title
Federal Highway Administration- Indiana Division Office	Kari Carmany-George	Senior Environmental Program Manager
Federal Highway Administration- Indiana Division Office	Joyce Newland	Planning and Environmental Specialist
Federal Highway Administration- Indiana Division Office	Eryn Fletcher	Sr. Transportation Engineer
National Park Service, Midwest Regional Office	Tokey Boswell	Environmental Coordinator
Natural Resources Conservation Service	John Allen	State Conservationist
U.S. Army Corps of Engineers, Louisville District	Gregory McKay	Chief
U.S. Fish and Wildlife Service, Bloomington Field Office	Robin McWilliams	Field Supervisor
US Department of Housing & Urban Development, Chicago Regional Office	Erik Sandstedt	Field Environmental Officer
US Department of Housing & Urban Development, Chicago Regional Office	Melanie Castillo	Regional Environmental Officer
US Department of Housing & Urban Development, Chicago Regional Office	Paul Lehmann	Regional Environmental Officer
Indiana Department of Environmental Management	Jay Turner	Regional Project Manager
Indiana Department of Natural Resources, Division of Fish and Wildlife	Christie Stanifer	Environmental Coordinator
Indiana State Police	Brent Gulinson	First Sergeant
Indiana DNR Division of Historic Preservation and Archaeology	Beth McCord	Deputy State Historic Preservation Officer
INDOT Greenfield District	Taylor Darrah	Project Manager
INDOT Greenfield District	Kyleigh Cramer	Public Relations Director
INDOT Central Office	Laura Hilden	Director-Environmental Services
INDOT Rail Programs Office	Venetta Keefe	Rail Programs Manager
INDOT Greenfield District	Clark Packer	District Deputy Commissioner
INDOT Cambridge City/Centerville Subdistrict	Patrick Adams	Operations Manager
Eastern Indiana Regional Planning Commission	Jeff Plasterer	Executive Director
Indiana Landmarks, Eastern Regional Office	Jessie Russet	Commissioner-Wayne County
Wayne County Planning and Zoning Office	Steve Higinbotham	Manager
Economic Development Corporation of Wayne County	Valerie Shaffer	President
Wayne County Highway Department	Bob Warner	Wayne County Engineer
Wayne Township	Susan Isaacs	Trustee

Organization	Point of Contact	Title
Wayne County Area Chamber of Commerce	Melissa Vance	President
Wayne County Genealogy Society	Darlene Moegerle	President
Wayne County Historian	Carolyn Lafever	Historian
Wayne County Historical Museum	James Harlan	Executive Director
Wayne County Highway Department	Mike Sharp	Supervisor
Wayne County Surveyor Department	Gordon Moore	Surveyor
Wayne County Highway Department	Brandon Sanders	Highway Engineer
Wayne County Planning and Zoning Office	Laura Miller	Planning and Zoning Head
Wayne County Emergency Communications and Emergency Management	Matthew Cain	Director
City of Richmond	Dave Snow	Mayor
Richmond Fire Department	Tim Brown	Fire Chief
Richmond Fire Department	Joe Buckler	Assistant Fire Chief
Richmond Police Department	Michael Britt	Chief of Police
Richmond Police Department	Kevin Smith	Lieutenant
Richmond Street Department	TL Bosell	Street Commissioner
City of Richmond, MSD	Elijah Welch	MS4 Coordinator
City of Richmond, Parks and Recreation Board	William Engle	President
City of Richmond, Parks and Recreation Board	Denise Retz	Parks Superintendent
City of Richmond, Community Development	Kate Kotan	Coordinator
City of Richmond, Infrastructure and Development	Beth Fields	Director
City of Richmond, Infrastructure and Development	Dustin Purvis	City Planner
City of Richmond, Public Works and Engineering	Greg Steins	Director
City of Richmond, Geographic Information Systems	Grayson Hart	GIS Coordinator
Richmond Community Schools	Bridget Hazelbaker	Communications Coordinator
Richmond Community Schools	Curtis Wright	Superintendent
City of Richmond, Community Development	Josh Imhoff	Community Development Coordinator
Richmond Historic Preservation Commission	Michael Flowers	President
Rose View Transit System	Terri Quinter	Transit Manager
IU East University	Dennis Rome	Chancellor
IU East University	Kathryn Girten	Chancellor
Seton Catholic Schools	Jeneile Matthews	Secretary
Seton Catholic Schools	Natalie Blakely	Communications Secretary

Organization	Point of Contact	Title
Earlham College	Anne Houtman	President
Ivy Tech Community College	Chad Bolser	Chancellor of Richmond Campus
Center City Development Corporation		
Centerville-Abington Community Schools	Mike McCoy	Superintendent
Historic Richmond Depot District Association	Susan Yaeger	Director
Historic Richmond Depot District Association	Rick Parker	President
Historic Richmond Depot District Association	Natalie Ripperger	Executive Director of Model T Museum
Historic Richmond Depot District Association	Frank Schwartzel	Member
Historic Richmond Depot District Association	Roger Richert	Vice President
Historic Richmond Depot District Association	Tracie Robinson	Treasurer
Historic Richmond Depot District Association	Steve Terzini	Member
Preserve Richmond, Inc.	Lynn Johnstone	President
Richmond Columbian Properties	Matthew Stegall	Director
Former City Council Member, at large	Jamie Lopeman	Executive Director
Richmond City Council, At Large	Ronald Oler, Ph. D	Council Member
Richmond City Council, District 6	Gary Turner	Vice President
Richmond City Council, District 5	Jeffrey Locke	Council Member
Former City Council Member, District 5	J. Clayton Miller	President
Former City Council Member, District 3	Bruce Wissel	Council Member
Richmond City Council, District 2	Kelley Cruse-Nicholson	Council Member
Richmond City Council, District 1	Doug Goss	Council Member
Richmond City Council, District 3	Bill Engle	Council Member
Richmond City Council, District 4	Jeff Cappa	Council President
Richmond City Council, At Large	Jane Bumbalough	Council Member
Richmond City Council, At Large	Larry Parker	Council Member
Eastern Shawnee Tribe of Oklahoma	Glenna Wallace	Chief
Miami Tribe of Oklahoma	Douglas Lankford	Chief
Peoria Tribe of Indians of Oklahoma	Craig Harper	Chief
Norfolk Southern Railroad Co.	Diane Hogan	Paralegal
Norfolk Southern Railroad Co.	Steven Aufdenkampe	Regional Manager Environmental Remediation
Norfolk Southern Railroad Co.	Eldridge Chambers	Engineer Public Improvement

PALLADIUM-ITEM

A Division of Federated Publications,
Inc.
1175 North A Street
Richmond, Indiana 47374

Federal Id: 16-0980985

PARSONS CORPORATION

Account #:RCH-0000000534
Order #:0005826559
of Affidavits: 1

This is not an invoice

PARSONS CORPORATION

101 W. OHIO ST
INDIANAPOLIS IN 46204

PUBLISHER'S AFFIDAVIT

STATE OF WISCONSIN, }
County Of Brown } **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 **PALLADIUM ITEM** a newspaper of general circulation printed and published in the English language in the city of Richmond in state of Indiana and county of Wayne, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 2 times., published in issue(s) dated as follows:

Insertion being in issue(s) dated: 09/19/2023
Insertion being in issue(s) dated: 09/26/2023

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.

Tina Jacobs

Date: Sept 26, 2023 Title: Clerk

Subscribed and sworn to before me this 26 day of September, 2023

Kathleen Allen

Notary Public

Notary Expires: 1-7-25

KATHLEEN ALLEN
Notary Public
State of Wisconsin

To: PALLADIUM ITEM

(Governmental Unit)

County, Indiana

Indianapolis, IN

PUBLISHER'S CLAIM

COMPUTATION OF CHARGES

Acct #:RCH-0000000534
Ad #: 0005826559

127 lines, 2 columns wide equals 254 equivalent	\$655.94
lines at \$1.29 per line @ 2 days,	
Website Publication	\$0
Charge for proof(s) of publication	\$0.00
TOTAL AMOUNT OF CLAIM	\$668.44

DATA FOR COMPUTING COST
Width of single column 9.5 ems

Claim No. _____ Warrant No. _____

IN FAVOR OF

PALLADIUM ITEM

A Gannett Newspaper

Wayne County

1175 N. A Street, Richmond, Indiana 47374

\$ _____

On Account of Appropriation For

FED. ID

#16-0980985

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.

_____, 20____

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)~~

LEGAL NOTICE OF PUBLIC HEARING DES. # 2002424 (Lead)
Revive I-70, Wayne County

The Indiana Department of Transportation (INDOT) will host a public hearing on Wednesday, October 4, 2023, in the Stidham Auditorium at Ivy Tech Community College, 2357 Chester Blvd., Richmond, IN 47374. Materials will be available for review 5:30 to 7 p.m. with a 6 p.m. presentation. Formal comments will be taken immediately following the presentation. The purpose of the public hearing is to offer all interested persons an opportunity to comment on current preliminary design plans and the environmental document for the Revive I-70 project in Wayne County. Revive I-70 is an Indiana Department of Transportation (INDOT) project to improve I-70 in Wayne County from west of Cambridge City to the Indiana/Ohio state line. Revive I-70 will reduce congestion, improve traffic flow and improve safety along the I-70 corridor. The purpose of the project is to restore the pavement and extend the service life by at least 30 years, correct geometric deficiencies to meet current INDOT design standards, reduce the frequency and severity of crashes, fulfill state and federal long-range plans for increasing mobility, and improve truck travel reliability.

As proposed, the project involves the construction of two travel lanes (one eastbound and one westbound) in the grass median along a 21-mile section of I-70. This will provide three 12-foot-wide travel lanes in each direction on I-70 separated by a continuous concrete barrier. There will be a 14-foot-wide inside shoulder and a 12-foot-wide outside shoulder. The existing mainline pavement will be replaced and existing lighting, signage, and guardrail/barrier systems will be upgraded. Additionally, the project includes improvements to exit and entrance ramps to I-70, improvements to the US 35 and US 40 interchanges, pavement patching on US 27, improvements to pedestrian facilities, and improvements to 41 bridges.

The 20-mile section of I-70 will be divided into three sections for construction. Contract 1 is the eastern portion of the project. It is approximately 8 miles long and extends from the west side of the US 35 interchange to the Indiana/Ohio state line. Construction of Contract 1 will begin in late 2024. Contract 2 is the western portion of the project. It is approximately 9 miles and extends from the west side of the SR 1 interchange to Centerville. Construction of Contract 2 will begin in 2025. Contract 3 is the middle section of the project. It is approximately 4 miles long and extends from Centerville to the west side of the US 35 interchange. Construction of Contract 3 has not been scheduled. Detailed improvements for Contract 2 and 3 are currently being evaluated and will be determined as design advances.

The Maintenance of Traffic (MOT) plan will maintain two travel lanes in each direction of I-70 at all times. The posted speed limit in the construction zone will be 55 miles per hour (mph). Short-term ramp road closures will occur as necessary. Detours may be needed for the modifications to the I-70/US 40 interchange. The Cardinal Greenway Trail will require a full closure in order to complete adjacent work, and due to the rural nature of the area, a detour will not be provided. Access to the trail north and south of the closed section will be available at existing trailheads. MOT details will be presented during the public hearing. Access to all properties will be maintained during construction. INDOT will coordinate with emergency services, local school corporation officials and project stakeholders to ensure potential disruptions and impacts are minimized as much as possible. The project will require approximately 1.48 acres of permanent new right-of-way. No temporary right of way will be required.

Federal and state funds are proposed to be used for construction of this project. INDOT and the Federal Highway Administration have agreed that this project poses minimal impact to the natural environment. A Categorical Exclusion, Level 4 (CE-4) environmental document has been prepared for the project. The environmental documentation and preliminary design information is available to view prior at the following locations:

1. Morris-Reeves Library, 80th North 6th Street, Richmond, IN 47374
2. Richmond Municipal Building, 50 North 5th Street, Richmond, IN 47374
3. Centerville Municipal Building, 204 East Main Street, Centerville, IN 47330
4. Cambridge City Building, 127 North Foote Street, Cambridge, IN 47327
5. INDOT Subdistrict, 1241 IN-1, Cambridge, IN 47327
6. Online at ReviveI70.com/ProjectDocuments

Emergency Situation Guidance: During emergency situations, public viewing locations may be limited or prohibited as part of the Notice of Planned Improvement. Project documents may only be available on-line during emergency situations. INDOT and/or the project sponsor will mail project documents upon request.

Project information is available at ReviveI70.com.

Public statements for the record will be taken as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during and for a period of two (2) weeks following the hearing date, will be evaluated, considered and addressed in subsequent environmental documentation. Written comments may be submitted prior to the public hearing and within the comment period to Parsons, 101 West Ohio Street, Suite 2121, Indianapolis, IN 46204, attn. Berry Craig. Comments can be shared online at ReviveI70.com or via email to berry.craig@parsons.com. INDOT respectfully requests comments be submitted by Thursday, October 19, 2023.

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 ad-

INDOT, INDOT will provide accommodations for persons of limited English Proficiency (LEP) requiring auxiliary aids including language interpretation services and document conversion. Should accommodation be required please contact Berry Craig, Parsons, at berry.craig@parsons.com or (270) 705-1640. For additional questions about the Revive I-70 project, contact INDOT at INDOT4U.com or 855-INDOT4U (463-6848). Be sure to reference Revive I-70.

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.

RCH - 9/19/2023, 9/26/2023- 0005826559 hspaxlp

PALLADIUM-ITEM

A Division of Federated Publications,
Inc.
1175 North A Street
Richmond, Indiana 47374

Federal Id: 16-0980985

PARSONS CORPORATION

Account #:RCH-0000000534
Order #:0005826559
of Affidavits: 1

This is not an invoice

PARSONS CORPORATION

101 W OHIO ST
INDIANAPOLIS IN 46204

PUBLISHER'S AFFIDAVIT

**STATE OF WISCONSIN, } SS:
County Of Brown**

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 **PALLADIUM ITEM** a newspaper of general circulation printed and published in the English language in the city of Richmond in state of Indiana and county of Wayne, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 2 times., published in issue(s) dated as follows:

Insertion being in issue(s) dated: 09/19/2023
Insertion being in issue(s) dated: 09/26/2023

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.

Kathleen Jacobs

Date: Sept 26, 2023 Title: Clerk

Subscribed and sworn to before me this 26 day of September, 2023

Kathleen Allen

Notary Public

Notary Expires:

1-7-25

KATHLEEN ALLEN
Notary Public
State of Wisconsin

To: PALLADIUM ITEM

(Governmental Unit)

Indianapolis, IN

County, Indiana

PUBLISHER'S CLAIM

COMPUTATION OF CHARGES

Acct #:RCH-0000000534
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INDOT will provide accommodations for persons of limited English Proficiency (LEP) requiring auxiliary aids including language interpretation services and document conversion. Should accommodation be required please contact Berry Craig, Parsons, at berry.craig@parsons.com or (270) 705-1640. For additional questions about the Revive I-70 project, contact INDOT at INDOT4U.com or 855-INDOT4U (463-6848). Be sure to reference Revive I-70.

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RCH - 9/19/2023, 9/26/2023- 0005826559 hspaxlp

October 4, 2023 Public Hearing Sign-in Sheets



Personal Contact Information Intentionally Redacted

Meeting Description: Public Hearing

Meeting Date/Time: October 4, 2023 | 5:30 p.m. ET

Location: Ivy Tech – Stidham Auditorium | Richmond, IN

Name	Address	Phone Number Mobile number for text alerts	Email Address	Project Updates	
				Email	Text
Keith Webster				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Josh Imhof				<input type="checkbox"/>	<input checked="" type="checkbox"/>
Elaine Mollenkopf				<input type="checkbox"/>	<input type="checkbox"/>
Stewie Meyer				<input checked="" type="checkbox"/>	<input type="checkbox"/>
STACY TUTAJER				<input checked="" type="checkbox"/>	<input type="checkbox"/>
DUSTIN PURVIS				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mike Emery				<input type="checkbox"/>	<input type="checkbox"/>
Dennis Rome				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Melinda Wilson				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Kenneth Stapher				<input type="checkbox"/>	<input type="checkbox"/>
Barry Garner				<input checked="" type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>



In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT is required to produce upon request.

REVIVE I-70

Meeting Description: Public Hearing

Meeting Date/Time: October 4, 2023 | 5:30 p.m. ET

Location: Ivy Tech – Stidham Auditorium | Richmond, IN

Name	Address	Phone Number Mobile number for text alerts	Email Address	Project Updates	
				Email	Text
JAMES COLANIS				<input type="checkbox"/>	<input type="checkbox"/>
Drew Passmore				<input type="checkbox"/>	<input type="checkbox"/>
Tyler McGeorge				<input type="checkbox"/>	<input type="checkbox"/>
Deborah McLain				<input type="checkbox"/>	<input type="checkbox"/>
Louie Brunner				<input type="checkbox"/>	<input type="checkbox"/>
Flora Mays				<input type="checkbox"/>	<input type="checkbox"/>
Dana Mollenkopf				<input type="checkbox"/>	<input type="checkbox"/>
SCOTT CARSON				<input checked="" type="checkbox"/>	<input type="checkbox"/>
JAMES MAYER				<input checked="" type="checkbox"/>	<input type="checkbox"/>
ARON OLER				<input type="checkbox"/>	<input type="checkbox"/>
Kari Conway-Gosch				<input type="checkbox"/>	<input type="checkbox"/>
Paige Stoy				<input type="checkbox"/>	<input type="checkbox"/>
JAMES FARRAR				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Kent Carson				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Jane Bumbalough				<input checked="" type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>



In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT is required to produce upon request.

October 4, 2023 Public Hearing Welcome Letter- English



INDIANA DEPARTMENT OF TRANSPORTATION

Date: Wednesday, October 4, 2023

Greeting: Welcome Local Resident, Interested Citizen, and Elected / Local Public Official:

Welcome to the Indiana Department of Transportation's (INDOT) public hearing regarding the proposed Revive I-70 project in Wayne County.

The purpose of this public hearing is to offer all interested persons an opportunity to comment on current design plans and the environmental document for this project.

There are several ways your comments may be presented this evening and following tonight's public hearing. You may submit comments in the following manner:

1. **Complete** a comment form and return it to an INDOT or Project Team representative attending the public hearing. Comment forms are available at the sign-in table and also included in your information packet.
2. **Participate** as speaker during the comment session following tonight's presentation.
3. **E-mail** comments to Berry Craig, Parsons at berry.craig@parsons.com.
4. **Mail** comments to Parsons, 101 West Ohio Street, Suite 2121, Indianapolis, IN 46204, Attn.: Berry Craig.
5. **Visit** [Revivel70.com](https://www.revivel70.com) to learn more about this project and complete a comment form or share feedback.
6. **Submit** comments (or have comments postmarked) by **Thursday, October 19, 2023**. Comments will be reviewed and considered as part of the INDOT decision making process.

Questions? Contact INDOT Customer Service at 1-855-INDOT-4-U (1-855-463-6848) or via [INDOT4U.com](https://www.indot4u.com). Please mention Revive I-70.

The Greenfield District is responsible for maintaining 4,375 lane miles of state roads, 1,300 lane miles of interstate, 1,366 large culverts, 1,133 state bridges, 194 snow routes, 539 traffic signals, 146 flashers, 51,500 road signs, and 1,500 panel signs.

There are five sub districts (Albany, Cambridge, Greenfield, Indianapolis and Tipton) and 15 counties (Delaware, Fayette, Hamilton, Hancock, Henry, Howard, Jay, Madison, Marion, Randolph, Rush, Shelby, Tipton, Union and Wayne) in the east-central Indiana district.



Public Hearing Agenda

Project Open House
Formal Presentation
Public Comment Session
Project Open House

All substantive comments received during the formal comment period (prior to, during and following the public hearing) will be evaluated and responded to in writing within subsequent project documentation. The documentation will address concerns presented during the public hearing process and describe project decisions reached following careful consideration of the views and concerns of the public.

The project team will be available in the display area to explain project details and address questions prior to and following the public hearing.

The draft environmental document is available for public review and inspection at the following locations:

- Morris-Reeves Library, 80th North 6th Street, Richmond, IN 47374
- Richmond Municipal Building, 50 North 5th Street, Richmond, IN 47374
- Centerville Municipal Building, 204 East Main Street, Centerville, IN 47330
- Cambridge City Building, 127 North Foote Street, Cambridge, IN 47327
- INDOT Subdistrict, 1241 IN-1, Cambridge, IN 47327 | 855-INDOT4U (463-6848) | [INDOT4U.com](https://www.indot4u.com)
- Online at [Revivel70.com/ProjectDocuments](https://www.revivel70.com/ProjectDocuments)

Contact INDOT Customer Service at 1-855-463-6848 (855-INDOT4U) or [INDOT4U.com](https://www.indot4u.com) with questions. Be sure to reference Revive I-70.

Thank you for attending tonight's public hearing.

Thank you for attending this evening's public hearing. Please submit comments by using the available comment form. INDOT appreciates your attendance and participation this evening.

October 4, 2023 Public Hearing Welcome Letter- Spanish



INDIANA DEPARTMENT OF TRANSPORTATION

Fecha: miércoles 4 de octubre de 2023

Saludo: Bienvenido residente local, ciudadano interesado y funcionario público electo/local:

Bienvenido a la audiencia pública del Departamento de Transporte de Indiana (INDOT) sobre la propuesta del proyecto Revive I-70 en el condado de Wayne.

El propósito de esta audiencia pública es ofrecer a todas las personas interesadas la oportunidad de comentar sobre los planes de diseño actuales y el documento ambiental de este proyecto.

Hay varias maneras en que se pueden presentar sus comentarios esta noche y después de la audiencia pública de esta noche. Puede enviar comentarios de la siguiente manera:

1. **Completar** un formulario de comentarios y devuélvalo a un representante del INDOT o del equipo del proyecto que asista a la audiencia pública. Los formularios para comentarios están disponibles en la mesa de registro y también se incluyen en su paquete de información.
2. **Participar** como orador durante la sesión de comentarios después de la presentación de esta noche.
3. **Comentarios** por correo electrónico a Berry Craig, Parsons en berry.craig@parsons.com.
4. **Envíe** los comentarios por correo a Parsons, 101 West Ohio Street, Suite 2121, Indianápolis, IN 46204, a la atención de: Berry Craig.
5. **Visita** [Revivel70.com](https://www.revivel70.com) para obtener más información sobre este proyecto y completar un formulario de comentarios o compartir comentarios..
6. **Envíe** comentarios (o envíe los comentarios) con matasellos del **jueves 19 de octubre de 2023**. Los comentarios serán revisados y considerados como parte del proceso de toma de decisiones del INDOT.

¿Preguntas? Comuníquese con el Servicio de atención al cliente de INDOT al 1-855-INDOT-4-U (1-855-463-6848) o a través de [INDOT4U.com](https://www.indot4u.com). Por favor mencione Revive I-70.

El distrito de Greenfield es responsable del mantenimiento de 4,375 millas de carriles de carreteras estatales, 1,300 millas de carriles de carreteras interestatales, 1,366 grandes alcantarillas, 1,133 puentes estatales, 194 rutas de nieve, 539 señales de tránsito, 146 luces intermitentes, 51,500 señales de tránsito y 1,500 paneles de señalización..



Hay cinco subdistritos (Albany, Cambridge, Greenfield, Indianápolis y Tipton) y 15 condados (Delaware, Fayette, Hamilton, Hancock, Henry, Howard, Jay, Madison, Marion, Randolph, Rush, Shelby, Tipton, Union y Wayne) en el distrito centro-este de Indiana.

Agenda de audiencia pública

Casa abierta del Proyecto
Presentación formal
Sesión de comentarios públicos
Casa abierta del proyecto

Todos los comentarios sustanciales recibidos durante el período de comentarios formales (antes, durante y después de la audiencia pública) serán evaluados y respondidos por escrito dentro de la documentación posterior del proyecto. La documentación abordará las inquietudes presentadas durante el proceso de audiencia pública y describirá las decisiones del proyecto alcanzadas luego de una cuidadosa consideración de las opiniones e inquietudes del público.

El equipo del proyecto estará disponible en el área de exhibición para explicar los detalles del proyecto y responder preguntas antes y después de la audiencia pública.

El borrador del documento ambiental está disponible para revisión e inspección pública en los siguientes lugares::

- Morris-Reeves Library, 80th North 6th Street, Richmond, IN 47374
- Richmond Municipal Building, 50 North 5th Street, Richmond, IN 47374
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Comuníquese con el Servicio de atención al cliente de INDOT al 1-855-463-6848 (855-INDOT4U) o con [INDOT4U.com](https://www.indot4u.com) si tiene preguntas. Asegúrese de hacer referencia a Revive I-70.

Gracias por asistir a la audiencia pública de esta noche.

Gracias por asistir a la audiencia pública de esta noche. Envíe sus comentarios utilizando el formulario de comentarios disponible. INDOT agradece su asistencia y participación esta noche.

PROJECT DELIVERY

The project will be divided into three contracts for project delivery.



CONTRACT 1

- Eastern portion of the project area
- Extends from west of US 35 to the Ohio state line
- About eight miles long
- Expected to let in early 2024
- Construction expected to begin by late 2024
- Added travel lanes, interchange modifications and pavement replacement

CONTRACT 2

- Western portion of the project area
- Extends from west of SR 1 to west of Centerville
- Nearly nine miles long
- Expected to let in fall 2024

CONTRACT 3

- Center portion of the project area
- Extends from west of Centerville to US 35
- Nearly four miles long
- Expected to let in 2026 or 2027

REVIVE I-70

MORE LANES, SAFER TRAVEL

Improving I-70 in Wayne County

PROJECT OVERVIEW

- Revive I-70 is an INDOT project to improve and expand I-70 in Wayne County
- The 20+ mile corridor runs from west of Cambridge City to the IN/OH state line.
- The project is expected to reduce congestion, improve traffic flow, and improve safety.
- The project will be divided into three contracts for project delivery.

ANTICIPATED IMPROVEMENTS

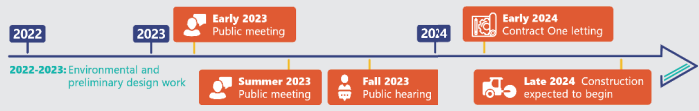
- Added travel lanes and bridge improvements are expected.
- Interchange and ramp improvements are also anticipated.
- Pavement replacement and drainage improvements are expected.
- Lighting, signage, guardrail and barriers will be updated.

BRIDGE IMPROVEMENTS

- Improvements are planned for 41 bridges in the project area.
- Widening is planned for 36 bridges carrying I-70 traffic.
- Widening to accommodate three lanes of future traffic.
- Widening will be to the inside/median side.

8 bridge replacements
15 major rehabilitations
14 deck overlays
4 bridges, preventive maintenance

PROJECT TIMELINE



CONTACT US

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

FOLLOW OUR PROGRESS

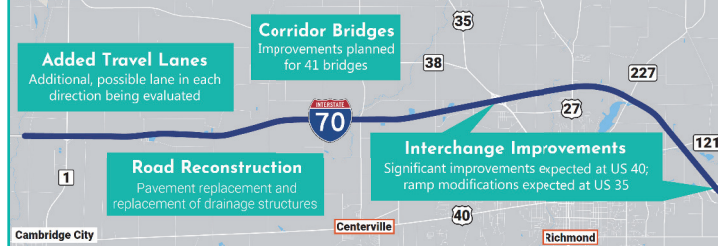
- ReviveI70.com
- Sign up for email updates on our website.
- Text "INDOT ReviveI70" to 468311 for mobile updates

Para Preguntas En Español

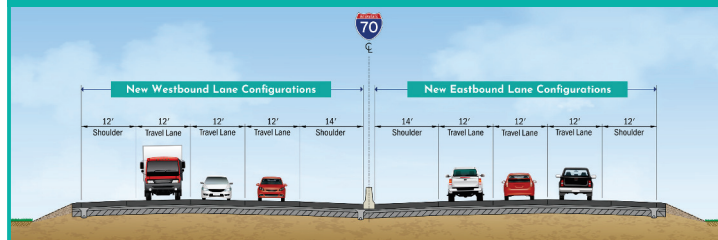
Si usted tiene preguntas o comentarios o le gustaría más información sobre este proyecto en Español, contacta al señor Robert Walker, al teléfono 801-553-3347 o correo electrónico robert.walker@parsons.com.



PROJECT IMPROVEMENTS



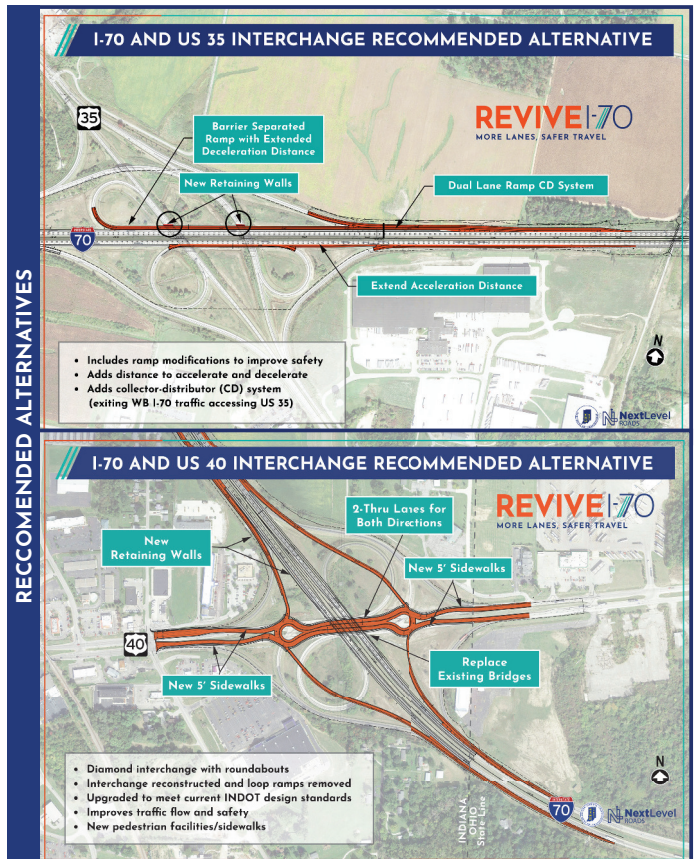
ADDED TRAVEL LANES



- Contract 1 improvements will include added travel lanes.
- Added capacity includes a third lane in each direction.
- Widening work will happen to the inside of existing lanes.
- Contract 2 and 3 improvements are being identified.

MAINTENANCE OF TRAFFIC (MOT)

- Two lanes of travel along I-70 will be maintained in each direction during peak travel times.
- The posted speed limit in the construction zone will be 55 miles per hour (mph).
- Short-term ramp road closures will occur as necessary.
- Detours may be needed for the modifications to the I-70/US 40 interchange.
- Cardinal Greenway Trail
- The Cardinal Greenway Trail will require a full closure of approximately 180 days to complete adjacent work. A detour will not be provided.
- Access to the trail north and south of the closed section will be available at existing trailheads.



ENTREGA DE PROYECTOS

El proyecto se dividirá en tres contratos para la entrega del proyecto.



REVIVE I-70

MORE LANES, SAFER TRAVEL

Mejorando la I-70 en el condado de Wayne

DESCRIPCIÓN DEL PROYECTO

- Revive I-70 es un proyecto de INDOT para mejorar y ampliar la I-70 en el condado de Wayne.
- El corredor de más de 20 millas se extiende desde el oeste de la ciudad de Cambridge hasta la línea estatal IN/OH.
- Se espera que el proyecto reduzca la congestión, mejore el flujo de tráfico y mejore la seguridad.
- El proyecto se dividirá en tres contratos para la entrega del proyecto.

MEJORAS ANTICIPADAS

- Se esperan carriles de circulación adicionales y mejoras en los puentes.
- También se anticipan mejoras en los intercambios y rampas.
- Se esperan mejoras de drenaje y reemplazo de pavimento.
- Se actualizarán la iluminación, la señalización, y las barreras.

MEJORAS AL PUENTE

- Se planean mejoras para 41 puentes en el área del proyecto.
- Se planea la ampliación de 36 puentes que transportan el tráfico de la I-70.
- Ampliación para dar cabida a tres carriles de tráfico futuro.
- El ensanchamiento será hacia el lado interior/mediano.

6 reemplazos de puente
15 grandes rehabilitaciones
14 superposiciones de cubierta
6 puentes, mantenimiento preventivo

LÍNEA DE TIEMPO DEL PROYECTO



CONTÁCTENOS

1-855-INDOT4U (463-6848)

INDOT4U.com

SIGA NUESTRO PROGRESO

ReviveI70.com

Regístrese para recibir actualizaciones por correo electrónico en nuestro sitio web.

Envíe "INDOT ReviveI70" al 468311 para actualizaciones móviles

Para Preguntas En Español

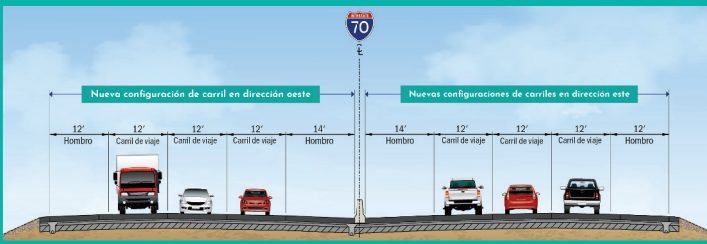
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MEJORAS DEL PROYECTO

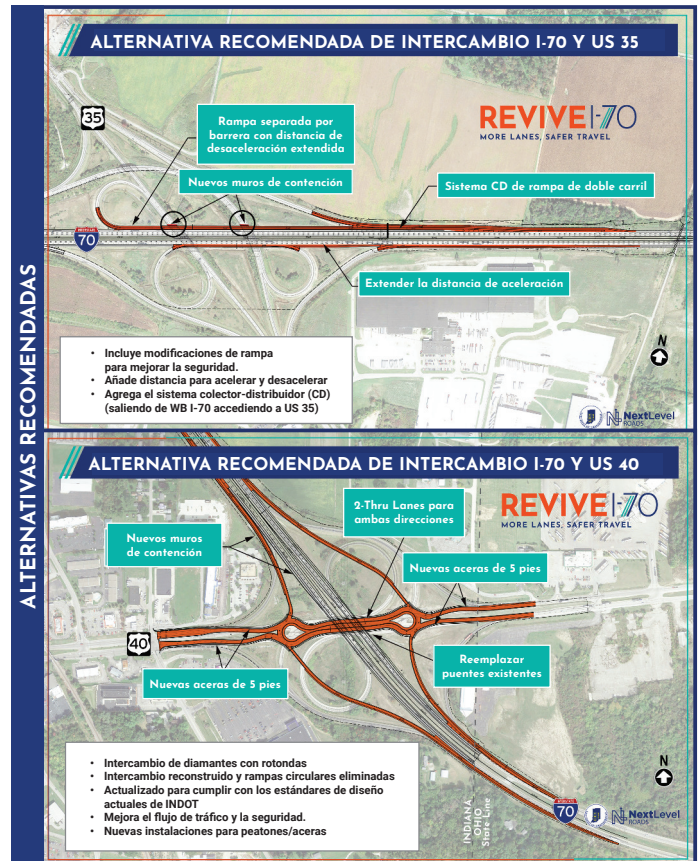


CARRILES DE VIAJE AGREGADOS



MANTENIMIENTO DEL TRÁFICO (MOT)

- Se mantendrán dos carriles de circulación a lo largo de la I-70 en cada dirección durante las horas pico de viaje.
 - El límite de velocidad publicado en la zona de construcción será de 55 millas por hora (mph).
 - Se producirán cierres de caminos de rampa a corto plazo según sea necesario.
 - Es posible que se necesiten desvíos para las modificaciones al intercambio I-70/US 40
- Sendero Cardinal Greenway**
- El Cardinal Greenway Trail requerirá un cierre total para completar el trabajo adyacente. No se proporcionará un desvío.
 - El acceso al sendero al norte y al sur de la sección cerrada estará disponible en los comienzos de los senderos existentes.



October 4, 2023 Public Hearing Comment Form- English



Improving I-70 in Wayne County

Comments associated with the public hearing accepted through October 19, 2023.



We want your feedback!

Name: _____

Organization (if applicable): _____

Email Address: _____

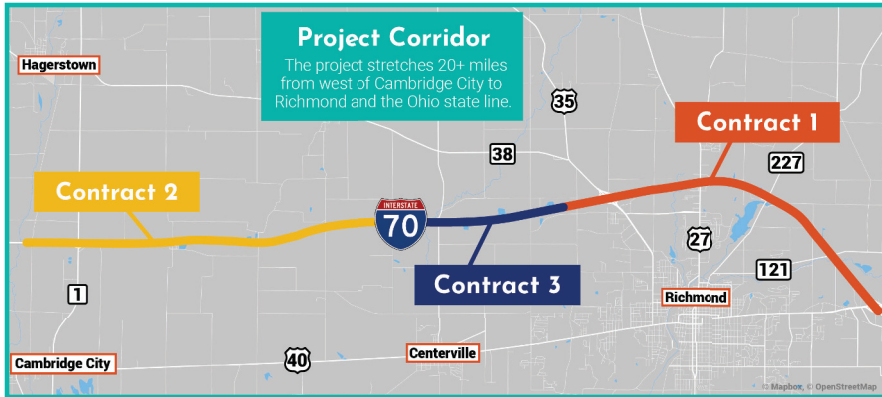
Mobile Phone: _____ Zip Code: _____

Do you want to receive updates from the Project Team? Circle one.

Yes | Email Updates Yes | Text Updates Yes | Both No | Neither

How often do you drive this section of I-70? Circle one.

Daily 2-3 times/week Weekly A few times/month Rarely



Improvements expected as part of Contract 1 are expected to include added travel lanes, interchange modifications, and pavement replacement.

Do you have additional feedback regarding the improvements identified?

Improvements for Contracts 2 and 3 are still being identified.

Do you have additional feedback regarding needs or improvements in those areas?

Significant improvements are recommended for the I-70/US 40 interchange.

Please review those recommendations and share any additional thoughts with the Project Team.

Ramp modifications are recommended for the I-70/US 35 interchange.

Please review those recommendations and share any additional thoughts with the Project Team.

Please share any additional thoughts about corridor needs and possible improvements for the project area.

Written comments may be submitted within the comment period to Parsons, 101 West Ohio Street, Suite 2121, Indianapolis, IN 46204, attn. Berry Craig. Comments can be shared online at ReviveI70.com or via email to berry.craig@parsons.com.

October 4, 2023 Public Hearing Comment Form- Spanish



Mejorando la I-70 en el condado de Wayne

Comentarios asociados a la audiencia pública aceptados hasta el 19 de octubre de 2023.



¡Queremos sus comentarios!

Nombre: _____

Organización (si corresponde): _____

Dirección de correo electrónico: _____

Teléfono móvil: _____ Código postal: _____

¿Quieres recibir actualizaciones del Equipo del Proyecto? Un círculo.
 Sí | (por correo electrónico) Sí | (por texto) Sí | (Ambos) No | (Ninguno)

¿Con qué frecuencia maneja esta sección de la I-70? Un círculo.
 Diariamente | 2-3 veces a la semana | Semanalmente | Algunas veces al mes | Rara vez | Corredor de proyecto (gráfico)



Se espera que las mejoras previstas como parte del Contrato 1 incluyan carriles de circulación adicionales, modificaciones de intercambio y reemplazo de pavimento.

¿Tiene comentarios adicionales sobre las mejoras identificadas?

Aún se están identificando mejoras para los Contratos 2 y 3.
 ¿Tiene comentarios adicionales sobre las necesidades o mejoras en esas áreas?

Se recomiendan mejoras significativas para el intercambio I-70/US 40.
 Revise esas recomendaciones y comparta cualquier idea adicional con el equipo del proyecto.

Se recomiendan modificaciones de rampa para el intercambio I-70/US 35.
 Revise esas recomendaciones y comparta cualquier idea adicional con el equipo del proyecto.

Comparta cualquier idea adicional sobre las necesidades del corredor y las posibles mejoras para el área del proyecto.

Se pueden enviar comentarios por escrito dentro del período de comentarios a Parsons, 101 West Ohio Street, Suite 2121, Indianápolis, IN 46204, atención. Berry Craig. Los comentarios se pueden compartir en línea en ReviveI70.com o por correo electrónico a berry.craig@parsons.com.

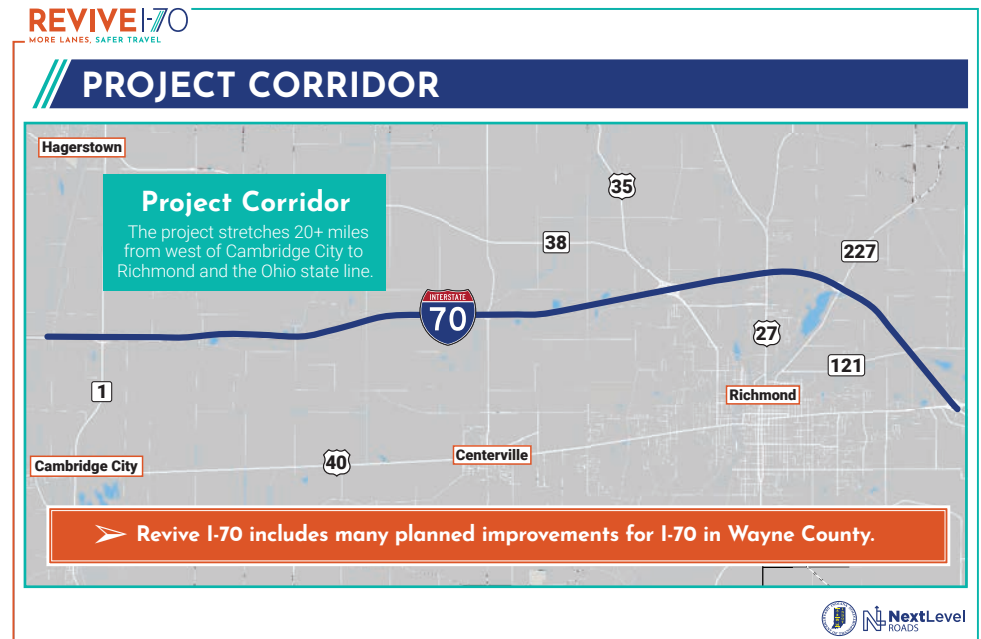
Welcome



Project Overview



Public Hearing



PROJECT OVERVIEW



Revive I-70 will **improve I-70** in Wayne County.



The project stretches 20+ miles from west of Cambridge City to the IN/OH state line.



It will **reduce congestion, improve traffic flow and improve safety.**



Added travel lanes, bridge improvements and interchange improvements are expected.



Improvements are planned for 41 bridges in the project area.



Pavement replacement and drainage improvements are expected.



The project will be divided into **three contracts for project delivery.**



MAINTENANCE OF TRAFFIC (MOT)



Two lanes of travel along I-70 will be maintained in each direction **at all times.**



The posted speed limit in the construction zone will be **55 miles per hour (mph).**



Short-term ramp road closures will occur as necessary.



Detours may be needed for the modifications to the I-70/US 40 interchange.

Cardinal Greenway Trail



The Cardinal Greenway Trail will require a full closure of approximately 180 days to complete adjacent work. A detour will not be provided.



Access to the trail north and south of the closed section will be available at existing trailheads.



PROJECT DELIVERY

Contract 1



- Eastern portion of the project area • Extends from west of US 35 to the Ohio state line • About eight miles long
- Expected to let in early 2024 • Construction expected to begin by late 2024
- Added travel lanes, interchange modifications and pavement replacement

Contract 2



- Western portion of the project area
- Extends from west of SR 1 to west of Centerville
- Nearly nine miles long
- Expected to let in fall 2024

Contract 3



- Center portion of the project area
- Extends from west of Centerville to US 35
- Nearly four miles long
- Expected to let in 2026 or 2027



PROJECT DELIVERY



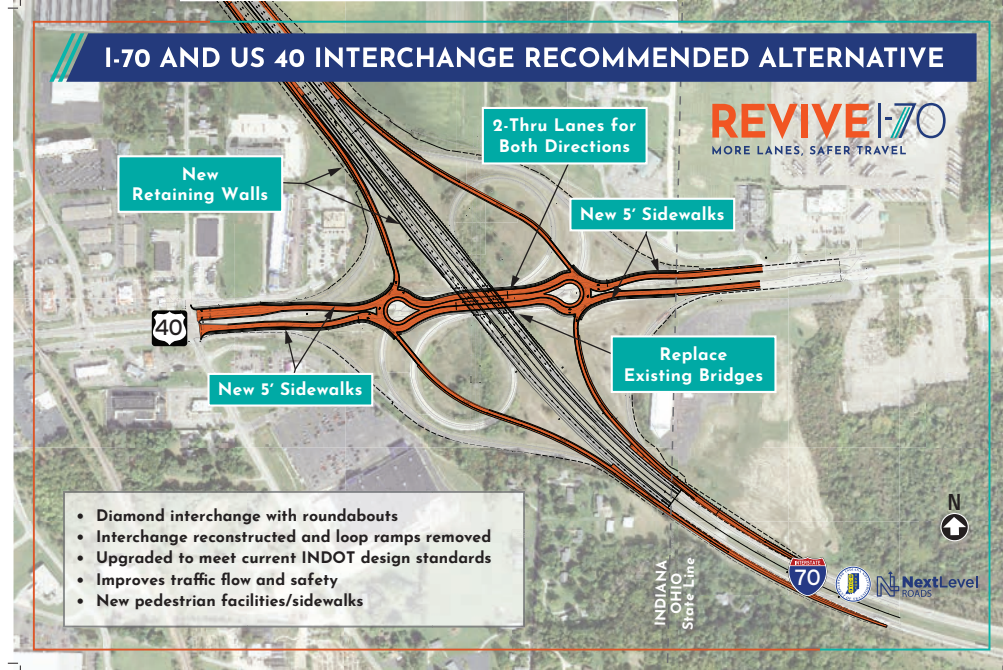
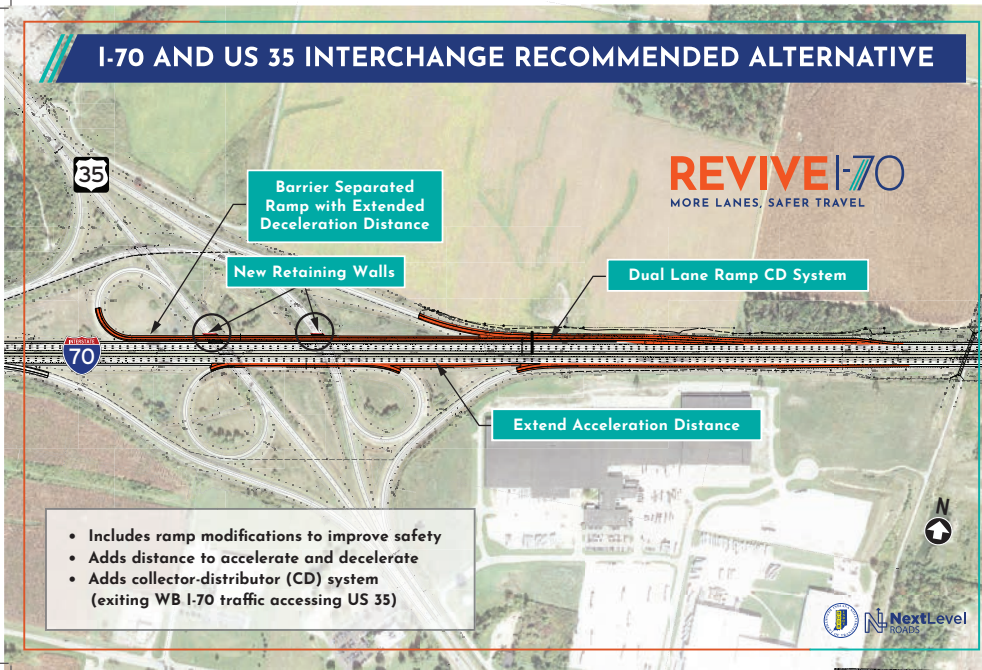
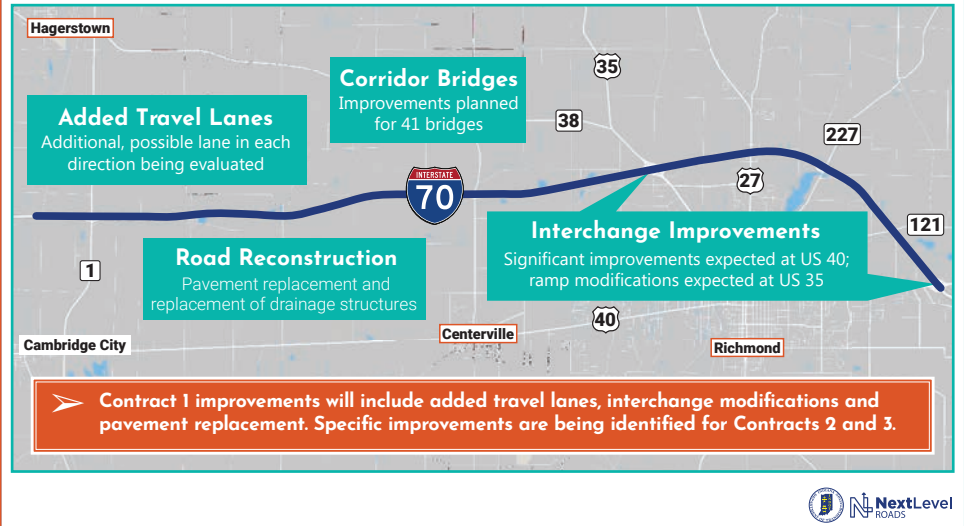
Anticipated Improvements

REVIVE
I-70
MORE LANES,
SAFER TRAVEL



REVIVE I-70
MORE LANES, SAFER TRAVEL

ANTICIPATED IMPROVEMENTS



I-70 ADDED TRAVEL LANES

- Contract 1 improvements will include added travel lanes.
- Added capacity includes a third lane in each direction.
- Widening work will happen to the inside of existing lanes.
- Contract 2 and 3 improvements are being identified.

REVIVE I-70
MORE LANES, SAFER TRAVEL

BRIDGE IMPROVEMENTS

EXISTING BRIDGE

CONTRACT 1 WIDENED BRIDGES

REVIVE I-70
MORE LANES, SAFER TRAVEL

BRIDGE IMPROVEMENTS

- Improvements are planned for 41 bridges in the project area.
- Widening is planned for 36 bridges carrying I-70 traffic.
- Widening to accommodate three lanes of future traffic.
- Widening will be to the inside/median side.

Additional Improvements

- 8 bridge replacements
- 15 major rehabilitations
- 14 deck overlays
- 4 bridges, preventive maintenance

REVIVE I-70
MORE LANES, SAFER TRAVEL

Next Steps

REVIVE I-70
MORE LANES, SAFER TRAVEL

WHAT TO EXPECT

- // Environmental analysis and preliminary design are underway.
- // The draft environmental document is expected in fall 2023.
- // A public hearing and formal comment period will be held.
- // Contract 1 is expected to let in early 2024.
- // Construction is expected to begin in late 2024.
- // Construction duration will depend on phasing and future funding.
- // I-70 is expected to remain open to traffic during construction, with two lanes open in each direction during peak travel times.



PUBLIC HEARING AND FORMAL COMMENTS

- Sign up to share formal comments
- Comments are limited to 3 minutes

- // **COMMENT PERIOD ENDS OCTOBER 19**
- // **Verbal comment tonight**
 - Sign-up to speak at the registration table
- // **Written comments**
 - Comment box tonight
 - By mail after hearing
 - By email after hearing
- // **Call INDOT customer service**
 - Please mention "Revive I-70" in correspondence
 - 1-855-INDOT4U (463-6848)
 - INDOT4U.com



FOLLOW OUR PROGRESS

- ReviveI70.com
- Sign up for email updates at ReviveI70.com.
- Revive I70
- Text "INDOT ReviveI70" to 468311 for text updates.

Scan to visit our project website



CONTACT US

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



October 4, 2023 Public Hearing Presentation Slides



PUBLIC HEARING

Ivy Tech / October 4, 2023



// PRESENTERS



Mindy Peterson
Public Involvement Director, Parsons



John LaBlonde
Deputy Project Manager, Parsons



// AGENDA

1. Public Hearing Overview
2. Project Overview
3. Anticipated Improvements
4. Next Steps
5. Public Comments



PUBLIC HEARING OVERVIEW



// PUBLIC HEARING AND FORMAL COMMENTS

- Sign up to share formal comments.
- Verbal comment period follows the presentation.
- Speakers will be called in the order they signed up.
- Comments are limited to 3 minutes.
- Time warning will be provided.



// FORMAL COMMENT PERIOD

Comment Period Ends October 19

- Several ways to provide comments
- Tonight's comment period is only one opportunity.
- All comments are considered equally, regardless of comment channel.
- Final environmental document will address comments received.



// FORMAL COMMENT PERIOD

Comment Channels

- Verbal comments tonight
- Written comments
- Placed in comment box tonight
- By mail after hearing
- By email after hearing
- Call INDOT customer service

Comments must be submitted by October 19, 2023, to be included in the public hearing record.



PROJECT OVERVIEW

// PROJECT AREA



// AN OVERVIEW

- Revive I-70 will improve I-70 in Wayne County.
- Revive I-70 is expected to *reduce congestion, improve traffic flow, and improve safety.*
- Stretches from west of Cambridge City to the IN/OH state line.



// PROJECT OVERVIEW

- Added travel lanes, bridge improvements and interchange improvements are expected.
- Improvements are planned for 41 bridges in the project area.
- Pavement replacement and drainage improvements are expected.
- Existing lighting, signage, guardrail and barriers will be updated.

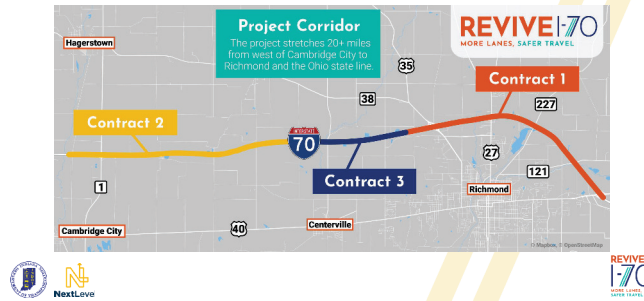


// THE BIG PICTURE

- The project is in the environmental and design stage.
- The Project Team is coordinating with local, state and federal officials.
- Input from the public is an important part of developing the project.
- Construction duration will depend on construction phasing and future funding.

ANTICIPATED
IMPROVEMENTS

// PROJECT DELIVERY



// PROJECT DELIVERY

Contract 1

- Eastern portion of the project area
- Extends from west of US 35 to the Ohio state line
- About eight miles long
- Expected to let in early 2024
- Construction expected to begin by late 2024
- Added travel lanes, interchange modifications and pavement replacement

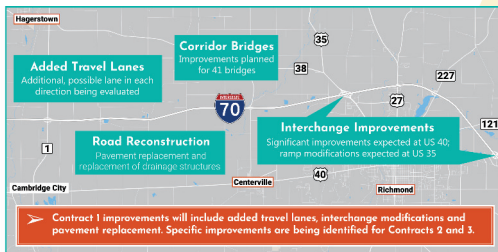
Contract 2

- Western portion of the project area
- Extends from west of SR 1 to west of Centerville
- Nearly nine miles long
- Expected to let in fall 2024

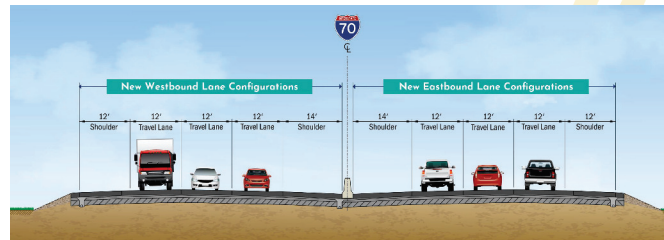
Contract 3

- Center portion of the project area
- Extends from west of Centerville to US 35
- Nearly four miles long
- Expected to let in 2026 or 2027

// ANTICIPATED IMPROVEMENTS



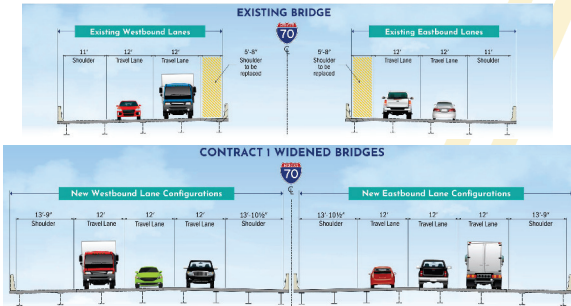
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// BRIDGE IMPROVEMENTS



// BRIDGE IMPROVEMENTS

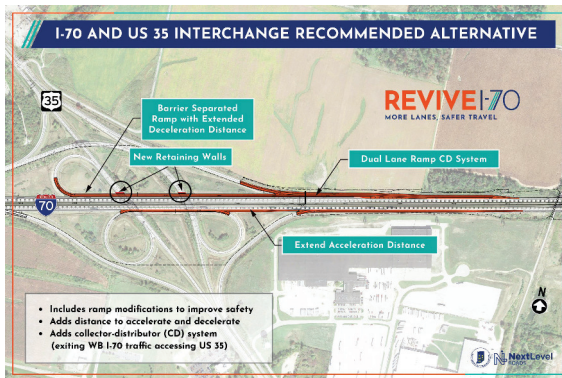
- Improvements are planned for 41 bridges in the project area.
- Widening is planned for 36 bridges carrying I-70 traffic.
- Widening to accommodate three lanes of future traffic.
- Widening will be to the inside/median side.



// BRIDGE IMPROVEMENTS

By the Numbers

- 8 bridge replacements
- 15 major rehabilitations
- 14 deck overlays
- 4 bridges, preventive maintenance



// ADDITIONAL IMPROVEMENTS

- Improved lighting
- Improved signage
- Pavement replacement
- Drainage improvements
- Guardrail/barrier systems upgraded



// MAINTENANCE OF TRAFFIC (MOT)

- Two lanes maintained in each direction during peak travel times.
- Short-term ramp road closures will occur as necessary.
- Detours possible with modifications to the I-70/US 40 interchange.

Cardinal Greenway Trail

- The Cardinal Greenway Trail will require a full closure of approximately 180 days to complete adjacent work. A detour will not be provided.
- Access to the trail north and south of the closed section will be available at existing trailheads.



// THINGS TO KNOW

- Widening will happen mostly to the inside, utilizing the grass median.
- Most of the work will occur in the existing right-of-way.
- Construction is expected to start in late 2024.
- Two lanes of I-70 will be open in each direction during peak travel times during construction.



WHAT TO EXPECT

// WHAT TO EXPECT



// FOLLOW OUR PROGRESS

- ReviveI70.com
- Text "INDOT REVIVEI70" to 468311
- Sign up for email updates on website
- Social Media
 - Facebook: Revive I-70
 - Twitter: @ReviveI70



// DRAFT DOCUMENT FOR REVIEW

The environmental documentation and preliminary design information is available to view at the following locations:

- Morris-Reeves Library | 80th N 6th Street, Richmond, IN
- Richmond Municipal Building | 50 N 5th Street, Richmond, IN
- Centerville Municipal Building | 204 E Main Street, Centerville, IN
- Cambridge City Building | 127 N Foote Street, Cambridge, IN
- INDOT Subdistrict | 1241 IN-1, Cambridge, IN
- Online at ReviveI70.com/ProjectDocuments

Copies of project documents mailed upon request by contacting INDOT Customer Service at 855-INDOT4U (463-6848).



// QUESTIONS AND COMMENTS

Share Your Feedback

REVIVE I-70
MORE LANES, SAFER TRAVEL

Improving I-70 in Wayne County
Meeting and Hearing Center for 2022

We want your feedback!

Name: _____
Organization (if applicable): _____
Email Address: _____
Mobile Phone: _____ Zip Code: _____

Do you want to receive updates from the Project Team? Yes No

- **Share verbal** comments tonight
- **Complete** paper comment form tonight
- **Share** feedback at on our website



www.INDOT4U.com

855-INDOT4U (468-6848)

- **Upload** scanned copy at ReviveI70.com
- **Email** after the hearing
- **Call** INDOT customer service



// PUBLIC HEARING

- Several ways to provide comments.
- Tonight's formal comment period is only one opportunity.
- Verbal comment period begins now.
- Speakers will be called in the order they signed up.
- Comments are limited to 3 minutes; time warning will be provided.



PUBLIC
COMMENTS



THANK
YOU

Public Hearing Transcript

October 4, 2024

Ivy Tech Community College, 2357 Chester Boulevard

Richmond, Indiana

Kenneth Stapleton

My name is Ken Stapleton. I live on Elmhurst Drive and it's a dead-end street and my house is the last house on the street. If you e-mail my house, it'll show my house sitting right on Interstate 70. That's how close I am, and we would like to try to get some kind of concrete barriers or some kind of retaining wall to stop when these trucks collide. This was in my driveway. This piece was behind my car in my driveway and this piece was in my yard to the left of that. When the semi hit the other one in the back and stuff went flying. There's a lot of kids playing on that street. It's a cul-de-sac. They ride their bicycles down there and their skateboards and everything like that and a lot of people from the hotels, they come down, they walk their dogs and jog and stuff. We need some kind of a barrier better than just a guard rail that they got right now. I've lived there since '75 and I've picked up pieces of tires out of my backyard, lug nuts, hubcaps. About, you know about anything. You know that come off of a car or truck? You know, so that's my concern. I'd just like to have somebody look at that and maybe something can get done about it. Put some kind of barrier better than a guardrail – and you don't have to put a long one up – I mean, it don't have to be very big just to just to cover that cul-de-sac where these kids and stuff to play basketball and stuff out there, nobody gets hurt or killed. And that's my comment. That's all I got. Thank you for listening.

James Farrar

Hello, my name is James Farrar. I'm Kenny Stapleton's neighbor. I'd like to add that. Where the children play, there are 26 houses. And children play at the end of a dead end, the circle. And that's – imagine I-70's right there where the wall meets the ceiling – and it runs this way. The children play right here, and in that turn around I picked up lug nuts, tire cords from blowouts and anything that could hit a child. I have video of the children playing there with the semis in the background, if anybody wants to see it, I got it right now. And all there is a guardrail. And if a child or anybody gets hit by something that I haven't spoken about it, I couldn't live with myself. So, I'm here to tell you now, something needs to be done for safety. And the only thing we can find is noise barrier. We could not find anything for a safety barrier. And they proposed a 1700-foot wall length, when all we need is 20%. 200 or 300 feet to protect the public in front of my house and that turn around. I don't know what else to. I feel better by expressing that safety needs to be done and I'm passing it on to you guys. My conscience is clean. I can sleep better.

Kent Carson

My name is Kent Carson. I live on US 35 N, just about two miles north of I-70. On several issues, the sidewalks, I just feel like it's an incredible waste of money. Nobody walks there. It's been since the late '60s or early '70s that you would see a hitchhiker now and then on the ramp. And if you get your way with those traffic circles, it would be suicide to even walk there. The time and money would be better spent elsewhere, like a sidewalk from Salisbury Rd. Trailer court to Lowe's. Put a berm on 35 N where the Amish. The traffic circles, I'm just not a big fan of them at all. It's like watching a Figure 8 race at Anderson Speedway. They're more set up for low volume traffic intersections and not for a four lane highway doing 40 or 50 mile an hour and heavy truck traffic. There's one just South of Greenville, OH, on US 36. And it it's not a straight shot to the circle, and you can see all the tire marks on the curbs where trucks run over them. The east, the 70 E ramp to 40 W just falls off the side of 70. You're going to have to put up some kind of warning light to prepare to stop, because I can just see a bunch of rear end collisions and to the 70 W to 40 E has a bend in 70 in the road and you don't have a good line of sight there either. And when you bring all those semis down and they have to stop at the circle, instead of merging onto US 40, you're just going to back up traffic on 70 to get off, and once the semis pull out in front of somebody on the US new traffic circles on 40, then you have a long line of trucks that will back up traffic on 40. You have enough real estate to put in another ramp there for 40 E to 70 W. The 70 US 35 exit ramp wall, I don't see where you got the real estate to put that wall up since the exit ramp is up against the bridge pier now. The state needs to offer a bonus on contract to get the job done ahead of completion date and also the state needs to start deducting from the contracts for late completion every month it's late. the US 27 North and South project, from north A to South L took way too long and the US 27 would sit there for weeks and months with nothing happening. And I feel like you need to start the road project from Cambridge and head towards Ohio and not skip around. There's a lot more major bridges from US 35 to the Ohio line. And if you can get extra crews, a head start on all these bridges before the road project gets there, it'll be a lot smoother transition. And also I didn't realize that it wasn't a done deal to run six lanes all the way, but you've really got to start at the Centerville rest area with that sixth lane because we've raced at New Castle since the late '70s and for some reason when you get to the rest area at Centerville, this is the traffic magnet. That's all I got.

Barry Cramer

Good evening, I'm Barry Cramer. I live on South 21st Street here in Richmond. I am advocating the inclusion of bicycle accommodations at the I-70 / US 40 interchange by substituting somewhat wider multi-use trails for the proposed 5-foot sidewalks, in line with Complete Streets thinking. I previously did so by e-mail and by upload to the project website on September 6th, after attending the August 9th public meeting. The environmental assessment form I've looked at is dated September 5th, the day prior to my submission and therefore it doesn't address it. I

do want to ensure that. This does get into the public record. I take issue somewhat with the environmental assessment's declaration that it complies with local and regional development plans. That's a quotation, in as much as it does not mention the City of Richmond Bicycle and Pedestrian Master Plan of June 9th of June 2015. Specifically mentioned in the community impacts section of the assessment are the Richmond Parks and Recreation Master Plan, Richmond Rising, a Community Action plan of 2019, Wayne County Comprehensive Plan of 2020 and Eastern Indiana Transforms Regional Economic Development Plan of 2018. The City of Richmond Bicycle and Pedestrian Plan is unnamed. The environmental assessment notes that the proposed sidewalks that were just spoken about will connect to a new sidewalk segment proposed by the City of Richmond along US 40. If the bicycle and pedestrian master plan is given its due respect, the same forward-looking argument can be made for a multi-use path in that it recommends such a facility be built on US 40 out to the I-70 interchange at some time in the future. To the best of my thinking, the bicycle and pedestrian master plan in Richmond was a required piece of the process when funding was received for the construction of the downtown bike track known as The Loop. It is unfortunate that this important document was overlooked in the present planning process. To ignore it now seems wrong giving how much money this city has received based on its creation. And I hope that INDOT and the City of Richmond will coordinate further to address this. I doubt that the cost factor involved would be significant. I am an advanced bicycle rider, yet I rarely venture onto that section of highway. I sometimes see others riding out there and I feel concerned every time. Some of them are clearly interstate travelers, some are locals just trying to get around town. I'm aware of at least one bicyclist death on that stretch many years ago. And I don't believe conditions have improved in the meantime. INDOT needs to be part of the solution. Thank you.

Keith Webster

My name is Keith Webster. I live in Fountain City. Kind of want to follow up with Mr. Carson's comments offering performance bonuses. We need more oversight. I would suggest more oversight when whoever wins these bids are actually laying down the roads. Did you happen to drive over here from Indianapolis today? All the way to 150, OK. We patch, we repatch. I wonder if there are statistics correlating the number of accidents on the interstate with the terribly poor condition of our highway. Most of our county roads in Wayne County are in better shape than I-70 on any given day. I think we should consider stronger oversight, as I overheard one of the gentlemen talking to a small group out in the hallway. Didn't hear in this room. And a definite sticking to standard of the material that we're putting down on these roads. Because they just don't seem to last as long in Indiana, as they do in other parts of the country. And it's just as bad going west, too, so be safe.

Public Hearing Comments Submitted through the Project Website

Submitted	Subject	Comment
10/19/2023	Revive I-70	I have previously submitted concerns about a lack of safety and sound barrier between I-70 traffic eastbound between MM 151 to 153. The flimsy wire fence that separates West Cart Road that runs parallel to I-70 was recently flattened again when a vehicle came off 70 toward Northmont Blvd this time. I don't know the exact date of this accident but the date I got a picture of it on my phone was 9/9/32. This brings to total number of accidents (that I know of) to 5 in the last 4 years along this small stretch.
10/18/2023 10:56	Cardinal Greenway/Bike Detour	I would request exploring the possibility of connecting the Cardinal Greenway to the Indiana State line. This is part of the Great American Trail https://gis.railstotrails.org/grtamerican/ [gis.railstotrails.org] and considered a gap. I believe Ohio is working on connecting the gap from the state line to existing trail west of Brookville, Ohio. The city of Richmond may have plans for a connecting trail, however I've not seen any details. Completing this section, Richmond would become a very attractive destination for cyclist traveling from Ohio and beyond. It would be a safe portal through the city for local cyclists, commuters, families, and the many adventure cyclist traveling across the United States via bike. I believe it could be possible to add some multi-use bikeways to the I-70 project with the end goal of completing the trail to the state line, and making Richmond a hub for recreational use in Eastern Indiana. Thank you for your consideration.
10/18/2023 10:28	Cardinal Greenway/Bike Detour	After reviewing the Revive I-70 materials, I was disappointed to hear the Cardinal Greenway will be closed for 180 days at the I-70 bridge without a detour. I'm asking the Indiana Department of Transportation to consider posting a bicycle detour route, and I believe additional signage would be beneficial for cyclists bypassing the closed section. By posting bike specific detour signs, drivers will be more aware of cyclists and hopefully looking out for them. The preferred detour would be Union Pike, however I assume this bridge will be on the same schedule as the Cardinal Greenway bridge. As an alternative, I would suggest: Industries Road west to Salisbury, north on Salisbury and over I-70, then west on Noland's Fork Road, north on Round Barn Road, and east on Tingler Road returning to the Cardinal Greenway. (See attached map). This is approximately 6 miles, and roads that are commonly ridden by local cyclists. I believe detour signage will help drivers be aware of cyclists and improve safety for cyclists. Changes in traffic patterns tend to disrupt the normal flow and can be challenging for cyclists sharing the road with automobiles. Thank you for your consideration.
10/13/2023 17:08	I-70/US 40 interchange in richmond	I have read about a roundabout plan for this intersection. having used that intersection to get to a from work for 30 years, I see no need for bike lanes or sidewalks. I can't recall ever seeing a bicyclist in the area and pedestrians were very rare. I think the roundabout concept is silly for semi traffic. trucks will be so slow it will become a daily traffic jam. it seems to me to be a massive waste of tax dollars. I have never seen many accidents there. the accidents are semis rolled over on the curved ramps. I do believe some changes need to be made but the roundabout plan looks like a solution to a problem that doesn't exist.i realize roundabouts are trendy but for big truck traffic it seems flawed.i also think cost should weigh heavily on the decision. thanks for letting me express my opinion. eric addison
10/12/2023 8:17	Public comment re: revive I 70	Good morning. I read in local news there is a period for local comment on the i70 expansion project. I am a life-long Wayne county resident in Richmond and I commuted the full length of Wayne county using i70 for the last 5 years while traveling to work in New Castle. I do not recall feeling congestion that warranted a third lane. I have not experienced congestion at the ramps to the highway 40 interchange. To my memory traffic has always been very low at the in and off ramps here. I don't know that I have seen a pedestrian walker near that highway 40 interchange. I'm not sure who the sidewalk feature would serve. If Richmond needs sidewalks, that would be in front of Kohls and Bestbuy where people frequently walk along Highway 40 in the grass. If this is not the correct contact method for comment, please forward my perspective to the correct person. Thank you,Aaron Fredrick
10/6/2023 12:45	Improvements to interchanges	The proposed improvements to the 35 interchange look amazing and are long overdue. The proposed improvements to the 40 interchange are senseless. Why are we adding 5 foot sidewalks to an area that is not conducive to foot traffic? There is no infrastructure on either side of that interchange to support foot traffic (there are no sidewalk to connect to), and why would we want to introduce pedestrian foot traffic in an area of acceleration and deceleration of a major interstate? The idea of dual consecutive roundabouts is going to introduce unfamiliar traffic patterns and increase (dramatically) the instances of intersecting traffic. Instead of accelerating vehicles being physically separated from decelerating vehicles by distance as we have it now, we are going to have all of this traffic cross paths at just a few points. As a former EMT and the son of two former patrolman I can attest that this interchange is going to experience a drastic uptick in vehicle accidents and if we add sidewalks there will be the addition of pedestrian strikes in this area as well. Just because you can do something doesn't mean you should. I realize roundabouts save construction time and material, but frustration with this interchange on the part of motorists like me mean the businesses near it are going to suffer economically because I and many others will just choose to not go near that area. PLEASE reconsider the changes proposed for this interchange in favor of a design that will not cause new undue risks to public safety. The improvements to the 35 interchange will reduce MVA risks, but that progress will be completely overshadowed by the substantial risks caused by the new US 40 interchange. Too many vehicles being pushed too close together can only end in tragedy.

Would like to start with a bit of context. I live in New Castle but work in Richmond. I drive this stretch of highway every day. I can easily testify to what that commute is like. What seems like high traffic volume, definite high heavy truck volume, and poor road conditions. As such, I have several concerns related to the scope of this project. First, if the resources are not available to sufficiently maintain the current system, where will the resources come from to manage the additional lanes? Second, many of the problems that have developed with the current system are related to poor drainage and/or compaction resulting in sunken sections of tarmac. Those section are then poorly repaired, often with dissimilar materials and, as a result, don't last very long. Will changes be made to the manner in which repairs are completed moving forward to correct problems instead of carrying out cheap, short-term repairs? Third, will efforts be made during construction to reduce the number of seams in the tarmac as much as possible? Because of the heavy truck volume through this section, every seam results in a blunt force impact to the road surface. You could think of each passenger car as acting like a blow from a framing hammer, but each heavy truck would be more like a sledge hammer blow. Obviously, these accumulate and compound over time and result in a breaking down of the surface. That is a big part of the issue with the most current repairs. Repairs will be necessary and will add seams to the surface, but those repairs were also done with a dissimilar materials. Adds to the impact issues, results in breakdowns because of differences in thermal expansion and contraction, etc. I am all for improvements, but spending money for the sake of spending money without a long-term plan for maintenance is just wasting money today and setting up to waste even more money in the future.

Also, I know this won't change anything because you'll have all kinds of great studies to defend the practice, but round-a-bouts, are a menace. Taking drivers that can't manage a 4-way stop and throwing a circle at them is not very fair. Some form of formal training is needed, especially for established drivers.

Thank you for your time.

Public Hearing Comments and Responses Matrix

No.	Public Comments	Categories	Responses
1	<p>I live on Elmhurst Drive and it's a dead-end street and my house is the last house on the street. If you e-mail my house, it'll show my house sitting right on Interstate 70. That's how close I am, and we would like to try to get some kind of concrete barriers or some kind of retaining wall to stop when these trucks collide. This was in my driveway. This piece was behind my car in my driveway and this piece was in my yard to the left of that. When the semi hit the other one in the back and stuff went flying. There's a lot of kids playing on that street. It's a cul-de-sac. They ride their bicycles down there and their skateboards and everything like that and a lot of people from the hotels, they come down, they walk their dogs and jog and stuff. We need some kind of a barrier better than just a guard rail that they got right now. I've lived there since '75 and I've picked up pieces of tires out of my backyard, lug nuts, hubcaps. About, you know about anything. You know that come off of a car or truck? You know, so that's my concern. I'd just like to have somebody look at that and maybe something can get done about it. Put some kind of barrier better than a guardrail – and you don't have to put a long one up – I mean, it don't have to be very big just to just to cover that cul-de-sac where these kids and stuff to play basketball and stuff out there, nobody gets hurt or killed. And that's my comment. That's all I got. Thank you for listening.</p>	<p>Safety barrier between Elmhurst Drive and I-70</p>	<p>The Project Team is working to identify a sustainable solution that will provide a safety barrier for the cul-de-sac. A commitment has been added to the project to evaluate protective barriers in final design.</p>
2	<p>I'd like to add that. Where the children play, there are 26 houses. And children play at the end of a dead end, the circle. And that's – imagine I-70's right there where the wall meets the ceiling – and it runs this way. The children play right here, and in that turn around I picked up lug nuts, tire cords from blowouts and anything that could hit a child. I have video of the children playing there with the semis in the background, if anybody wants to see it, I got it right now. And all there is a guardrail. And if a child or anybody gets hit by something that I haven't spoken about it, I couldn't live with myself. So, I'm here to tell you now, something needs to be done for safety. And the only thing we can find is noise barrier. We could not find anything for a safety barrier. And they proposed a 1700-foot wall length, when all we need is 20%. 200 or 300 feet to protect the public in front of my house and that turn around. I don't know what else to. I feel better by expressing that safety needs to be done and I'm passing it on to you guys. My conscience is clean. I can sleep better.</p>	<p>Safety barrier between Elmhurst Drive and I-70</p>	<p>The Project Team is working to identify a sustainable solution that will provide a safety barrier for the cul-de-sac. A commitment has been added to the project to evaluate protective barriers in final design.</p>
3	<p>On several issues, the sidewalks, I just feel like it's an incredible waste of money. Nobody walks there. It's been since the late '60s or early '70s that you would see a hitchhiker now and then on the ramp. And if you get your way with those traffic circles, it would be suicide to even walk there. The time and money would be better spent elsewhere, like a sidewalk from Salisbury Rd. Trailer court to Lowe's. Put a berm on 35 N where the Amish.</p> <p>The traffic circles, I'm just not a big fan of them at all. It's like watching a Figure 8 race at Anderson Speedway. They're more set up for low volume traffic intersections and not for a four lane highway doing 40 or 50 mile an hour and heavy truck traffic. There's one just South of Greenville, OH, on US 36. And it's not a straight shot to the circle, and you can see all the tire marks on the curbs where trucks run over them. The east, the 70 E ramp to 40 W just falls off the side of 70. You're going to have to put up some kind of warning light to prepare to stop, because I can just see a bunch of rear end collisions and to the 70 W to 40 E has a bend in 70 in the road and you don't have a good line of sight there either. And when you bring all those semis down and they have to stop at the circle, instead of merging onto US 40, you're just going to back up traffic on 70 to get off, and once the semis pull out in front of somebody on the US new traffic circles on 40, then you have a long line of trucks that will back up traffic on 40. You have enough real estate to put in another ramp there for 40 E to 70 W.</p> <p>The 70 US 35 exit ramp wall, I don't see where you got the real estate to put that wall up since the exit ramp is up against the bridge pier now.</p> <p>The state needs to offer a bonus on contracts to get the job done ahead of completion dates and also the state needs to start deducting from the contracts for late completion every month it's late. The US 27 North and South project, from North A to South L took way too long and the US 27 would sit there for weeks and months with nothing happening.</p> <p>And I feel like you need to start the road project from Cambridge and head towards Ohio and not skip around. There's a lot more major bridges from US 35 to the Ohio line. And if you can get extra crews, a head start on all these bridges before the road project gets there, it'll be a lot smoother transition. And also, I didn't realize that it wasn't a done deal to run six lanes all the way, but you've really got to start at the Centerville rest area with that sixth lane because we've raced at New Castle since the late '70s and for some reason when you get to the rest area at Centerville, this is the traffic magnet. That's all I got.</p>	<p>Opposes sidewalks; opposes roundabouts; questions the feasibility of the US 35 exit ramp wall; supports improved oversight of contractors; supports contractor bonuses or deductions based on performance and schedule; questions the sequence of construction contracts</p>	<p>Safety is INDOT's top priority for all users of both our system and the local roadway systems in Indiana. INDOT is focused on designing and building roads that safely and comfortably accommodate all users of the roadways, including motorists, cyclists, and pedestrians, benefiting people of all ages and abilities, as well as promoting Americans with Disabilities Act acceptable provisions. The proposed sidewalks along US 40 will provide a safe and accessible option for pedestrians and bicyclists. The City of Richmond Bike and Pedestrian Master Plan recommends providing a multi-use path and a sidewalk along US 40 to connect shopping areas. The proposed roundabouts at the US 40 interchange will provide safe crossings for pedestrians and bicyclists.</p> <p>Studies by FHWA have determined that roundabouts are a proven safety countermeasure and one of the safest types of intersection designs. Nationally, roundabouts have been found to reduce serious crashes by up to 80 percent. Roundabouts reduce the number of conflict points within an intersection and slower speeds reduce the severity of crashes. Roundabouts also reduce congestion and reduce pollution.</p> <p>At the US 35 interchange, the existing slope wall will be removed and a new wall constructed on the other side of the bridge pier to support the fill material. The new exit ramp will be located between the bridge pier and the new wall.</p> <p>INDOT provides incentives to contractors that finish construction projects ahead of schedule. INDOT also implements penalties on contractors that fail to meet project schedules or do substandard work. These penalties could include daily fines, rework at the contractors' expense, contract cancellation, and legal action. The incentives and penalties are included in construction contracts.</p> <p>The Revive I-70 project has been divided into three contracts. Contract 1 is from 0.8 miles west of US 35 to the Indiana/Ohio state line (approximately 8 miles). Contract 2 is from the Whitewater River Bridge, approximately 1.5 miles west of SR 1, to 7.5 miles east of SR 1 (approximately 8.7 miles). Contract 3 is from 7.5 miles east of SR 1 to 0.8 miles west of US 35 (approximately 3.7 miles). The section of I-70 in Contract 1 is the area with the highest number of crashes and safety issues. Therefore, this 8 mile section will be constructed first. Contract 2 includes the I-70 bridges over the Whitewater River, which are in need of replacement due to cracking and spalling on the decks and failed joints.</p>

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4	<p>I am advocating the inclusion of bicycle accommodations at the I-70/US 40 interchange by substituting somewhat wider multi-use trails for the proposed 5-foot sidewalks, in line with Complete Streets thinking. I previously did so by e-mail and by upload to the project website on September 6th, after attending the August 9th public meeting. The environmental assessment form I've looked at is dated September 5th, the day prior to my submission and therefore it doesn't address it. I do want to ensure that. This does get into the public record. I take issue somewhat with the environmental assessment's declaration that it complies with local and regional development plans. That's a quotation, in as much as it does not mention the City of Richmond Bicycle and Pedestrian Master Plan of June 9th of June 2015. Specifically mentioned in the community impacts section of the assessment are the Richmond Parks and Recreation Master Plan. Richmond Rising, a Community Action plan of 2019, Wayne County Comprehensive Plan of 2020 and Eastern Indiana Transforms Regional Economic Development Plan of 2018. The City of Richmond Bicycle and Pedestrian Plan is unnamed. The Environmental assessment notes that the proposed sidewalks that were just spoken about will connect to a new sidewalk segment proposed by the City of Richmond along US 40. If the Bicycle and Pedestrian Master Plan is given its due respect, the same forward-looking argument can be made for a multi-use path in that it recommends such a facility be built on US 40 out to the I-70 interchange at some time in the future. To the best of my thinking, the Bicycle and Pedestrian Master Plan in Richmond was a required piece of the process when funding was received for the construction of the downtown bike track known as The Loop. It is unfortunate that this important document was overlooked in the present planning process. To ignore it now seems wrong giving how much money this city has received based on its creation. And I hope that INDOT and the City of Richmond will coordinate further to address this. I doubt that the cost factor involved would be significant. I am an advanced bicycle rider, yet I rarely venture onto that section of highway. I sometimes see others riding out there and I feel concerned every time. Some of them are clearly interstate travelers, some are locals just trying to get around town. I'm aware of at least one bicyclist death on that stretch many years ago. And I don't believe conditions have improved in the meantime. INDOT needs to be part of the solution. Thank you.</p>	<p>Opposes sidewalks; supports multi-use path in the I-70/US 40 interchange area; NEPA document did not address the City of Richmond Bicycle and Pedestrian Master Plan; safety concerns</p>	<p>Safety is INDOT's top priority for all users of both our system and the local roadway systems in Indiana. INDOT is focused on designing and building roads that safely and comfortably accommodate all users of the roadways, including motorists, cyclists, and pedestrians, benefiting people of all ages and abilities, as well as promoting Americans with Disabilities Act acceptable provisions. INDOT is aware that the City of Richmond Bike and Pedestrian Master Plan 2015, recommends providing a multi-use path and a sidewalk along US 40 to connect shopping areas. The CE was revised to address the Bike and Pedestrian Master Plan and the recommendations for the US 40 corridor. The proposed sidewalks along US 40 will provide a safe and accessible option for pedestrians and bicyclists. The proposed roundabouts at the US 40 interchange will provide safe crossings for pedestrians and bicyclists at the US 40 interchange. The Project Team has discussed a possible shared-use path along US 40 with the City of Richmond, which could be incorporated into the final design of the project through the design-build process.</p>
5	<p>Kind of want to follow up with comments offering performance bonuses. We need more oversight. I would suggest more oversight when whoever wins these bids are actually laying down the roads. Did you happen to drive over here from Indianapolis today? All the way to 150, OK. We patch, we repatch. I wonder if there are statistics correlating the number of accidents on the interstate with the terribly poor condition of our highway. Most of our county roads in Wayne County are in better shape than I-70 on any given day. I think we should consider stronger oversight, as I overheard one of the gentlemen talking to a small group out in the hallway. Didn't hear in this room. And a definite sticking to standard of the material that we're putting down on these roads. Because they just don't seem to last as long in Indiana, as they do in other parts of the country. And it's just as bad going west, too, so be safe.</p>	<p>Supports improved oversight of contractors; correlation between accidents and poor highway conditions</p>	<p>Construction oversight is included in the contract with damages accrued if construction practices do not meet current standards.</p> <p>The existing pavement is nearing its life expectancy, which is the reason for frequent pavement patching. The scope of work for the Revive I-70 project will replace the existing pavement with new pavement.</p>
6	<p>I have read about a roundabout plan for this intersection. Having used that intersection to get to and from work for 30 years, I see no need for bike lanes or sidewalks. I can't recall ever seeing a bicyclist in the area and pedestrians were very rare. I think the roundabout concept is silly for semi traffic. Trucks will be so slow it will become a daily traffic jam. It seems to me to be a massive waste of tax dollars. I have never seen many accidents there. The accidents are semis rolled over on the curved ramps. I do believe some changes need to be made but the roundabout plan looks like a solution to a problem that doesn't exist. I realize roundabouts are trendy but for big truck traffic it seems flawed. I also think cost should weigh heavily on the decision. Thanks for letting me express my opinion.</p>	<p>Opposes sidewalks and bike lanes at the I-70/US 40 interchange; opposes roundabouts at the I-70/US 40 interchange</p>	<p>Safety is INDOT's top priority for all users of both our system and the local roadway systems in Indiana. INDOT is focused on designing and building roads that safely and comfortably accommodate all users of the roadways, including motorists, cyclists, and pedestrians, benefiting people of all ages and abilities, as well as promoting Americans with Disabilities Act acceptable provisions. The proposed sidewalks along US 40 will provide a safe and accessible option for pedestrians and bicyclists. The City of Richmond Bike and Pedestrian Master Plan recommends providing a multi-use path and a sidewalk along US 40 to connect shopping areas. The proposed roundabouts at the US 40 interchange will provide safe crossings for pedestrians and bicyclists.</p> <p>Studies by FHWA have determined that roundabouts are a proven safety countermeasure and one of the safest types of intersection designs. Nationally, roundabouts have been found to reduce serious crashes by up to 80 percent. Roundabouts reduce the number of conflict points within an intersection and slower speeds reduce the severity of crashes. Roundabouts also reduce congestion and reduce pollution.</p>

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7	<p>Good morning. I read in local news there is a period for local comment on the I-70 expansion project.</p> <p>I am a life-long Wayne County resident in Richmond, and I commuted the full length of Wayne County using I-70 for the last 5 years while traveling to work in New Castle. I do not recall feeling congestion that warranted a third lane.</p> <p>I have not experienced congestion at the ramps to the highway 40 interchange. To my memory traffic has always been very low at the in and off ramps here.</p> <p>I don't know that I have seen a pedestrian walker near that highway 40 interchange. I'm not sure who the sidewalk feature would serve. If Richmond needs sidewalks, that would be in front of Kohls and Best Buy where people frequently walk along Highway 40 in the grass.</p> <p>If this is not the correct contact method for comment, please forward my perspective to the correct person.</p>	<p>Questions the need for additional lanes on I-70; opposes US 40 interchange improvements and the proposed sidewalks</p>	<p>Annual average daily traffic on I-70 is 39,600 vehicles per day within the project area and approximately 50 percent of these vehicles are trucks. Substantial congestion along the I-70 corridor has been addressed in INDOT's transportation plans. INDOT's 2018 <i>Indiana Multi-Modal Freight Plan Update</i> identifies I-70 from the Illinois State Line to the Ohio State Line as a heavily traveled freight and passenger corridor that experiences significant congestion. INDOT's 2045 <i>Long-Range Transportation Plan</i> identifies the I-70 corridor as critical to the state's mobility and economic activity. INDOT is planning to widen I-70 to six lanes across the state. The project Purpose and Need section of this document presents a detailed discussion of the need for six lanes on I-70.</p> <p>The US 40 interchange has higher than normal crash incidents compared to other similar locations in the state and the surrounding area. The design of the US 40 interchange has not been updated since it was constructed and does not meet current INDOT design standards. For example, all the ramp movements do not geometrically conform to INDOT's current design standards, especially in terms of the gore lengths and ramp divergences. Also, the acceleration and deceleration lengths for the ramps are inadequate as they do not meet INDOT's current standard minimum lengths (acceleration minimum length of 600 feet, deceleration minimum length of 800 feet). The US 40 interchange will be reconstructed to improve safety, reduce congestion and meet current design standards.</p> <p>INDOT is focused on designing and building roads that safely and comfortably accommodate all users of the roadways, including motorists, cyclists, and pedestrians, benefiting people of all ages and abilities, as well as promoting Americans with Disabilities Act acceptable provisions. The proposed sidewalks along US 40 will provide a safe and accessible option for pedestrians and bicyclists. The City of Richmond Bike and Pedestrian Master Plan recommends providing a multi-use path and a sidewalk along US 40 to connect shopping areas. The proposed roundabouts at the US 40 interchange will provide safe crossings for pedestrians and bicyclists.</p>
8	<p>The proposed improvements to the 35 interchange look amazing and are long overdue.</p> <p>The proposed improvements to the 40 interchange are senseless. Why are we adding 5 foot sidewalks to an area that is not conducive to foot traffic? There is no infrastructure on either side of that interchange to support foot traffic (there are no sidewalk to connect to), and why would we want to introduce pedestrian foot traffic in an area of acceleration and deceleration of a major interstate?</p> <p>The idea of dual consecutive roundabouts is going to introduce unfamiliar traffic patterns and increase (dramatically) the instances of intersecting traffic. Instead of accelerating vehicles being physically separated from decelerating vehicles by distance as we have it now, we are going to have all of this traffic cross paths at just a few points.</p> <p>As a former EMT and the son of two former patrolman I can attest that this interchange is going to experience a drastic uptick in vehicle accidents and if we add sidewalks there will be the addition of pedestrian strikes in this area as well. Just because you can do something doesn't mean you should. I realize roundabouts save construction time and material, but frustration with this interchange on the part of motorists like me mean the businesses near it are going to suffer economically because I and many others will just choose to not go near that area. PLEASE reconsider the changes proposed for this interchange in favor of a design that will not cause new undue risks to public safety.</p> <p>The improvements to the 35 interchange will reduce MVA risks, but that progress will be completely overshadowed by the substantial risks caused by the new US 40 interchange. Too many vehicles being pushed too close together can only end in tragedy.</p>	<p>Supports improvements to US 35 interchange; opposes US 40 interchange improvements</p>	<p>During the project development process, INDOT strives to incorporate elements of local and regional transportation plans into a project. The City of Richmond's Bike and Pedestrian Master Plan 215, states that one of the highest priorities is to provide bike and pedestrian facilities along US 40 to connect shopping areas. In accordance with this master plan, new 5.0-foot-wide sidewalks will be constructed on both the north and south sides of US 40 from the western project limits to the Ohio State Line. They will be ADA compliant and connect to a new sidewalk segment proposed by the City of Richmond along US 40. The proposed roundabouts at the US 40 interchange will provide safe crossings for pedestrians and bicyclists at the US 40 interchange.</p> <p>A safety analysis was completed for the Revive I-70 project, which compared the existing conditions to proposed improvements. The data indicate a high frequency of crashes at the US 40 interchange due to the current design. An alternatives analysis of interchange designs was conducted for the US 40 interchange and it was determined that the diamond interchange with roundabouts provides the greatest safety improvements.</p> <p>Studies by FHWA have determined that roundabouts are a proven safety countermeasure and one of the safest types of intersection designs. Nationally, roundabouts have been found to reduce serious crashes by up to 80 percent. Roundabouts reduce the number of conflict points within an intersection and slower speeds reduce the severity of crashes.</p>

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9	<p>Would like to start with a bit of context. I live in New Castle but work in Richmond. I drive this stretch of highway every day. I can easily testify to what that commute is like. What seems like high traffic volume, definite high heavy truck volume, and poor road conditions. As such, I have several concerns related to the scope of this project. First, if the resources are not available to sufficiently maintain the current system, where will the resources come from to manage the additional lanes?</p> <p>Second, many of the problems that have developed with the current system are related to poor drainage and/or compaction resulting in sunken sections of tarmac. Those sections are then poorly repaired, often with dissimilar materials and, as a result, don't last very long. Will changes be made to the manner in which repairs are completed moving forward to correct problems instead of carrying out cheap, short-term repairs?</p> <p>Third, will efforts be made during construction to reduce the number of seams in the tarmac as much as possible? Because of the heavy truck volume through this section, every seam results in a blunt force impact to the road surface. You could think of each passenger car as acting like a blow from a framing hammer, but each heavy truck would be more like a sledge hammer blow. Obviously, these accumulate and compound over time and result in a breaking down of the surface. That is a big part of the issue with the most current repairs. Repairs will be necessary and will add seams to the surface, but those repairs were also done with a dissimilar materials. Adds to the impact issues, results in breakdowns because of differences in thermal expansion and contraction, etc. I am all for improvements, but spending money for the sake of spending money without a long-term plan for maintenance is just wasting money today and setting up to waste even more money in the future.</p> <p>Also, I know this won't change anything because you'll have all kinds of great studies to defend the practice, but round-a-bouts, are a menace. Taking drivers that can't manage a 4-way stop and throwing a circle at them is not very fair. Some form of formal training is needed, especially for established drivers. Thank you for your time.</p>	Concerns about the scope of the project; questions the quality of the improvements; opposes roundabouts	<p>FHWA's National Highway Performance Program (NHPP) is providing funding for this project.</p> <p>The existing pavement is nearing its life expectancy, which is the reason for frequent pavement patching. The need for patching is a primary reason for the number of pavement joints (or "seams"). The scope of work for the Revive I-70 project will replace the existing pavement with new pavement. This will provide a longer lasting pavement and eliminate a great number of the joints. The drainage system will also be upgraded and foundation improvements will occur to the soil below the existing pavement.</p> <p>Studies by FHWA have determined that roundabouts are a proven safety countermeasure and one of the safest types of intersection designs. Nationally, roundabouts have been found to reduce serious crashes by up to 80 percent. Roundabouts reduce the number of conflict points within an intersection and slower speeds reduce the severity of crashes. Roundabouts also reduce congestion and reduce pollution</p>
10	I am in opposition of the I-70 and US-40 interchange project. I am concerned that taxpayer money will be wasted for a roundabout and sidewalks that are not needed.	Opposes roundabouts and sidewalks at the I-70/US 40 interchange	<p>Studies by FHWA have determined that roundabouts are a proven safety countermeasure and one of the safest types of intersection designs. Nationally, roundabouts have been found to reduce serious crashes by up to 80 percent. Roundabouts reduce the number of conflict points within an intersection and slower speeds reduce the severity of crashes. Roundabouts also reduce congestion and reduce pollution.</p> <p>Safety is INDOT's top priority for all users of both our system and the local roadway systems in Indiana. INDOT is focused on designing and building roads that safely and comfortably accommodate all users of the roadways, including motorists, cyclists, and pedestrians, benefiting people of all ages and abilities, as well as promoting Americans with Disabilities Act acceptable provisions. The proposed sidewalks along US 40 will provide a safe and accessible option for pedestrians and bicyclists. The City of Richmond Bike and Pedestrian Master Plan recommends providing a multi-use path and a sidewalk along US 40 to connect shopping areas. The proposed roundabouts at the US 40 interchange will provide safe crossings for pedestrians and bicyclists.</p>
11	<p>After reviewing the Revive I-70 materials, I was disappointed to hear the Cardinal Greenway will be closed for 180 days at the I-70 bridge without a detour. I'm asking the Indiana Department of Transportation to consider posting a bicycle detour route, and I believe additional signage would be beneficial for cyclists bypassing the closed section. By posting bike specific detour signs, drivers will be more aware of cyclists and hopefully looking out for them. The preferred detour would be Union Pike, however I assume this bridge will be on the same schedule as the Cardinal Greenway bridge. As an alternative, I would suggest: Industries Road west to Salisbury, north on Salisbury and over I-70, then west on Noland's Fork Road, north on Round Barn Road, and east on Tingler Road returning to the Cardinal Greenway. (See attached map). This is approximately 6 miles, and roads that are commonly ridden by local cyclists. I believe detour signage will help drivers be aware of cyclists and improve safety for cyclists. Changes in traffic patterns tend to disrupt the normal flow and can be challenging for cyclists sharing the road with automobiles. Thank you for your consideration.</p>	Requests a signed bicycle detour route for the Cardinal Greenway Trail.	There will be extensive construction work over the Cardinal Greenway Trail, which requires total closure of the trail. The two I-70 bridges (Structure Nos. I70-149-02260 CEBL and I70-149-02260 CWBL) over the Cardinal Greenway Trail will be replaced with a 14-foot-high by approximately 250-foot-long four-sided concrete box structure. It will be placed under mainline I-70 and the entire median width, which will provide an area for the additional travel lanes to be constructed. Access to the trail north and south of the closed section will be available at existing trailheads.
12	I would request exploring the possibility of connecting the Cardinal Greenway to the Indiana state line. This is part of the Great American Trail https://gis.railstotrails.org/grtamerican/ [gis.railstotrails.org] and considered a gap. I believe Ohio is working on connecting the gap from the state line to existing trail west of Brookville, Ohio. The City of Richmond may have plans for a connecting trail, however I've not seen any details. Completing this section, Richmond would become a very attractive destination for cyclist traveling from Ohio and beyond. It would be a safe portal through the city for local cyclists, commuters, families, and the many adventure cyclists traveling across the United States via bike. I believe it could be possible to add some multi-use bikeways to the I-70 project with the end goal of completing the trail to the state line and making Richmond a hub for recreational use in eastern Indiana. Thank you for your consideration.	Requests connecting the Cardinal Greenway Trail to the Indiana/Ohio state line; Requests adding multi-use	The trail is owned by Cardinal Greenway, a private non-profit organization. Therefore, INDOT has no authority or control over the Cardinal Greenway Trail.

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		bikeways to the Revive I-70 project	
13	I have previously submitted concerns about a lack of safety and sound barrier between I-70 traffic eastbound between MM 151 to 153. The flimsy wire fence that separates West Cart Road that runs parallel to I-70 was recently flattened again when a vehicle came off 70 toward Northmont Blvd this time. I don't know the exact date of this accident but the date I got a picture of it on my phone was 9/9/32. This brings to total number of accidents (that I know of) to 5 in the last 4 years along this small stretch.	Safety barrier between West Cart Road and I-70	The project team will perform a detailed check of the corridor within the project limits, to ensure protection is provided at required locations, per current INDOT standards.