INDIANA 3
INDIANA 46
C.R. 350 W.
INDIANA 3
INDIANA 46
C.R. 300 W.
LEGEND
GRASS AREA
DRIVEWAY
SIDEWALK
PAVEMENT
EXISTING R/W LINE
PROPOSED R/W LINE
PROPOSED TEMPORARY R/W
CONSTRUCTION LIMITS
N
SCALE: 1" = 30'
0' 30' 60' 120'

W. WASHINGTON ST
E. WASHINGTON ST
N. MAIN ST
N. WALNUT ST
N. CHESTNUT ST
N. ELM ST
N. MAPLE ST
N. CEDAR ST
N. ROCKWOOD ST
N. ROCKWOOD DR
N. ROCKWOOD CT
46
LEGEND
GRASS AREA
DRIVEWAY
SIDEWALK
PAVEMENT
EXISTING R/W LINE
PROPOSED R/W LINE
PROPOSED TEMPORARY R/W
CONSTRUCTION LIMITS
N
SCALE: 1" = 30'
0 30 60 120

E. WASHINGTON ST.
E. BASE RD.
INDIANA 46
S. FRANKLIN ST.
S. ELM ST.
S. ASH ST.
S. MAPLE ST.
S. LINCOLN ST.
S. WASHINGTON ST.
S. STEWART ST.
S. TAYLOR ST.
S. WILSON ST.
S. WHITCOMB ST.
LEGEND
GRASS AREA
DRIVEWAY
SIDEWALK
PAVEMENT
EXISTING R/W LINE
PROPOSED R/W LINE
PROPOSED TEMPORARY R/W
CONSTRUCTION LIMITS
N
SCALE: 1" = 30'
0' 30' 60' 120'

Sign-in Sheet for the Public

Des. Number(s): 1800255 and 1800256
SR 46, Pavement Replacement Project
Greensburg, Decatur County, Indiana **May 10, 2022**

No.	Name (Please print)	Address, City, State	Zip Code
1	PHILLID JACKSON, JR.	629 W. MAIN ST. GREENSBURG	47240
2	TOM CARROW	364 CURTIS COURT BATESVILLE	
3	Shirley Pastogal	345 E. Main Street Greensburg, In	47240
4	Jennifer Thomas	635 W. Main St Greensburg, IN ~~47240~~	47240
5	Shannon Willard	432 E. Main St Greensburg, IN	47240
6	BILL & JAN HUBBARD	417 W FIRST ST GREENSBURG	47240
7	Jim McIntyre	1810 N. Carver Greensburg	47240
8	Terry Buening	110 N Sunset	47240

Sign-in Sheet for the Public

Des. Number(s): 1800255 and 1800256
SR 46, Pavement Replacement Project
Greensburg, Decatur County, Indiana **May 10, 2022**

No.	Name (Please print)	Address, City, State	Zip Code
9	Tom Welage	1635 S. Mill Creek Rd Greensburg	47240
10	Lori Garringer	1212 W Rebecca Pkwy Greensburg IN	47240
11	WENDY WHITEHEAD	524 E MAIN ST GBURG, IN	47240
12	Tim Reece	806 W Washington St Greensburg	47240
13	DAN MANUS	437 E KESSLER Greensburg	47240
14			
15			
16			

Sign-in Sheet for the Public

Des. Number(s): 1800255 and 1800256
SR 46, Pavement Replacement Project
Greensburg, Decatur County, Indiana **May 10, 2022**

No.	Name (Please print)	Address, City, State	Zip Code
17	GREG CARLETON	SEYMOUR, IN	47274
18	Lynda M. Smith	615 E. Main, Greensburg	47240
19	Rob McIntire	1810 N Carver Greensburg	47240
20	Alvin Blankman	629 E Main St Greensburg	47240
21	Tony Schwartz	524 E Main St. Greensburg	47240
22	Jerry Adams	950 E Main St Greensburg	47240
23	Alexa Adams	950 E Main St Greensburg	47240
24	WM O. SMITH	615 EAST MAIN GBRG	47240

Sign-in Sheet for the Public

Des. Number(s): 1800255 and 1800256
SR 46, Pavement Replacement Project
Greensburg, Decatur County, Indiana **May 10, 2022**

No.	Name (Please print)	Address, City, State	Zip Code
25	PAUL STONE	921 E MAIN ST	47240
26	TIM STONE	" "	"
27	BRYAN MESSOR	755 W. MAIN ST	47240
28	Drew Messer	755 W. Main St	
29	Sandy Proffitt	532 E Baili Ct.	47240
30	Rodney R. King	528 E. BAILI CT.	47240
31			
32			

INDIANA DEPARTMENT OF TRANSPORTATION

Seymour District
185 Agrico Lane
Seymour, Indiana 47274

PHONE: (855) 463-6848
FAX: (812) 522-7658

Eric Holcomb, Governor
Michael Smith, Commissioner

Legal Notice of Public Hearing – Des No's 1800255 and 1800256
Pavement Rehabilitation Project on SR 46 in Greensburg, Indiana

The Indiana Department of Transportation (INDOT), Seymour District will host a public hearing on Monday, September 25, 2023, at the Greensburg City Hall, 314 W. Washington Street Greensburg, IN 47240. The hearing will begin at 6:00pm, doors open at 5:30pm. The purpose of the public hearing is to offer all interested persons an opportunity to comment on current preliminary design plans for the pavement rehabilitation project along SR 46 in Greensburg, Decatur County. The purpose of this project is to add service life to the pavement (9-20 years minimum for Des No. 1800255, and 20 years minimum for Des No. 1800256) by improving the overall pavement condition and addressing drainage issues. In addition, this project seeks to enhance pedestrian facilities to ensure facilities meet current ADA and PROWAG standards and improve connectivity for residents within the community.

This project is divided into two sections with two separate Des Nos. Des No. 1800255 encompasses the western portion of the project area, while Des No. 1800256 encompasses the eastern portion of the project area. The project limits for Des No. 1800255 are from SR 3 to the west junction with United States Highway (US) 421, totaling approximately 1.8 miles in length. The project limits of Des. No. 1800256 are from the east junction with US 421 to Base Road, totaling approximately 0.8 miles in length.

The scope of work for Des No. 1800255 would include milling and applying a Hot Mix Asphalt (HMA) with partial and full depth patching at various locations from SR 3 to the railroad crossing belonging to the Central Railroad of Indiana (CIND) railroad. From the CIND railroad to the west junction with US 421 the proposed project recommends full depth pavement replacement along with replacement and/or construction of a stormwater sewer system, sanitary sewer system, water main installation, and curb and gutter. In addition, new street lighting would be installed along this portion of the project. The intersections of West Street, Carver Street, Anderson Street, and US 421 (Ireland St.) are proposed to be reconstructed to meet current Americans with Disabilities Act (ADA) and Public Right of Way Accessibility Guidelines (PROWAG) standards. Sidewalk construction /reconstruction would occur from the Needler's (736 W. Main St.) parking lot to the SR 46 and Ireland St. intersection on both the north and south sides. In addition, from the Needler's parking lot, west to the CIND railroad crossing, there would be a sidewalk added to the north side only. The project would include reconstructing the intersection at the west junction of US 421 and SR 46 (locally known as Main Street and Ireland Street). In addition to the pavement reconstruction at this location the scope of work includes new storm sewer and inlets, improved turning radii in the northeast quadrant (moving the new curb to roughly the back of the existing sidewalk), adjusting the signal pole locations, and replacing curb ramps to meet current ADA standards.

The scope of work for Des No. 1800256 would include full depth pavement replacement, and reconstruction/construction of sidewalks along SR 46 from the east junction of US 421 to the drive to the Greensburg Public Library (approximately 0.09 mile west of the Base Road intersection). Along the north side of SR 46, it is proposed that the existing sidewalk would be replaced with a 8-10 foot-wide multi-use path. Additionally, the south side of SR 46 would have 5 foot wide sidewalks and a 5 foot wide grass buffer. The replacement and/or construction of a stormwater sewer system, water main installation, street lighting, and curb and gutter is proposed for this portion of the project. The existing travel lane and parking configuration would change, but one travel lane in each direction would remain. On street parking areas along the south side of SR 46 would be from Lincoln St. to Vine St. and parking on the north side between Stewart St. and Davidson St. As part of the proposed sidewalk reconstruction, the intersection at Wilder St. would include "bump outs" at the west

side of the intersection to improve pedestrian access and promote decreased traffic speed. As part of the proposed pavement replacement, the intersection at N. Lincoln St. would include 12-foot lane widths for both eastbound and westbound SR 46 travel lanes at the intersection (sidewalk buffer widths would be reduced to 5 feet to allow the wider lanes to be provided within the existing right-of-way) and the pavement markings for the eastbound left turn lane should be extended an additional 200 feet (currently 110 feet) to provide for some additional deceleration time. The traffic signals would also be replaced at this location. From the Greensburg Public Library drive to the eastern project limits (0.01 mile east of Base Road intersection), an HMA preventative maintenance overlay is anticipated.

The Maintenance of Traffic (MOT) plan for the project is under development, a preliminary MOT plan will be presented at 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 0.82 acre of permanent new right-of-way, in addition to some temporary right-of-way needed during construction.

Federal and state funds are proposed to be used for construction of this project. The estimated total cost of Des. No. 1800255 is $7,400,000 and the estimated total cost for Des. No. 1800256 is $8,500,000. The combined estimated total cost is $15,900,000 and includes preliminary engineering, right-of-way, and construction costs. 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 location:

1. Greensburg Public Library at 1110 E. Main Street, Greensburg, IN 47240

Additionally, a project webpage will be created prior to the public hearing to ensure project information is available on-line via the project sponsors web page Seymour.indot.in.gov, if you are unable to attend in person. Lastly, project information, including the environmental document, may be mailed upon request.

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 the attention of Mitchell Wilcox at 3815 River Crossing Parkway, Suite 20, Indianapolis, IN 46240, at 317-663-8265, or at mitchell.wilcox@mbakerintl.com. INDOT respectfully requests that comments be submitted by October 10, 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 Terry Summers, INDOT Project Manager, Seymour District at (812) 524-3749 or at tsummers@indot.in.gov.

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.

General Form No. 99P (Revised 2009A)

Tax I.D. 82-2664009
To: The Greensburg Daily News
135 S. Franklin St., Greensburg IN 47240

Indiana Department of Transportation
(Governmental Unit)
Decatur County, Indiana

ATTACH COPY OF ADVERTISEMENT HERE

PUBLISHER'S CLAIM
G- 397
Ad # 1847617

LINE COUNT

Display Master (Must not exceed two actual lines, neither of which shall total more more than four solid lines of the type in which the body of the advertisement is set) - number of equivalent lines

Head - number of lines .....
Body - number of lines .....
Tail - number of lines .....
Total number of lines in notice .....

COMPUTATION OF CHARGES

267 lines, 3 columns wide equals

801 equivalent lines at 0.8086 cents per line $215.90
Additional charge for notices containing rule or tabular work (50 percent of above amount) .....
Charge for extra proofs of publication ($1.00 for each proof in excess of two) .....
Total Amount of Claim $215.90

DATA FOR COMPUTING COST

Width of single column in picas 9.9 Size of type 7 point.

Number of insertions 2

Pursuant to the provisions and penalties of IC 5-11-10-1, 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.

I also certify that the printed matter attached hereto is a true copy, of the same column width and type size, which was duly published in said paper 2 times. The dates of publication being as follows:

September 7, 2023 September 14, 2023

Additionally, the statement checked below is true and correct:

_____ Newspaper does not have a Web site.
__x__ Newspaper has a Web site and this public notice was posted on the same day as it was published in the newspaper.
_____ Newspaper has a Web site, but due to technical problem or error, publish notice was posted on _____
_____ Newspaper has a Web site but refuses to post the public notice.

SUBSCRIBED AND SWORN BEFORE ME THIS
7th day of September, A.D. 2023

AnaMaria Wilson

Notary Public Seal, State of Indiana

ANAMARIA WILSON
Notary Public, State of Indiana
Commission Number NP0741181
My Commission Expires
May 16, 2030

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community

Public Notices

SUMMONS - SERVICE BY PUBLICATION

STATE OF INDIANA
SS: COUNTY OF RUSH
IN THE CIRCUIT COURT OF RUSH COUNTY
RUSHVILLE, INDIANA
CAUSE NO:
70C01-2308-MF-000275

DEUTSCHE BANK NATIONAL TRUST COMPANY, AS TRUSTEE FOR ARGENT SECURITIES INC., ASSET-BACKED PASS-THROUGH CERTIFICATES, SERIES 2006-W5
PLAINTIFF
vs
ALETIA SWEET; WILLIAM E. SWEET, DECEASED; RECEIVABLES MANAGEMENT PARTNERS, LLC F/K/A COLLECTION ASSOCIATES, LLC; LVNV FUNDING, LLC
DEFENDANTS

NOTICE OF SUIT

To the defendants above named, and any other person who may be concerned.

You are notified that you have been sued in the Court above named.

The nature of the suit against you is the foreclosure of a mortgage upon the property legally described as follows:

Property located in the State of Indiana, County of Rush, Lot number one hundred sixty-seven (167) in the Addition to the City of Rushville, Indiana, laid off by Edwin Payne, John B. Reeve and William A. Allen, as Trustees.

Commonly known as:
634 West 9th Street
Rushville, IN 46173

This summons by publication is specifically directed to the following defendant(s) whose whereabouts are unknown.

Aletia Sweet

In addition to the above-named defendants being served by this summons, there may be other defendants who have an interest in this lawsuit.

An answer or other appropriate response in writing to the Complaint must be filed either by you or your attorney with the Clerk of the Court for Rush County at:
Clerk of Rush County
101 East 2nd Street
Rushville, IN 46173
on or before the 14th day of October, 2023, (the same being thirty (30) days after the Third Notice of Suit), and if you fail to do so a judgment may be entered against you for what the plaintiff has demanded.

Codilis Law, LLC
Electronically Signed by:
Robert S. Kruszynski
15488-45

ATTEST:
Clerk, Rush Circuit Court
Attorney for Plaintiff
Codilis Law, LLC
8050 Cleveland Place
Merrillville, IN 46410
(219) 736-5579
15-23-00968
NOTE: This law firm is a debt collector.
G-388 8/31 9/7,14 hspaxlp

LEGAL NOTICE
DUKE ENERGY INDIANA, LLC

Public notice is hereby given to affected property owners pursuant to 170 IAC 4-9-4(f) that within two (2) to six (6) weeks of the date of this notice, weather permitting, Duke Energy Indiana, LLC will be performing vegetation management as part of its power line maintenance program in the area described below. As part of this project, one of its contractors that employ qualified utility line clearance tree workers will be trimming and/or removing trees and brush to clear the lines of vegetation in order to provide safe and reliable electric service. Vegetation management will be performed **in/near** Sexton **on or near** streets identified below:

Beginning at the substation located near the intersection of N CR 300 E & E CR 900 N, to include the areas around & near: N of E CR 550 N, E of N CR 200 W, S of 40, W of N CR 800 E

The date this notice is published initiates the two (2) week period for calculating implied consent by an affected property owner under 170 IAC 4-9. If you have any questions you may contact the Duke Energy Vegetation Management toll free number, 866-385-3675.

Duke Energy Indiana, LLC
Vegetation Management Department
G-397 9/7 hspaxlp 1847485

IT COSTS VERY little to place a classified ad. And it makes a lot of sense! Hoosier Buy Classifieds at 1-888-663-1063.

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500,000
POTENTIAL BUYERS
WILL SEE YOUR AD WITH ONE OF OUR HOOSIER BUYS. CALL FOR DETAILS AT HOOSIER BUY CLASSIFIEDS. 1-888-663-1063.

Now, when you really need it!!

If your family budget could use a boost right now, why not exchange some of those unneeded items around your house for some cash.

Call us today to place your ad!

The cost is low and the price is right!

Classified Department
1-888-663-1063

Public Notices

Legal Notice of Public Hearing
Decatur County Commissioners
Decatur County, Indiana

Notice is hereby given that **Nicholas & Dusti Hamilton** has filed with the County Commissioners of Decatur County, Indiana, a petition requesting the vacation of the following public rightof ways.

1. Vacate alley that runs N & S to the East of Lots 87 & 92 in Block 27 and to the West of Lots 88 & 91 in James L. Fugit's Addition to the Town of Milford. A pole barn was built on this alley when petitioner bought the property in 2009.

2. Vacate alley that runs E & W to the North of Lots 90 & 91 and to the South of Lots 96 & 97 in James L. Fugit's Addition to the Town of Milford. Alley dead ends into petitioner's property.

3. Vacate alley that runs E & W to the North of Lots 98 & 99 and to the South of Lots 104 & 105 in James L. Fugit's Addition to the Town of Milford. Alley dead ends into petitioner's property.

/s/ PETITIONER SIGNATURE:
DATE: 8/31/23

This petition, including all exhibits and plans filed, may be emailed or Postal mailed to anyone requesting this information by phone to the Auditor's Office at 812-663-2570. Written objections to the petition may be filed with the County Auditor's Office at 150 N Courthouse Square, Suite 133 Greensburg, IN 47240 before the hearing and such objections will be considered.

A public hearing will be held in the Commissioner's Room, located on the first floor of the Decatur County Courthouse, Greensburg, Indiana on Monday, September 18, 2023 at 8:00AM.

All interested parties will be given an opportunity to be heard in reference to the matter set out in said petition. The hearing may be continued from time to time as may be found necessary. This notice is sent to you as an owner of property surrounding the property included in said petition.

Nicholas & Dusti Hamilton
7250 W County Road 100N
Greensburg, IN 47240

For special accommodations needed by physically challenged individuals planning to attend, please call (812) 663-2570 at least 48 hours prior to the meeting

G-396 9/7 hspaxlp 1847613

Linville
TO THE OWNERS OF THE WITHIN DESCRIBED REAL ESTATE AND ALL INTERESTED PARTIES:
NOTICE OF SHERIFF'S SALE

By virtue of a certified copy of a decree to me directed from the Clerk of the Circuit/Superior Court of Decatur County, Indiana, in Cause No. 16D01-2303-MF-000140 wherein Nationstar Mortgage LLC, was Plaintiff, and Rita M. Linville, was the Defendant, requiring me to make the sum as provided in said Decree with interest and costs, I will expose at public sale to the highest bidder, on the 10th day of Oct. 2023, at the hour of 10:00 AM or as soon thereafter as is possible, at 601 S. Ireland Street Greensburg IN 47240 in Decatur County, Indiana, the fee simple of the whole body of Real Estate in Decatur County, Indiana.

Lot Numbered Ten (10) in RICHARDSON'S FIRST ADDITION to the City of Greensburg.

More Commonly Known As:
216 N. Amrhein Dr.,
Greensburg, IN 47240
Parcel No.
16-11-03-440-007.000-016

Together with rents, issues, income, and profits thereof, said sale will be made without relief from valuation or appraisement laws.

William Meyerrose
Sheriff of Decatur County, Indiana Township
216 N. Amrhein Dr.,
Greensburg, IN 47240
Street Address
Phillip A. Norman #13734-64
Benjamin J Pliskie #30407-45
PHILLIP A. NORMAN P.C.
Date: 8/16/2023

The Sheriffs Department does not warrant the accuracy of the street address published herein.

G-378 8/24,31, 9/7 hspaxlp

CLASSIFIEDS WILL SAVE you time and money. Use and read them! Hoosier Buy Classifieds at 1-888-663-1063.

Public Notices

NOTICE TO TAXPAYERS OF ADDITIONAL APPROPRIATIONS

Notice is hereby given to the taxpayers of Rush County, Indiana that the proper legal officer of the Rush County Council at their regular meeting place in the Assembly Room of the Rush County Courthouse, at 9:00 o'clock a.m. on the 26th day of September, 2023, will consider the following additional appropriations in excess of the budget for the current year.

FUND NAME: 1119 Clerk Record Perpet
MAJOR BUDGET CLASS OR ACCOUNT NUMBERS

1119.30186.00000.0000	
Professional Services	
$3,250.00	
TOTAL	**$3,250.00**

Tammy Justice
Rush County Auditor
G-396 9/7 hspaxlp 1847480

Auctions

ADDITIONAL REAL ESTATE Auctions can also be found in the Real Estate for Sale section under Real Estate Auctions.

Community Notes

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NOTICE TO CUSTOMERS: It has come to our attention that we have had some instances of apparent scam artists working other Indiana communities asking for credit card information over the phone.
Please be advised that the Greensburg Daily News will always offer you an account or ad number should we need to make a phone call of this nature.
Please be safe and don't give any credit information to anyone that cannot give you that type of confidential information. If in doubt call the number back for proper identification.

SERIOUSLY INJURED IN an AUTO ACCIDENT? Let us fight for you! Our network has recovered millions for clients! Call today for a FREE consultation! 844-517-6414

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Auctions

PUBLIC AUCTION
Sat., September 9 @ 10:00 AM

Wood Working/Shop Tools /Misc: Ridgid 10" & Porter Cable 8" table saws; Powermatic mortis drill; Jet orbital sander; Hawk scroll saw; Rockwell & Bosch jig saws; Craftsman 12" drill press; Delta 4' wood lathe, 18-36 drum sander & 14" band saw; Woodtech 6" jointer; Bosch compound miter saw w/ stand; Grizzly 24" 5hp. drum sander, 20" planer & 220v dust collector; Makita biscuit cutter; Shop Fox sander; numerous ele. & power tools, bar, wood & C clamps, air nailers & other shop tools; 6 ton shop press; bench vise; DeWalt, Pro Forse port. air compressors; Hobart Handler 125 mig welder; 2- 6' rolling cabinets shop & tool carts; Homemade charcuterie boards/ trays w/ epoxy finish; **Lumber:** 6' & 8'walnut live edge & slabs; 8' maple live edge 8/4 's.; 8' cherry live edge & milled square edge; sassafras & other misc. lumber; **Antiques/Household**: straight & rocking chairs; cast iron pump & scales; Farmers work cart; 1960's Inspectors work station; Rolling Mills machine operator's cart; misc. cast skillets & Wagner Ware roaster; 5 pc. bedroom suit; poplar dining room table w/ 6 chairs; spalted maple stand; pipe vise, ski table & other lamps; portable fireplace; old lawn sprayer wooden table on wheels; 6 pc. wall hutch; wooden chess table; misc. red glassware, plates & other serving dishes; Black Stone portable grill; Amish rugs; many other items.

TERMS: Cash/Check Lunch Served Not Responsible for Accidents

Lloyd T. & Frances L. Stephen
PH: 812-593-5145
LOCATION: 25078 Sanes Creek Road, Laurel, IN, 47024
Owens Auction Service, Inc. – Ph. 812-528-7021
Brian Owens AU19300185 Brayton Owens
Steve Fortner, Chad Carder, Josh Kuntz
All Merchandise Sold As-Is. Preview Friday September 8th from 12:00 – 4:00
Auctionzip.com23153 for complete listing & pictures

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(1mi east of Friendship on St Rd 62)
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jobs

Help Wanted

BILLING CLERK POSITION -
We are hiring a full time Billing Clerk. Must have customer service, organizational and some computer skills. Software training will be provided in house. Monday through Friday. Apply to:
Decatur County Rural Water Corp
3455 N Old US Hwy 421
Greensburg, IN

FIELD TECH POSITION.
We are hiring for a full time Field Tech position. All training will be in house. Must have a good and valid driver's license. Must enjoy working outdoors and working independently. Math and computer skills are a plus. Apply to:
Decatur County Rural Water Corp
3455 N Old US Hwy 421
Greensburg, IN

HELP WANTED
IN home caregiver needed in the St. Marys Indiana area.
Contact Adam at 513-607-5964

LOST A PET? 1-888-663-1063.

NEED TO SELL BABY FURNITURE? Let us help you create an ad that will *ATTRACT* a buyer. Call HOOSIER BUY CLASSIFIEDS today! 1-888-663-1063.

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"ABC's"
^^^^^^^^^^^^^^^^
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Help Wanted

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Are you looking for an Office job that you can use your Administrative skills?

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WE'RE HIRING

If you have clerical skills and are working fast food, telesales, or doing home delivery this could be the new job for you and we want to talk to you about it.
While performing this entry level, back office position, you will process Account Payable invoices and process Receivables, as well as doing spreadsheet entry. In addition you will do filing, maintain a database and have driver interaction.
Our work environment is casual but busy. Your attention to detail and follow through will be an appreciated skill.
You will enjoy paid vacations and competitive pay.
We do require experience in Microsoft Word and Excel.
Outlook & QuickBooks experience preferred.
If you have these qualifications please call Gretchen at Rolland Rose for an interview.
812-662-0533
or send your resume to:
rrti@greensburgtrucking.com

buy + sell

Garage Sale

GARAGE SALE: Fri. 9/8, 8-5:30 and Sat. 9/10, 8-12. 2455 E County Rd. 500 N, Greensburg, 2 mi. **past N.Decatur schools, turn right on 500 N, 2.5 mi. on right.** Misc items, nice women size 20-22-24 clothes, 2 Bathroom counter/sinks, microwave, dishwasher, 31 products, toddler bed & desk, MOB dresses, round wire shelf, scrapbook cart, baby gate.

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RUSH COUNTY STORAGE
900 W. 3rd St. Unit 46
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September 7th, 8th, & 9th
9am – 5pm
Women's clothes **(2x & 3x)**, furniture, 2 TVs, toys, antiques, linens, vacuum, household items, Fall & Farmhouse crafts,
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Thurs, Fri, & Sat. 9:00 – 5:00pm
8265 E. CR 200 S., New Point
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Public Notices

Legal Notice of Public Hearing - Des No's 1800255 and 1800256
Pavement Rehabilitation Project on SR 46 in Greensburg, Indiana

The Indiana Department of Transportation (INDOT), Seymour District will host a public hearing on Monday, September 25, 2023, at the Greensburg City Hall, 314 W. Washington Street Greensburg, IN 47240. The hearing will begin at 6:00pm, doors open at 5:30pm. The purpose of the public hearing is to offer all interested persons an opportunity to comment on current preliminary design plans for the pavement rehabilitation project along SR 46 in Greensburg, Decatur County. The purpose of this project is to add service life to the pavement (9-20 years minimum for Des No. 1800255, and 20 years minimum for Des No. 1800256) by improving the overall pavement condition and addressing drainage issues. In addition, this project seeks to enhance pedestrian facilities to ensure facilities meet current ADA and PROWAG standards and improve connectivity for residents within the community.

This project is divided into two sections with two separate Des Nos. Des No. 1800255 encompasses the western portion of the project area, while Des No. 1800256 encompasses the eastern portion of the project area. The project limits for Des No. 1800255 are from SR 3 to the west junction with United States Highway (US) 421, totaling approximately 1.8 miles in length. The project limits of Des. No. 1800256 are from the east junction with US 421 to Base Road, totaling approximately 0.8 miles in length.

The scope of work for Des No. 1800255 would include milling and applying a Hot Mix Asphalt (HMA) with partial and full depth patching at various locations from SR 3 to the railroad crossing belonging to the Central Railroad of Indiana (CIND) railroad. From the CIND railroad to the west junction with US 421 the proposed project recommends full depth pavement replacement along with replacement and/or construction of a stormwater sewer system, sanitary sewer system, water main installation, and curb and gutter. In addition, new street lighting would be installed along this portion of the project. The intersections of West Street, Carver Street, Anderson Street, and US 421 (Ireland St.) are proposed to be reconstructed to meet current Americans with Disabilities Act (ADA) and Public Right of Way Accessibility Guidelines (PROWAG) standards. Sidewalk construction / reconstruction would occur from the Needler's (736 W. Main St.) parking lot to the SR 46 and Ireland St. intersection on both the north and south sides. In addition, from the Needler's parking lot, west to the CIND railroad crossing, there would be a sidewalk added to the north side only. The project would include reconstructing the intersection at the west junction of US 421 and SR 46 (locally known as Main Street and Ireland Street). In addition to the pavement reconstruction at this location the scope of work includes new storm sewer and inlets, improved turning radii in the northeast quadrant (moving the new curb to roughly the back of the existing sidewalk), adjusting the signal pole locations, and replacing curb ramps to meet current ADA standards.

The scope of work for Des No. 1800256 would include full depth pavement replacement, and reconstruction/construction of sidewalks along SR 46 from the east junction of US 421 to the drive to the Greensburg Public Library (approximately 0.09 mile west of the Base Road intersection). Along the north side of SR 46, it is proposed that the existing sidewalk would be replaced with a 8-10 foot-wide multi-use path. Additionally, the south side of SR 46 would have 5 foot wide sidewalks and a 5 foot wide grass buffer. The replacement and/or construction of a stormwater sewer system, water main installation, street lighting, and curb and gutter is proposed for this portion of the project. The existing travel lane and parking configuration would change, but one travel lane in each direction would remain. On street parking areas along the south side of SR 46 would be from Lincoln St. to Vine St. and parking on the north side between Stewart St. and Davidson St. As part of the proposed sidewalk reconstruction, the intersection at Wilder St. would include "bump outs" at the west side of the intersection to improve pedestrian access and promote decreased traffic speed. As part of the proposed pavement replacement, the intersection at N. Lincoln St. would include 12-foot lane widths for both eastbound and westbound SR 46 travel lanes at the intersection (sidewalk buffer widths would be reduced to 5 feet to allow the wider lanes to be provided within the existing right-of-way) and the pavement markings for the eastbound left turn lane should be extended an additional 200 feet (currently 110 feet) to provide for some additional deceleration time. The traffic signals would also be replaced at this location. From the Greensburg Public Library drive to the eastern project limits (0.01 mile east of Base Road intersection), an HMA preventative maintenance overlay is anticipated.

The Maintenance of Traffic (MOT) plan for the project is under development, a preliminary MOT plan will be presented at 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 0.82 acre of permanent new right-of-way, in addition to some temporary right-of-way needed during construction.

Federal and state funds are proposed to be used for construction of this project. The estimated total cost of Des. No. 1800255 is $7,400,000 and the estimated total cost for Des. No. 1800256 is $8,500,000. The combined estimated total cost is $15,900,000 and includes preliminary engineering, right-of-way, and construction costs. 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 location:

1. Greensburg Public Library at 1110 E. Main Street, Greensburg, IN 47240

Additionally, a project webpage will be created prior to the public hearing to ensure project information is available on-line via the project sponsors web page Seymour.indot.in.gov, if you are unable to attend in person. Lastly, project information, including the environmental document, may be mailed upon request.

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 the attention of Mitchell Wilcox at 3815 River Crossing Parkway, Suite 20, Indianapolis, IN 46240, at 317-663-8265, or at mitchell.wilcox@mbakerintl.com. INDOT respectfully requests that comments be submitted by October 10, 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 Terry Summers, INDOT Project Manager, Seymour District at (812) 524-3749 or at tsummers@indot.in.gov.

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.

G-397 9/7,14 hspaxlp 1847617

Property Owner Mailing List

Owner Address	Property Address
DECATUR COUNTY 150 COURTHOUSE SQUARE, SUITE 5 GREENSBURG,, IN 47240	FRANKLIN & MAIN ST., GBG GREENSBURG, IN 47240
MILES COMMUNICATION INC PO BOX 145 SUNMAN, IN 47041-0145	220 E MAIN ST GREENSBURG, IN 47240
ADAMS RICK J 228 E MAIN ST GREENSBURG, IN 47240	228 E MAIN ST GREENSBURG, IN 47240
ANDERSON TRACEY L 7347 GLENVIEW EAST DR INDIANAPOLIS, IN 46250	230 E MAIN ST GREENSBURG, IN 47240
WHITTAKER STACEY M 304 E MAIN ST GREENSBURG, IN 47240	304 E MAIN ST GREENSBURG, IN 47240
CAHILL CLAIRE & JOHNSON MUSTAFAH 308 E MAIN ST GREENSBURG, IN 47240	308 E MAIN ST GREENSBURG, IN 47240
BUSH RUSSELL D 312 E MAIN ST GREENSBURG, IN 47240	312 E MAIN ST GREENSBURG, IN 47240
HAUK CORY R & SCHWERING TAYLOR 316 E MAIN ST GREENSBURG, IN 47240	316 E MAIN ST GREENSBURG, IN 47240
WILLIAMS TERESA M 322 E MAIN ST GREENSBURG, IN 47240	322 E MAIN ST GREENSBURG, IN 47240
WELSH CRAWLEY KRAMER POST 129 AMERICAN LEGION PO BOX 302 GREENSBURG, IN 47240	326 E MAIN ST GREENSBURG, IN 47240
KOOSHTARD PROPERTY IV LLC ETAL PO BOX 347 C/O MACS #0064 COLUMBUS, IN 47202	101 N LINCOLN ST GREENSBURG, IN 47240
STATE OF INDIANA SEYMOUR DISTRICT 185 AGRICO LN SEYMOUR, IN 47274	E MAIN ST GREENSBURG, IN 47240
HUMPERT WILLIAM LEROY AND 406 E MAIN STREET GREENSBURG, IN 47240	406 E MAIN ST GREENSBURG, IN 47240

Owner Address	Property Address
WALLACE CHAD M & KAYLAN L 420 E MAIN ST GREENSBURG, IN 47240	420 E MAIN ST GREENSBURG, IN 47240
WALLACE CASEY LYNNE 428 E MAIN ST GREENSBURG, IN 47240	428 E MAIN ST GREENSBURG, IN 47240
WILLARD MATTHEW 432 EAST MAIN GREENSBURG, IN 47240	432 E MAIN ST GREENSBURG, IN 47240
GODDARD STEPHEN & CYNTHIA 391 BREAKANTER DR FISHERS, IN 46037	446 E MAIN ST GREENSBURG, IN 47240
LOECHLE JEFFERY L 4698 E BASE RD GREENSBURG, IN 47240	504 E MAIN ST GREENSBURG, IN 47240
REYNOLDS CRAIG T & AMANDA R 508 E MAIN ST GREENSBURG, IN 47240	508 E MAIN ST GREENSBURG, IN 47240
KLENE ROBIN R 515 N ANDERSON ST GREENSBURG, IN 47240	514 E MAIN ST GREENSBURG, IN 47240
BECKNER MYRON L & DINAH L 503 E BAILI CT GREENSBURG, IN 47240	520 E MAIN ST GREENSBURG, IN 47240
BURFORD WENDY L 524 E MAIN ST GREENSBURG, IN 47240	524 E MAIN ST GREENSBURG, IN 47240
SCHIMPF JESSICA LYNN 530 E MAIN ST GREENSBURG, IN 47240	530 E MAIN ST GREENSBURG, IN 47240
KELLER DONALD R 532 E MAIN ST GREENSBURG, IN 47240	532 E MAIN ST GREENSBURG, IN 47240
WILSON DENNIS A & SUSAN V 602 E MAIN GREENSBURG, IN 47240	602 E MAIN ST GREENSBURG, IN 47240
NELSON LYNN R 610 E MAIN ST GREENSBURG, IN 47240	610 E MAIN ST GREENSBURG, IN 47240
BUELL VIRGIE J 103 S POPLAR ST GREENSBURG, IN 47240	614 E MAIN ST GREENSBURG, IN 47240

Owner Address	Property Address
WEBER BROCK & ALY 620 E MAIN ST GREENSBURG, IN 47240	620 E MAIN ST GREENSBURG, IN 47240
BURCK KENNETH R & ARIKA J 630 E MAIN ST GREENSBURG, IN 47240	630 E MAIN ST GREENSBURG, IN 47240
GREIWE MICHAEL C & GREIWE TIMOTHY A PO BOX 485 GREENSBURG, IN 47240	104 N WILDER ST GREENSBURG, In 47240
FOSTER MICHAEL T & LORI J 704 E MAIN ST GREENSBURG, IN 47240	704 E MAIN ST GREENSBURG, IN 47240
MONROE DONNA M 714 EAST MAIN ST GREENSBURG, IN 47240	714 E MAIN ST GREENSBURG, In 47240
ENDRIS CONNIE E 722 E MAIN ST GREENSBURG,, IN 47240	722 E MAIN ST GREENSBURG, IN 47240
KRIEGER GREGORY B 730 EAST MAIN ST GREENSBURG, IN 47240	730 E MAIN ST GREENSBURG, IN 47240
KORKHOUSE JOSHUA L & DICKEY EMMA L 802 EAST MAIN ST GREENSBURG, IN 47240	802 E MAIN ST GREENSBURG, IN 47240
MARTIN BILL D & JANICE K 806 E MAIN ST GREENSBURG, IN 47240	806 E MAIN ST GREENSBURG, IN 47240
DOERFLINGER SHEILA R 1041 E CROWN POINT BLVD GREENSBURG, IN 47240	810 E MAIN ST GREENSBURG, IN 47240
ISON DELMON E 814 E MAIN ST GREENSBURG, IN 47240	814 E MAIN ST GREENSBURG, IN 47240
CHERRY THOMAS A 4270 E BASE ROAD GREENSBURG, IN 47240	820 E MAIN ST GREENSBURG, IN 47240
LANGFORD LINDA L 824 E MAINST GREENSBURG, IN 47240	824 E MAIN ST GREENSBURG, IN 47240
GIDDINGS DAVID F JR 828 E MAIN ST GREENSBURG, IN 47240	828 E MAIN ST GREENSBURG, IN 47240
STRASBURGER LINDA 834 E MAIN ST GREENSBURG, IN 47240	834 E MAIN ST GREENSBURG, IN 47240

Owner Address	Property Address
OLIVE AERIE #927 FRATERNAL ORDER OF 920 E MAIN ST GREENSBURG, IN 47240	920 E MAIN ST GREENSBURG, IN 47240
SDRC 1996 LLC 930 E MAIN GREENSBURG, IN 47240	930 E MAIN ST GREENSBURG, IN 47240
DICKSON MAX P & PEGGY I 120 WINDING WAY BATESVILLE, IN 47006	940 E MAIN ST GREENSBURG, IN 47240
WELAGE PROPERTIES LP 1635 S MILL CREEK RD GREENSBURG, IN 47240	946 E MAIN ST GREENSBURG, IN 47240
ADAMS JERRY D & ALEXA M 1141 E PLEASANT DR GREENSBURG, IN 47240	950 E MAIN ST GREENSBURG, In 47240
MCCAMMENT LARRY L & CYNTHIA R 706 S WEATHERBY CT GREENSBURG, IN 47240	1008 E MAIN ST GREENSBURG, IN 47240
RJKT LLC 1169 S CO RD 400 E GREENSBURG, IN 47240	1010 E MAIN ST GREENSBURG, IN 47240
RJKT LLC 1010 E MAIN ST GREENSBURG, IN 47240	E MAIN STREET GREENSBURG, IN 47240
LUBER LINDA L 1014 E MAIN ST GREENSBURG, IN 47240	1014 E MAIN ST GREENSBURG, IN 47240
HAMMOND CHRISTOPHER B 1016 E MAIN ST GREENSBURG, IN 47240	1016 E MAIN ST GREENSBURG, IN 47240
GREENSBURG PUBLIC LIBRARY 1110 EAST MAIN STREET GREENSBURG, IN 47240	1110 E MAIN ST GREENSBURG, IN 47240
GREENSBURG PUBLIC LIBRARY 1110 E MAIN ST GREENSBURG, IN 47240	E MAIN ST GREENSBURG, In 47240
OHI ASSET (IN) GREENSBURG LLC 303 INTERNATONAL CIR, STE, 200 Attn: Kristy McGarvey COCKEYSVILLE, MD 21030	1021 E CENTRAL AVE GREENSBURG, In 47240
DEC CO COMMISSIONERS 150 COURTHOUSE SQ STE 133 GREENSBURG, IN 47240	1301 E BASE RD GREENSBURG, IN 47240

Owner Address	Property Address
BILLIEU ROBERT N & KARLA J 905 E BASE RD GREENSBURG, IN 47240	905 E BASE RD GREENSBURG, IN 47240
KING STEPHEN & BAKER MARILYN L 567 N OLD MICHIGAN RD HOLTON, IN 47023	940 E STATE RD 46 GREENSBURG, In 4724
J & A REALTY LLC 1511 S MILL CREEK RD GREENSBURG, IN 47240	201 E MAIN ST GREENSBURG, IN 47240
RT RENTALS LLC 803 E BEECHWOOD LANE GREENSBURG, IN 47240	203 E MAIN ST GREENSBURG, IN 47240
RT RENTALS LLC 803 E BEECHWOOD LANE GREENSBURG, IN 47240	205 E MAIN ST GREENSBURG, IN 47240
RT RENTAL LLC 803 E BEECHWOOD LANE GREENSBURG, IN 47240	207 E MAIN ST GREENSBURG, In 47240
RT RENTALS LLC 803 E BEECHWOOD LN GREENSBURG, IN 47240	213 E MAIN ST GREENSBURG, IN 47240
RT RENTALS LLC 803 E BEECHWOOD LN GREENSBURG, IN 47240	213 E MAIN ST GREENSBURG, IN 47240
RT RENTALS LLC 803 E BEECHWOOD LN GREENSBURG, IN 47240	213 E MAIN ST GREENSBURG, IN 47240
RT RENTALS LLC 803 E BEECHWOOD LN GREENSBURG, IN 47240	213 E MAIN ST GREENSBURG, IN 47240
MCLAUGHLIN JAMES A 712 S KIERAN DR GREENSBURG, IN 47240	221 E MAIN ST GREENSBURG, IN 47240
NEAL RENTAL PROPERTY LLC PO BOX 121 OSGOOD, IN 47037	225 E MAIN ST GREENSBURG, IN 47240
PUCKETT JAMES L REVOCABLE TRUST 6550 RIVER RD COLUMBUS, IN 47203	119 S MICHIGAN AVE GREENSBURG, IN 47240
GREENSBURG INDIANA 106 LLC 6979 HILLSDALE CT INDIANAPOLIS, IN 46250	106 S MICHIGAN AVE GREENSBURG, IN 47240

Owner Address	Property Address
PASTAGAL JOSE P & SHIRLEY A 345 EAST MAIN STREET GREENSBURG,, IN 47240	325 E MAIN ST GREENSBURG, IN 47240
PASTAGAL JOSE P & SHIRLEY A 345 E MAIN ST GREENSBURG, IN 47240	345 E MAIN ST GREENSBURG, IN 47240
PASTAGAL JOSE P & SHIRLEY A 345 EAST MAIN STREET GREENSBURG,, IN 47240	345 E MAIN ST GREENSBURG, IN 47240
STATE OF INDIANA 100 N SENATE AVE N642 INDIANAPOLIS, IN 46204-2219	E MAIN ST GREENSBURG, IN 47240
STATE OF INDIANA 100 N SENATE AVE N642 INDIANAPOLIS, IN 46204-2219	E MAIN ST GREENSBURG, IN 47240
HARDY CHRISTOPHER & ROBBINS EMILY 419 E MAIN ST GREENSBURG, IN 47240	419 E MAIN ST GREENSBURG, IN 47240
BECKNER MYRON & DINAH L 503 E BAILI CT GREENSBURG, IN 47240	421 E MAIN ST GREENSBURG, IN 47240
MENEFEE RYNE B & SYDNEY M 429 E MAIN ST GREENSBURG, IN 47240	429 E MAIN ST GREENSBURG, IN 47240
COCKERHAM NICHOLAS A & TOBY M 431 EAST MAIN STREET GREENSBURG, IN 47240	431 E MAIN ST GREENSBURG, IN 47240
CUNNINGTON MICHAEL E & ANGELA K 433 E MAIN ST GREENSBURG, IN 47240	433 E MAIN ST GREENSBURG, IN 47240
MYERS KAREN L 212 N FRANKLIN GREENSBURG, IN 47240	435 E MAIN ST GREENSBURG, IN 47240
COUCH ZACKARY 501 E MAIN ST GREENSBURG, IN 47240	501 E MAIN ST GREENSBURG, IN 47240
HUNTER MICHELLE N 503 E MAIN ST GREENSBURG, IN 47240	503 E MAIN ST GREENSBURG, IN 47240
MORLAN RYAN K & DEIDRE R 1220 N MAPLE DR GREENSBURG, IN 47240-9532	505 E MAIN ST GREENSBURG, IN 47240
SCHEIDLER LAWRENCE J & JANICE L 509 E MAIN ST GREENSBURG, IN 47240	509 E MAIN ST GREENSBURG, IN 47240

Owner Address	Property Address
BEAVER GREGORY 515 E MAIN ST GREENSBURG, IN 47240	515 E MAIN ST GREENSBURG, IN 47240
SCHEIDLER HERBERT J & JUANITA 519 E MAIN ST GREENSBURG, IN 47240	519 E MAIN ST GREENSBURG, In 47240
SCHLEMMER NORMAN C III 2301 N BROADWAY GREENSBURG, IN 47240	529 E MAIN ST GREENSBURG, IN 47240
LYNETTE JUSTIN P 533 E MAIN ST GREENSBURG, IN 47240	533 E MAIN ST GREENSBURG, IN 47240
DANCE VICTOR & JANET 603 E MAIN ST GREENSBURG, IN 47240	603 E MAIN ST GREENSBURG, IN 47240
SMITH WILLIAM O & LYNDA M PO BOX 283 GREENSBURG, IN 47240	615 E MAIN ST GREENSBURG, In 47240
TAYLOR MARK ALLEN & TAYLOR SKOSHA VENNA 617 E MAIN ST GREENSBURG, IN 47240-2110	617 E MAIN ST GREENSBURG, IN 47240
MAPLE JAMES J & JANET L 623 E MAIN ST GREENSBURG, IN 47240	623 E MAIN ST GREENSBURG, IN 47240
BLANKMAN ALVIN JOSEPH 629 E MAIN ST GREENSBURG, IN 47240	629 E MAIN ST GREENSBURG, IN 47240
SCHEIDLER DANIEL J & DIANE E 515 N CO RD 400 W GREENSBURG, IN 47240	703 E MAIN ST GREENSBURG, IN 47240
WILMER BILLY J II & WILMER KRISTIE E 707 EAST MAIN ST GREENSBURG, IN 47240	707 E MAIN ST GREENSBURG, IN 47240
CONK JAMES M & MELISSA N 715 E MAIN ST GREENSBURG, IN 47240	715 E MAIN ST GREENSBURG, In 47240
CONK TIMOTHY J AND LISA L 725 E MAIN ST GREENSBURG, IN 47240	725 E MAIN ST GREENSBURG, IN 47240
MOLES JOHNNIE M II 805 E MAIN ST GREENSBURG, IN 47240	805 E MAIN ST GREENSBURG, IN 47240
RUBLE BEVERLY A & RUBLE TERRY & 809 E MAIN ST GREENSBURG, IN 47240	809 E MAIN ST GREENSBURG, IN 47240

Owner Address	Property Address
RUBLE MICHAEL LOUIS & LORI LEE 813 E MAIN ST GREENSBURG, IN 47240	813 E MAIN ST GREENSBURG, IN 47240
LAWRENCE IRREVOCABLE TRUST 2414 Harmony Way EVANSVILLE, IN 47720	819 E MAIN ST GREENSBURG, IN 47240
BROWNING DONALD R & URSULA 827 E MAIN ST GREENSBURG, IN 47240	827 E MAIN ST GREENSBURG, IN 47240
CITY OF GREENSBURG INDIANA 314 W WASHINGTON ST GREENSBURG, IN 47240-1613	905 E MAIN ST GREENSBURG, IN 47240
CITY OF GREENSBURG INDIANA 314 W WASHINGTON ST GREENSBURG, IN 47240-1613	905 E MAIN ST GREENSBURG, IN 47240
TIM & KIM RENTALS LLC 921 E MAIN ST GREENSBURG, IN 47240-2306	909 E MAIN ST GREENSBURG, IN 47240
TIM & KIM RENTALS LLC 1186 E CO RD 500 N GREENSBURG, IN 47240	915 E MAIN ST GREENSBURG, IN 47240
TIM & KIM RENTALS LLC 1186 E CO RD 500 N GREENSBURG, IN 47240-8413	921 E MAIN ST GREENSBURG, IN 47240
WRIGHT ROGER DALE & DAVID WAYNE WRIGHT 931 E MAIN ST GREENSBURG, IN 47240	931 E MAIN ST GREENSBURG, IN 47240
TIM & KIM RENTALS LLC 915 E MAIN ST GREENSBURG, IN 47240	935 E MAIN ST GREENSBURG, IN 47240
MARTIN BILL D & JANICE K 1464 W 450 S SHELBYVILLE, IN 46176	1011 E MAIN ST GREENSBURG, IN 47240
TIM & KIM RENTALS LLC PO BOX 427 CO Robert L Mirick GREENSBURG, IN 47240	1015 E MAIN ST GREENSBURG, IN 47240
COLSON JANET 1023 E MAIN ST GREENSBURG, IN 47240	1023 E MAIN ST GREENSBURG, IN 47240
IMEL VERNON & CHERIEE 1025 E MAIN ST GREENSBURG, IN 47240	1025 E MAIN ST GREENSBURG, IN 47240

Owner Address	Property Address
BEAGLE RAY R & MARY JEAN 514 N GARY CT GREENSBURG, IN 47240	1115-1117 E MAIN ST GREENSBURG, IN 47240
JOHANNIGMAN RENTALS LLC 5869 S US HWY 421 GREENSBURG, IN 47240	E MAIN ST GREENSBURG, IN 47240
JOHANNIGMAN RENTALS LLC 5869 SOUTH US HWY 421 GREENSBURG, IN 47240	E MAIN ST GREENSBURG, IN 47240
WHITAKER JEFF & ANNA 6596 N COUNTY ROAD 250 W GREENSBURG, IN 47240	E ST RD 46 GREENSBURG, IN 47240
DMMW LLC P.O. BOX 111 GREENSBURG, IN 47240	921 E ST RD 46 GREENSBURG, IN 47240
DMMW LLC P.O. BOX 111 GREENSBURG, IN 47240	921 E ST RD 46 GREENSBURG, IN 47240
DMMW LLC P.O. BOX 111 GREENSBURG, IN 47240	921 E ST RD 46 GREENSBURG, IN 47240
STERCHI FRED L & BARBARA A 961 S COUNTRY CLUB DR GREENSBURG, IN 47240	ST RD 46 GREENSBURG, In 47240
STERCHI FRED L & BARBARA A 961 S COUNTRY CLUB DR GREENSBURG, IN 47240-7630	W ST RD 46 GREENSBURG, IN 47240
STERCHI FRED J 961 S COUNTRY CLUB DR GREENSBURG, IN 47240	1660 W ST RD 46 GREENSBURG, IN 47240
WESSELER SCOTT 2093 N COUNTY ROAD 450 W GREENSBURG, IN 47240	1614 W ST RD 46 GREENSBURG, IN 47240
LOGAN SHERMAN WM & ROSEMARY F 6502 LOCKWOOD LN INDIANAPOLIS, IN 46217	W ST RD 46 GREENSBURG, IN 47240
LOGAN SHERMAN W & ROSEMARY F 6502 LOCKWOOD LANE INDIANAPOLIS, IN 46217	1520 W STATE RD 46 GREENSBURG, IN 47240
LOGAN FAMILY LLC 6502 LOCKWOOD LANE INDIANAPOLIS, IN 46217	N ST RD 3 GREENSBURG, IN 47240

Owner Address	Property Address
CHILDREN'S ADVOCACY CENTER OF SOUTHEASTERN INDIANA 1516 W MAIN ST GREENSBURG, IN 47240	1516 W MAIN ST GREENSBURG, IN 47240
FARM CREDIT SERVICES OF MID AMERICA 1601 UPS DR LOUISVILLE, KY 40232-4390	1512 W MAIN ST GREENSBURG, IN 47240
DECATUR COUNTY REMC 1430 W MAIN ST GREENSBURG, IN 47240-9730	1430 W MAIN ST GREENSBURG, IN 47240
MEYER JOHN S & MEYER J ANDREW 430 W FIRST STREET NEW ALBANY, IN 47150	W ST RD 46 GREENSBURG, IN 47240
SCHEIDLER DANIEL C & ANITA M 3610 E CO RD 400 S GREENSBURG, IN 47240	1400 W MAIN ST GREENSBURG, IN 47240
BUENING TERRY W 1025 N ANDERSON GREENSBURG, IN 47240	110 N SUNSET DR GREENSBURG, IN 47240
WALLPE PAULA J 8388 E STATE RD 46 GREENSBURG, IN 47240	W MAIN ST GREENSBURG, IN 47240
GREENSBURG COLUMBIANS 1308 W MAIN ST GREENSBURG, IN 47240	1308 W MAIN ST GREENSBURG, In 47240
GREENSBURG COLUMBIANS 1308 W MAIN ST GREENSBURG, IN 47240	W MAIN ST GREENSBURG, IN 47240
SWEET RAY GLENN JR 1128 W CR 800 S WESTPORT, IN 47283	1304 W MAIN STREET GREENSBURG, IN 47240
WELLS FAMILY TRUST THE 1210 W MAIN ST c/o Ray Sweet GREENSBURG, IN 47240	W MAIN ST GREENSBURG, IN 47240
RYLE P DAVID & PATRICIA L 1206 W MAIN ST GREENSBURG, IN 47240	1206 W MAIN ST GREENSBURG, IN 47240
IRVING MATERIALS INC 8032 N STATE RD 9 GREENFIELD, IN 46140-9097	1100 W MAIN ST GREENSBURG, In 47240
CENTRAL RAILROAD CO OF IN 200 MERIDIAN CENTRE Suite 300 ROCHESTER, NY 14618	RAILROAD GREENSBURG, In 47240

Owner Address	Property Address
REECE TIMOTHY L & KATHLEEN M 806 W WASHINGTON ST GREENSBURG, IN 47240	1010 W MAIN ST GREENSBURG, IN 47240
CITY OF GREENSBURG 314 W WASHINGTON ST GREENSBURG, IN 47240	W MAIN ST GREENSBURG, IN 47240
PREMIER AG COOPERATIVE INC PO BOX 304 SEYMOUR, IN 47274	1009 W WASHINGTON ST GREENSBURG, IN 47240
PREMIER AG COOPERATIVE INC PO BOX 304 SEYMOUR, IN 47274	766 W MAIN ST GREENSBURG, IN 47240
K B INC 370 W CO RD 400 N GREENSBURG, IN 47240	736 W MAIN ST GREENSBURG, IN 47240
K B INC AN INDIANA CORP 370 W CO RD 400 N GREENSBURG, IN 47240	736 W MAIN ST GREENSBURG, IN 47240
KB INC 370 W COUNTY ROAD 400 N GREENSBURG, IN 47240	714 W MAIN ST GREENSBURG, IN 47240
KB INC 370 W COUNTY ROAD 400 N GREENSBURG, IN 47240	704 W MAIN ST GREENSBURG, IN 47240
TREE COUNTY PLAYERS INC PO BOX 423 GREENSBURG, IN 47240	634 W MAIN ST GREENSBURG, IN 47240
COLLINS PAUL DUANE 622 WEST MAIN STREET GREENSBURG, IN 47240	628 W MAIN ST GREENSBURG, IN 47240
COLLINS PAUL DUANE 622 W MAIN ST GREENSBURG, IN 47240	622 W MAIN ST GREENSBURG, IN 47240
COLSON DAVID A & DONNA S & RUTH G WINGATE 620 W MAIN ST GREENSBURG, IN 47240	620 W MAIN ST GREENSBURG, IN 47240
PETERSON ALVIN J & MARIDEL 606 W MAIN ST GREENSBURG, IN 47240	612 W MAIN ST GREENSBURG, IN 47240
PETERSON ALVIN J & MARIDEL R 606 W MAIN ST GREENSBURG, IN 47240	606 W MAIN ST GREENSBURG, IN 47240
CAIN NENA 602 W MAIN ST GREENSBURG, IN 47240	602 W MAIN ST GREENSBURG, IN 47240

Owner Address	Property Address
HOGG JOHN W JR 2946 E BASE RD GREENSBURG, IN 47240-7499	532 W MAIN ST GREENSBURG, IN 47240
PETERSON ALVIN J & MARY R 606 W MAIN ST GREENSBURG, IN 47240	530 W MAIN ST GREENSBURG, IN 47240
RAY JACKIE D 4713 EASTGATE DR COLUMBUS, IN 47203	526 W MAIN ST GREENSBURG, In 47240
SIBBITT TIMOTHY G 805 S BROADWAY ST GREENSBURG, IN 47240	518 W MAIN ST GREENSBURG, IN 47240
SIBBITT TIMOTHY G 805 S BROADWAY ST GREENSBURG, IN 47240	516 W MAIN ST GREENSBURG, IN 47240
BEDEL KEVIN R & KELLEY L 1051 E CO RD 1100 N BATESVILLE, IN 47006	512 W MAIN ST GREENSBURG, IN 47240
HAMILTON NICHOLAS R 7250 W CO RD 100 N GREENSBURG, IN 47240	500 W MAIN ST GREENSBURG, IN 47240
BECKNER MYRON L & DINAH L 503 E BAILI CT GREENSBURG, IN 47240	434 W MAIN ST GREENSBURG, IN 47240
PIERSON LINDA D 428 W MAIN ST GREENSBURG, IN 47240	428 W MAIN ST GREENSBURG, IN 47240
RT RENTALS LLC 803 E BEECHWOOD LANE GREENSBURG, IN 47240	426 W MAIN ST GREENSBURG, In 47240
EMRO MARKETING COMPANY 539 S MAIN ST FINDLAY, OH 45840	414 W MAIN ST GREENSBURG, IN 47240
BONDED OIL COMPANY 539 S MAIN ST FINDLAY, OH 45840	402 W MAIN ST GREENSBURG, IN 47240
DECATUR CO BANK OF GREENSBURG C/O FIFTH THIRD BANK 38 FOUNTAIN SQ PLAZA CINCINNATI, OH 45263-0001	314 W MAIN ST GREENSBURG, IN 47240
STATE OF INDIANA SEYMOUR DISTRICT 185 AGRICO LN SEYMOUR, IN 47274	W ST RD 46 GREENSBURG, IN 47240

Owner Address	Property Address
HENRY JOHN W & GERALDINE 2059 W STATE ROAD 46 GREENSBURG, IN 47240	2059 W ST RD 46 GREENSBURG, IN 47240
DGRG PROPERTIES LLC 800 E CO RD 200 N GREENSBURG, IN 47240	1645 W ST RD 46 GREENSBURG, In 47240
KS GLEITLAGER NORTH AMERICA LLC 1731 INDUSTRIAL PARKWAY MARINETTE, WI 54143	W ST RD 46 GREENSBURG, In 47240
KS GLEITLAGER NORTH AMERICAN LLC 1731 INDUSTRIAL PKWY N MARINETTE, WI 54143-3704	1515 W Main ST GREENSBURG, IN 47240
SIMFALL LLC 5105 LOCKPORT RD LOCKPORT, NY 14094	1505 W MAIN ST GREENSBURG, IN 47240
SIMFALL LLC 5105 LOCKPORT RD LOCKPORT, NY 14094	1505 W MAIN ST GREENSBURG, IN 47240
DELTA FAUCET COMPANY Po Box 4900 SCOTTSDALE, AZ 85261	1425 W MAIN ST GREENSBURG, IN 47240
GREENSBURG SOY PROCESSORS LLC 1015 W MAIN ST GREENSBURG, IN 47240	1115 W MAIN ST GREENSBURG, IN 47240
CENTRAL RAILROAD CO OF IN 200 MERIDIAN CENTRE SUITE 300 ROCHESTER, NY 14618	RAILROAD GREENSBURG, In 47240
GREENSBURG SOY PROCESSORS LLC 1015 W MAIN ST GREENSBURG, IN 47240	1015 W MAIN ST GREENSBURG, IN 47240
GREENSBURG SOY PROCESSORS LLC 1015 W MAIN ST GREENSBURG, IN 47240	1013 W MAIN ST GREENSBURG, IN 47240
GREENSBURG SOY PROCESSORS LLC 1015 W MAIN ST GREENSBURG, IN 47240	1005 W MAIN ST GREENSBURG, IN 47240
CENTRAL RAILROAD CO OF IN 200 MERIDIAN CENTRE SUITE 300 ROCHESTER, NY 14618	W MAIN ST GREENSBURG, In 47240
WASH & STORAGE LLC 2301 N BROADWAY ST GREENSBURG, IN 47240	901 W MAIN ST GREENSBURG, IN 47240

Owner Address	Property Address
CENTRAL RAILROAD CO OF IN 200 MERIDIAN CENTRE Suite 300 ROCHESTER, NY 14618	RAILROAD GREENSBURG, In 47240
HUBER FREDRICK R & LINDA S 2834 E BASE RD GREENSBURG, IN 47240	W MAIN ST GREENSBURG, IN 47240
REED JIM CONSTRUCTION LLC 10986 S CO RD 450 W MADISON, IN 47250	777 W MAIN ST GREENSBURG, IN 47240
KOHRMAN MARK J & PATRICIA S 755 W MAIN ST GREENSBURG, IN 47240	755 W MAIN ST GREENSBURG, In 47240
DEWEESE CHARLES C & ANN MARIE 731 W MAIN ST GREENSBURG, IN 47240	731 W MAIN ST GREENSBURG, In 47240
KB INC 370 W COUNTY ROAD 400 N GREENSBURG, IN 47240	725 W MAIN ST GREENSBURG, IN 47240
KB INC 370 W COUNTY ROAD 400 N GREENSBURG, IN 47240	725 W MAIN ST GREENSBURG, IN 47240
SIBBITT TIMOTHY G 805 S BROADWAY ST GREENSBURG, IN 47240	715 W MAIN ST GREENSBURG, IN 47240
K B INC 370 W CR 400 N GREENSBURG, IN 47240	713 W MAIN ST GREENSBURG, IN 47240
PRESTON R DOUGLAS & SHERRI T 1135 S MICHIGAN AVE GREENSBURG, IN 47240	709 W MAIN ST GREENSBURG, IN 47240
HEATON CLARENCE E & WANDA A LIVING 911 W ELEVENTH ST GREENSBURG, IN 47240	703 W MAIN ST GREENSBURG, IN 47240
THOMAS JENNIFER J 635 W MAIN ST GREENSBURG, IN 47240	635 W MAIN ST GREENSBURG, IN 47240
CLARK LOWELL R 640 W CENTRAL AVE GREENSBURG, IN 47240	633 W MAIN ST GREENSBURG, In 47240
COLLINS PAUL DUANE 622 W MAIN ST GREENSBURG, IN 47240	631 W MAIN ST GREENSBURG, IN 47240

Owner Address	Property Address
JACKSON PHILLIP JR 629 W MAIN ST GREENSBURG, IN 47240	629 W MAIN ST GREENSBURG, IN 47240
JACKSON PHILLIP JR 629 W MAIN ST GREENSBURG, IN 47240	613 W MAIN ST GREENSBURG, IN 47240
ROYALTY PROPERTIES LLC 2099 E TIPTON ST SEYMOUR, IN 47274	603 W MAIN ST GREENSBURG, In 47240
ROYALTY PROPERTIES LLC 2099 E TIPTON ST SEYMOUR, IN 47274	W MAIN ST GREENSBURG, In 47240
FRY-SCHEIDLER PROPERTIES LLC 601 W MAIN ST GREENSBURG, IN 47240	601 W MAIN ST GREENSBURG, In 47240
CENTRAL RAILROAD CO OF IN 200 MERIDIAN CENTRE Suite 300 ROCHESTER, NY 14618	RAILROAD GREENSBURG, In 47240
HOGG TERRY D & DEBRA S HOGG & SHERRI L HOGG 1655 W SHADY LN GREENSBURG, IN 47240	533 W MAIN ST GREENSBURG, IN 47240
BRAY SHERRI 1128 N BROADWAY ST GREENSBURG, IN 47240	515 W MAIN ST GREENSBURG, In 47240
NELSON PHILIP S 1231 S MILLHOUSEN RD GREENSBURG, IN 47240	511 W MAIN ST GREENSBURG, IN 47240
SMALL MATTHEW D 26421 &TH AVE S SEATTLE, WA 98198-9303	509 W MAIN ST GREENSBURG, IN 47240
HEIST INVESTMENTS LLC 208 SCHOOL HOUSE DR GREENFIELD, IN 46140	505 W MAIN ST GREENSBURG, IN 47240
HUEGEL JOHN E & SHEILA 503 W MAIN ST GREENSBURG, IN 47240	503 W MAIN ST GREENSBURG, IN 47240
GOINS CODY & HILARY 12671 N COUNTY ROAD 100 W BATESVILLE, IN 47006	439 W MAIN ST GREENSBURG, IN 47240
COMER CHRISTOPHER 5558 S CO RD 850 E GREENSBURG, IN 47240	431 W MAIN ST GREENSBURG, IN 47240

Owner Address	Property Address
MCHUGH JOHN A 425 W MAIN ST GREENSBURG, IN 47240	425 W MAIN ST GREENSBURG, IN 47240
GIDDINGS MAURICE T 915 W HENDRICKS ST GREENSBURG, IN 47240	423 W MAIN STREET GREENSBURG, IN 47240
BECKNER MYRON L & DINAH L 503 E BAILI CT GREENSBURG, IN 47240	419 W MAIN ST GREENSBURG, IN 47240
WATKINS BENJAMIN 415 W MAIN ST GREENSBURG, IN 47240	415 W MAIN ST GREENSBURG, IN 47240
MCGINN LINDA L 708 S JORDAN DR GREENSBURG, IN 47240	411 W MAIN ST GREENSBURG, IN 47240
GD PRTNERSHIP LLC 10179 HOLLY BERRY CIRCLE FISHERS, IN 46038	407 W MAIN ST GREENSBURG, IN 47240
GD PARTNERSHIP LLC 227 WEST MAIN GREENSBURG, IN 47240	407 W MAIN ST GREENSBURG, IN 47240
MCGINN LINDA L 708 S JORDAN DR GREENSBURG, IN 47240	347 W MAIN ST GREENSBURG, IN 47240
RICKE DAVID L & SUSAN J LIVING TRT 601 E HENDRICKS ST GREENSBURG, IN 47240	333 W MAIN ST GREENSBURG, IN 47240
P & J PROPERTIES LLC 1519 REDSUNSET DR BROWNSBURG, IN 46112	325 W MAIN ST GREENSBURG, IN 47240

Early Coordination Recipient Mailing List

Position	Agency	Address	City	State	Zip	E-mail
Environmental Section Manager	Indiana Department of Transportation	185 Agrico Lane	Seymour	IN	47274	ddye@indot.in.gov tsummers@indot.in.gov
Environmental Specialist	Federal Highway Administration	575 North Pennsylvania Street; Room 254	Indianapolis	IN	46204	erica.tait@dot.gov
State Conservationist	Natural Resources Conservation Service	6013 Lakeside Boulevard	Indianapolis	IN	46278	rick.neilson@in.usda.gov
Environmental Coordinator	Indiana Department of Natural Resources	402 West Washington Street; Room W723	Indianapolis	IN	46204	environmentalreview@dnr.in.gov
Field Environmental Officer	US Department of Housing and Urban Development	Metcalf Federal Building 77 West Jackson Boulevard; Room 2401	Chicago	IL	60604	erik.r.sandstedt@hud.gov
Field Supervisor	US Fish and Wildlife Service	620 South Walker St.	Bloomington	IN	47403	robin_mcwilliams@fws.gov
Ms. Deborah Snyder	U.S. Army Corps of Engineers, Louisville District	Indianapolis Regulatory Office	Indianapolis	IN	46216	RegulatoryApplicationsLRL@usace.army.mil
INDOT Aviation	Indiana Department of Transportation	100 N. Senate Avenue; Room 955	Indianapolis	IN	46204	TLewandowski@indot.IN.gov
MS4 Coordinator	City of Greensburg	950 South Broadway	Greensburg	IN	47240	jsmith@cityofgreensburg.com
Regional Environmental Coordinator	National Park Service	601 Riverfront Drive	Omaha	NE	68102	Mwro_Compliance@nps.gov
Surveyor	Decatur County Surveyor	150 Courthouse Square	Greensburg	IN	47240	andy@scholleslandsurveying.com
Mayor	Mayors Office	315 S. Ireland St.	Greensburg	IN	47240	jmarsh@greensburg.in.gov
President	Greensburg Plan Commission/City Council	315 S. Ireland St.	Greensburg	IN	47240	kevin@tomsibbitt.com
City Councilor	Greensburg Board of Works	315 S. Ireland St.	Greensburg	IN	47240	Jamie.Cain@knaufinsulation.com
Water Superintendent	Greensburg Board of Water	315 S. Ireland St.	Greensburg	IN	47240	rdenney@greensburg.in.gov
Airport Manager	Greensburg Board of Aviation	315 S. Ireland St.	Greensburg	IN	47240	jerryscheidler@hotmail.com
Director	Decatur County Area Plan Commission	150 Courthouse Square	Greensburg	IN	47240	areaplandirector@decaturcounty.in.gov
Highway Superintendent	Decatur County Highway Department	150 Courthouse Square	Greensburg	IN	47240	mmohr@decaturcounty.in.gov
District Coordinator	Decatur County Soil and Water	1333 N. Liberty Circle E.	Greensburg	IN	47240	Jenna.Nicholson@in.nacdnet.net
Council President	Decatur County Council	4156 S. CR 600 W.	Greensburg	IN	47240	ddbjpeters@gmail.com
Groundwater Chief	IDEM Groundwater	100 N. Senate Avenue	Indianapolis	IN	46204	ATurnbow@idem.IN.gov
City Engineer/Local Floodplain Admin.	City of Greensburg	315 S. Ireland St.	Greensburg		47240	rmay@greensburg.in.gov
Director	IDNR-Oil and Gas Division	402 West Washington St.; Room W293	Indianapolis	IN	46204	rretherford@dnr.IN.gov
Superintendent	Decatur County Parks and Rec.	402 E. North Street	Greensburg	IN	47240	dcpark@decaturcounty.in.gov
Head Golf Professional	Greensburg Country Club	1630 West Park Road	Greensburg	IN	47240	kurtbalser@greensburgcountryclub.com
Fire Chief	Greensburg Fire Department	528 N. Ireland St.	Greensburg	IN	47240	nstoermer@greensburg.in.gov
Police Chief	Greensburg Police Department	201 S. Broadway St.	Greensburg	IN	47240	mmcnealy@greensburg.in.gov
Hospital Director	Decatur County Memorial Hospital	528 N. Ireland St.	Greensburg	IN	47240	*Mailed Hard Copy
Sheriff	Decatur County Sheriff's Department	315 S. Ireland St.	Greensburg	IN	47240	bmeyerrose@decaturcounty.in.gov
Principal	St. Mary School	210 S. East St.	Greensburg	IN	47240	*Mailed Hard Copy
Principal	Good Shepherd Christian Academy	209 W. Washington St.	Greensburg	IN	47240	*Mailed Hard Copy
Principal	Greensburg Junior High School	505 E. Central Ave.	Greensburg	IN	47240	*Mailed Hard Copy
Principal	Greensburg High School	1000 E. Central Ave.	Greensburg	IN	47240	*Mailed Hard Copy
Principal	Greensburg Community Learning Center	422 E. Central Ave.	Greensburg	IN	47240	*Mailed Hard Copy
Principal	Greensburg Elementary School	900 Big Blue Ave.	Greensburg	IN	47240	*Mailed Hard Copy

Michael Baker INTERNATIONAL

INDOT Des. Nos. 1800255 & 1800256
SR46 Greensburg Reconstruction
Public Hearing – Sign-in Sheet
Monday, 25 September 2023, 5:30pm

Name	Organization	Email	Phone
Shirley Pastegnel	Property Owner	[redacted]	
Roy M. Dunte	Resident		
Charity Wilder	Resident		
Buck Ritz	Milestone Contractors		
Philip Jaberg	HOMEOWNER		
Roger Wenning	Wenning Farms Inc		
Jayne McClelland	STONES		
Bob Johannigman	Johannigman Rentals		
Ted Meyer	Meyer Solutions		
Nick Wenning	Dec co Farm Bureau		
Jean Kneger	Farmer		
Ryan Kneger	Farmer		
Janet Colson	Resident		
Linda Pierson	Resident		
John Williams			
[illegible]	EDC & Co Surg/Dec		
Todd Hook	DEC CTY Hwy Dept		
Jim Rebele	Resident		
Connie Lawrence	Resident		
Jerry Adams	Property Owner		

Personal contact information has been redacted throughout Appendix G.

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Michael Baker
INTERNATIONAL

INDOT Des. Nos. 1800255 & 1800256
SR46 Greensburg Reconstruction
Public Hearing – Sign-in Sheet
Monday, 25 September 2023, 5:30pm

Name	Organization	Email	Phone
DAVID LAWRENCE	SDRC 1996	[redacted]	
DAVID NARWOLD	SDRC 1996		
CHRIS BRUNS	SDRC 1996		
Alexa Adams	J+A Auto		
Allen Bedel	Decatur County Farm Bureau		
Ronald L. May	City of Greensburg		
Keith E. K[illegible]	Farm		
Joshua Marsh	City of Greensburg		
Gary Fischer			

Michael Baker
INTERNATIONAL

INDOT Des. Nos. 1800255 & 1800256
SR46 Greensburg Reconstruction

PUBLIC COMMENT SIGN-UP

Name	Organization	Email	Phone
Alvin Blankman		[redacted]	
DAN KNUEVER			
Wm. & Lynda Smith			
Duane Klumpe			

INDIANA DEPARTMENT OF TRANSPORTATION

Seymour District
185 Agrico Lane
Seymour, Indiana 47274

PHONE: (855) 463-6848
FAX: (812) 522-7658

Eric Holcomb, Governor
Michael Smith, Commissioner

Monday, September 25, 2023

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

Welcome to the Indiana Department of Transportation's (INDOT) public hearing regarding the proposed SR 46 Pavement Rehabilitation Project in Greensburg Indiana (Des. Nos. 1800255 and 1800256).

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 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 the INDOT Project Manager, Terry Summers at: tsummers@indot.in.gov or Michael Baker Project Manager, Mitchell Wilcox at Mitchell.Wilcox@mbakerintl.com

4. **Mail** comments to Terry Summers of INDOT Seymour District at 185 Agrico Lane, Seymour, Indiana 47274. Or to Mitchell Wilcox of Michael Baker at 3815 River Crossing Pkwy Suite 20, Indianapolis, IN 46240.

5. **Call** Terry Summers (INDOT PM) at 812-524-3749 or Mitchell Wilcox (Michael Baker PM) at 317-663-8265.

6. **Visit** the Seymour District webpage to learn more about this project at Seymour.indot.in.gov.

7. **Submit comments (or have comments postmarked by) October 10, 2023.** Comments will be reviewed and considered as part of the INDOT decision making process.

8. **Questions?** Contact INDOT Customer Service at 1-855-INDOT-4-U (1-855-463-6848) INDOT@indot.in.gov.

The Seymour District is responsible for maintaining 4,675 lane miles of state roads, 755 lane miles of interstate, 1,910 large culverts, 943 state bridges, 163 snow routes, 355 traffic signals, 187 flashers, 52,094 road signs, and 1,424 panel signs.

There are five sub-districts (Aurora, Bloomington, Columbus, Falls City, and Madison) and 18 counties (Bartholomew, Brown, Clark, Dearborn, Decatur, Floyd, Franklin, Harrison, Jackson, Jefferson, Jennings, Johnson, Monroe, Ohio, Ripley, Scott, Switzerland and Washington) in this southeast Indiana district.

Public Hearing Agenda

Meeting Called to Order
Formal presentation
Public Comment Session
Informal Session (Not part of official record)

All substantive comments received 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:

- Public Viewing Location:
  - Greensburg Public Library at 1110 E. Main Street, Greensburg, IN 47240
- INDOT Seymour District Office Address:
  - 185 Agrico Lane, Seymour, Indiana 47274.
- INDOT District Webpage:
  - Seymour.indot.in.gov

Thank you for attending tonight's public hearing.

Seymour District
185 Agrico Lane
Seymour, Indiana 47274

PHONE: (855) 463-6848
FAX: (812) 522-7658

Eric Holcomb, Governor
Michael Smith, Commissioner

Project Location:

The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT), Seymour District is proceeding with a federal aid roadway project along SR 46. This project is divided into two sections with two separate Des Nos. Des No. 1800255 encompasses the western portion of the project area, while Des No. 1800256 encompasses the eastern portion of the project area. The project limits for Des No. 1800255 are from SR 3 to the west junction with United States Highway (US) 421, totaling approximately 1.8 miles in length. The project limits of Des. No. 1800256 are from the east junction with US 421 to Base Road, totaling approximately 0.8 miles in length.

Project Description:

The scope of work for Des No. 1800255 would include milling and applying a Hot Mix Asphalt (HMA) with partial and full depth patching at various locations from SR 3 to the railroad crossing belonging to the Central Railroad of Indiana (CIND) railroad. From the CIND railroad to the west junction with US 421 the proposed project recommends full depth pavement replacement along with replacement and/or construction of a stormwater sewer system, sanitary sewer system, water main installation, and curb and gutter. In addition, new street lighting would be installed along this portion of the project. The intersections of West Street, Carver Street, Anderson Street, and US 421 (Ireland St.) are proposed to be reconstructed to meet current Americans with Disabilities Act (ADA) and Public Right of Way Accessibility Guidelines (PROWAG) standards. Sidewalk construction /reconstruction would occur from the Needler's (736 W. Main St.) parking lot to the SR 46 and Ireland St. intersection on both the north and south sides. In addition, from the Needler's parking lot, west to the CIND railroad crossing, there would be a sidewalk added to the north side only. The project would include reconstructing the intersection at the west junction of US 421 and SR 46 (locally known as Main Street and Ireland Street). In addition to the pavement reconstruction at this location the scope of work includes new storm sewer and inlets, improved turning radii in the northeast quadrant (moving the new curb to roughly the back of the existing sidewalk), adjusting the signal pole locations, and replacing curb ramps to meet current ADA standards.

The scope of work for Des No. 1800256 would include full depth pavement replacement, and reconstruction/construction of sidewalks along SR 46 from the east junction of US 421 to the drive to the Greensburg Public Library (approximately 0.09 mile west of the Base Road intersection). Along the north side of SR 46, it is proposed that the existing sidewalk would be replaced with a 8-10 foot-wide multi-use path. Additionally, the south side of SR 46 would have 5 foot wide sidewalks and a 5 foot wide grass buffer. The replacement and/or construction of a stormwater sewer system, water main installation, street lighting, and curb and gutter is proposed for this portion of the project. The existing travel lane and parking configuration would change, but one travel lane in each direction would remain. On street parking areas along the south side of SR 46 would be from Lincoln St. to Vine St. and parking on the north side between Stewart St. and Davidson St. As part of the proposed sidewalk reconstruction, the intersection at Wilder St. would include "bump outs" at the west side of the intersection to improve pedestrian access and promote decreased traffic speed. As part of the proposed pavement replacement, the intersection at N. Lincoln St. would include 12-foot lane widths for both eastbound and westbound SR 46 travel lanes at the intersection (sidewalk buffer widths would be reduced to 5 feet to allow the wider lanes to be provided within the existing right-of-way) and the pavement markings for the eastbound left turn lane should be extended an additional 200 feet (currently 110 feet) to provide for some

additional deceleration time. The traffic signals would also be replaced at this location. From the Greensburg Public Library drive to the eastern project limits (0.01 mile east of Base Road intersection), an HMA preventative maintenance overlay is anticipated.

Purpose and Need:

Need:
The need for this project is based on the existing pavement deterioration, insufficient drainage, and lack of Americans with Disabilities Act (ADA) and Public Right of Way Accessibility Guidelines (PROWAG) compliant pedestrian facilities. The pavement failure is exhibited by transverse cracking, rutting, wheel path fatigue cracking, previous patching, and isolated areas with potholes. In addition, water regularly ponds along the project area and contributes to the poor pavement conditions.

Purpose:
The purpose of this project is to add service life to the pavement (9-20 years minimum for Des No. 1800255, and 20 years minimum for Des No. 1800256) by improving the overall pavement condition and addressing drainage issues. In addition, this project seeks to enhance pedestrian facilities to ensure facilities meet current ADA and PROWAG standards and improve connectivity for residents within the community.

Right-of-Way:
The project will require approximately 0.82 acre of permanent new right-of-way, in addition to some temporary right-of-way needed during construction.

Schedule:

- Public Comments Due: October 10, 2023
- Finalize Environmental Document: Fall 2023
- Right-of-Way Acquisition (Start): Fall of 2023
- Contractor Award of Project (Letting): Summer 2026
- Begin Construction Season 1 (West Project) – Summer 2026/2027
- Begin Construction Season 2 (East Project)– Summer 2027/2028

Cost:
The estimated total cost of this project is approximately $15,900,000 and uses both federal and state funds.

Maintenance of Traffic (MOT):
The Maintenance of Traffic (MOT) plan for the project is under development, a preliminary MOT plan will be presented at 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.

Project Resource Locations:

Greensburg Public Library
1110 E. Main Street
Greensburg, IN 47240

You are also encouraged to visit the project webpage at: (Seymour.indot.in.gov) to learn more about this project and review the project documents, including the design plans and environmental document.

INDIANA DEPARTMENT OF TRANSPORTATION

Seymour District
185 Agrico Lane
Seymour, Indiana 47274

PHONE: (855) 463-6848
FAX: (812) 522-7658

Eric Holcomb, Governor
Michael Smith, Commissioner

PUBLIC HEARING COMMENT SHEET

Thank you for attending this evening's public hearing. Please submit comments by using the space provided below. INDOT appreciates your attendance and participation this evening. **Please ensure your comments are postmarked by October 10, 2023, for inclusion into the public hearing transcript.** Comments may be mailed or submitted via email to the contacts listed below.

INDOT
ATTN: Terry Summers
185 Agrico Lane
Seymour, IN 47274
Phone: 812-524-3749
Email: tsummers@indot.in.gov

Michael Baker
ATTN: Mitchell Wilcox
3815 River Crossing Pkwy; Suite 20
Indianapolis, IN 46240
Phone: 317-663-8265
Email: Mitchell.Wilcox@mbakerintl.com

Hearing Date: **September 25, 2023**
Project: **SR 46 Pavement Rehabilitation Project in Greensburg Indiana (Des. Nos. 1800255 and 1800256).**

Name: (Please Print) _____

Address: _____

COMMENTS:_____

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Signature: _____

SR 46 Greensburg

Pavement Overlay & Reconstruction
DES. 1800255 & 1800256
R-41463
East Junction of SR 3 to West Junction of US 421
East Junction of US 421 to .83 miles East of East Junction US 421
in Greensburg, IN
Decatur County

Indiana Department of Transportation

09/25/2023
6:00 PM (Doors Open @ 5:30 PM)
Greensburg City Hall

1

SR 46 Pavement Overlay & Reconstruction

Project Manager:
Mitchell Wilcox, PE,
Michael Baker International Inc.

Michael Baker
INTERNATIONAL

2

Project Resource Locations

- Public Hearing Meeting Location:
  - Greensburg City Hall: 314 W Washington St, Greensburg, IN 47240
- Project Information can be found online at:

  Seymour.indot.in.gov
- Transportation Services Call Center

  Provides citizens and business customers with a single point of contact to request transportation services, obtain information, or provide feedback through multiple channels of communication.

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

INDOT4U
855-463-6848

3

SR 46 Overlay and Reconstruction

- Purpose and Intent of the Public Hearing
  - Project Information and Details
  - Environmental Documentation Review
  - Comment Opportunities and Next Steps

4

SR 46 Pavement Overlay & Reconstruction

- Introduction of Project Team
  - Consultant Project Manager
    - Mitchell Wilcox, PE (Michael Baker International)
  - INDOT Project Manager
    - Terry Summers, PE
  - INDOT Director of Stakeholder Services
    - Annie Walker
  - Environmental Services
    - Kyle Boot (RQAW)
    - Harlan Ford (RQAW)

5

Project Stakeholders

Agency Stakeholders

- Indiana Department of Transportation
- Indiana Division Federal Highway Administration
- City of Greensburg and Decatur County
- Elected and Local Officials

Public and Private Stakeholders

- Residents and Citizens
- Commuters
- Businesses
- Emergency Services
- Schools
- Churches
- Community Organizations

6

Purpose and Need

- Project Need
  - Pavement distress and age-related deterioration
  - Insufficient drainage facilities within the corridor
  - Non-compliant Americans with Disabilities Act (ADA) sidewalks and pedestrian facilities
- Project Purpose
  - Improve and extend pavement life
  - Improve drainage
  - Improve pedestrian facilities

7

Project Location: Des. 1800255 – West Project

- East Junction of SR 3 to West Junction of US 421

- **Overlay** - East Junction of SR 3 to Railroad
- **Reconstruction** – Railroad to West Junction of US 421

8

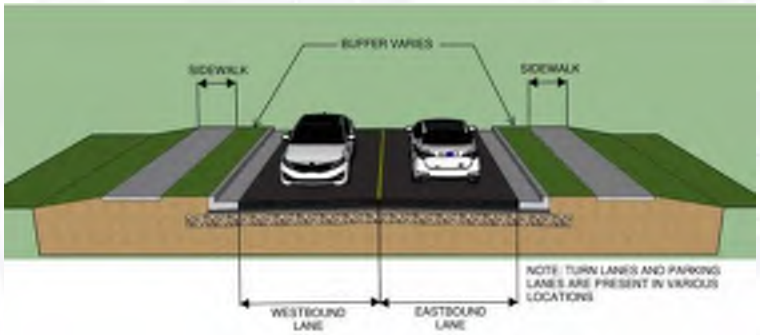
Project Location: Des. 1800256 – East Project

- East Junction of US 421 to .83 miles East of East Junction US 421

- **Reconstruction** – East Junction of US 421 to Greensburg Library
- **Overlay** – Greensburg Library to 0.83 miles East of US 421 (Base Rd.)

9

Typical Reconstruction Section



10

DES. 1800255 – West Project

11

DES. 1800255 – West Project

12

DES. 1800255 – West Project

13

DES. 1800256 – East Project

14

DES. 1800256 – East Project

15

DES. 1800256 – East Project

16

Drainage Improvements

- Minimal Change to Impervious Area
- New Storm Sewer System
- Updated to Meet Current Standards
- Outfall Changes

https://www.iesolution.com/construction/

17

Maintenance of Traffic Plan (1800255)

- Detour Route: SR 3 and US 421

- Full closure between Railroad and Ireland St. for construction of new sanitary and storm sewer
- Access to both residential and commercial properties will be maintained

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Maintenance of Traffic Plan (1800256)

- Official Detour Route: SR 3 and I-74

- Official Detour Route: SR 3 and I-74
- Full closure for construction of new sanitary and storm sewer
- Access to both residential and commercial properties will be maintained

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Land Acquisition Process

- Acquisition of new, permanent right-of-way is required for this project. No relocations are necessary.
- Land Acquisition process must follow the Uniform Act of 1970 which requires offer for just compensation
- Additional information on the land acquisition process can be found on INDOT's website at: https://www.in.gov/indot/projects/real-estate/

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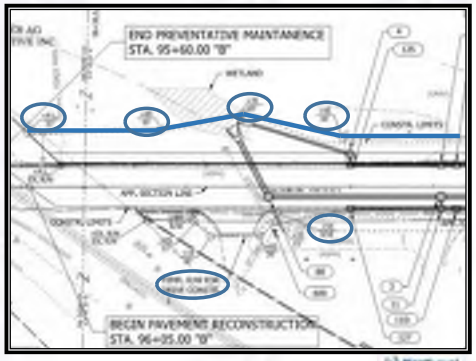
Land Acquisition Information

- Plans are available for review, which show where R/W acquisition is required for project work.
- Des. Nos. 1800255:
  - Permanent R/W Required = 0.56 acre
  - Temporary R/W Required = 0.31 acre
- Des. Nos. 1800256:
  - Permanent R/W Required = 0.26 acre
  - Temporary R/W Required = 0.80 acre



21

Environmental Process

Documents the Purpose and Need

Develop and Evaluate Possible Alternatives

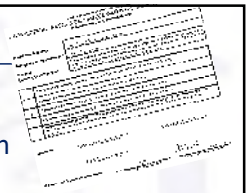
- No Build Alternative
- Concrete Pavement Alternative
- Preferred Alternative (asphalt)

Identify a Preferred Alternative

Inform the Public

22

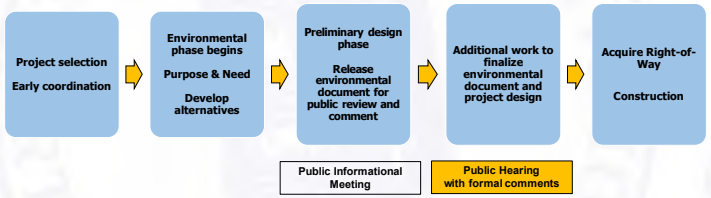
Environmental Document



- National Environmental Policy Act (NEPA)
  - Environmental Impact Statement (EIS) is not required
- Impacts are analyzed, evaluated, and described in an environmental document
- Environmental document (Categorical Exclusion, Level-4) is now available for review.
  - INDOT has reviewed the draft document and released it for Public Involvement
  - Available for review at this meeting and on INDOT's project website: https://www.in.gov/indot/about-indot/central-office/welcome-to-the-seymour-district/sr-46-roadway-reconstruction-in-greensburg/

23

Project Development



24

Project Schedule and Cost Estimate

- Public Hearing 09/25/2023
- Submit Comments 10/10/2023
- Finalize CE document Fall 2023
- Stage 3 Submittal Fall 2025
- Final Tracings Winter 2026
- RFC Spring 2026
- Letting Summer 2026
- Construction (West) Summer 2026/2027
- Construction (East) Summer 2027/2028

Project Cost Estimate:

- Des. No. 1800255 (West): $5,940,000.00
- Des. No. 1800256 (East): $6,990,000.00

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Submitting Comments

- Our team is interested in hearing your feedback about the project
  - Comment forms are available on the project website: https://www.in.gov/indot/about-indot/central-office/welcome-to-the-seymour-district/sr-46-roadway-reconstruction-in-greensburg/
- Mail or email your comments to Mitchell Wilcox at:
  - 3815 River Crossing Parkway, Suite 120, Indianapolis, IN 46220
  - Mitchell.wilcox@mbakerintl.com
- If attending in-person, comment forms will be available; and comments made in-person after this presentation will be recorded
- Please submit comments by 10/10/2023

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Environmental Document - Next Steps

- Public and Project Stakeholder Input:
  - Submit comments online, via mail, email, fax, or in-person at the hearing
  - Submit all comments by 10/10/2023
  - Comments submitted after this date or through alternative methods may not be considered
  - All comments are part of public record
- INDOT Review of Public Comments:
  - All comments are given full consideration during decision making process
  - Address comments, finalize environmental document, and complete project design

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Thank You!

Hearing Attendees: Verbal Comments to Follow Shortly

For Questions, contact:
Mitchell Wilcox, PE, Michael Baker International Inc.
Email: Mitchell.wilcox@mbakerintl.com
Phone: 317-663-8265

28

INDOT Des. Nos. 1800255 & 1800256
SR46 Greensburg Reconstruction

Michael Baker INTERNATIONAL

PUBLIC COMMENT SIGN-UP

Speaker Name	Organization	Email	Phone
MAYOR JOSHUA MARSH	CITY OF GREENSBURGH		
NICK WENNING	DEC CO FARM BUREAU		
Alvin Blankman	Property owner	[redacted]	
Daryl Tressler	City of Greensburg		
Gary FISCHER	Resident		
William Smith			
Roger Wenning			
Jayne McClelland			
CHRIS BRUNS	SDRC, LLC		

INDIANA DEPARTMENT OF TRANSPORTATION

PAVEMENT OVERLAY AND RECONSTRUCTION

DES. NO. 1800255 & 1800256

PUBLIC HEARING COMMENTS

SEPTEMBER 25, 2023

Greensburg City Hall
314 W. Washington Street
Greensburg, IN 47240

Transcript of the Public Comments given in the aforementioned proceedings, before Joyce E. Shinault, RPR, Notary Public in and for the County of Shelby, State of Indiana.

ALLIANCE COURT REPORTING
P.O. Box 78261
INDIANAPOLIS, IN 46278-0261
(877) 867-8600
www.alliancecourtreporting.com

IN ATTENDANCE:

Mitchell Wilcox
Michael Baker International
3815 River Crossing Parkway, Suite 20
Indianapolis, IN 46240
mitchell.wilcox@mbakerintl.com

Ms. Annie Walker
Mayor Marsh
Members of the Public

(6:10 p.m.)

MS. ANNIE WALKER: We are going to open it up for verbal public comments. I am going to kick it off with Mayor Josh Marsh.

MAYOR MARSH: Good evening. My name is Joshua Marsh. I serve as mayor for the City of Greensburg. And a couple items to note.

In my role, we receive a lot of feedback about the condition of East Main Street from Lincoln past the library; pavement conditions, drainage, opportunity that isn't necessarily in the control of the City because it is INDOT right-of-way, it's an INDOT street. And I'm very proud to see them here. They brought this project forward to us, and that investment in our community is one that I think many people will be glad to see because it is one of the most discussed pieces of roadway in our city.

On the other side, on the west side of the project, another highly discussed issue is sort of the drainage and flooding that happens at Ireland and Main. Once again, both INDOT right-of-way, INDOT

streets. I'm very glad that they brought this project forward to make about a 13 and a half million dollar investment in our community. That does not come with a matching component as far as it relates to the infrastructure here, so that is money that they, the State of Indiana, is reinvesting in our community. I think we should be very happy with that.

I think that there is also a lot of discussion, especially in this planning about multi-mobile transportation, pedestrian safety, vehicular control, vehicular speed, and that is no different than in our main street, main district of our community from both ends. We are -- the plan is to connect the library to downtown, which I think is something that we should value as a community. We are a community are working to connect the library to the Rebekah Park Trail on our own. So that is connecting not only the parks, but Main Street and downtown with safe pedestrian or safe multi-mobile transportation.

So I think all of these go well

together. This corridor is in our comprehensive plan, which has been adopted through multiple public sessions. It's also identified in our pedestrian bicycle master plan that was done in partnership with, again, the Department of Health, has done through the public process as well. These projects fit that -- those initiatives as well, and I commend INDOT for their commitment to our community and to the entire project team that has been very involved with this for more than the time that I've been in office, and they continue to lead this project forward.

I fullheartedly support this project. I think there's discussion to be had maybe about certain elements that may impact certain individuals, and I believe this team to be the ones that will listen and take those back. But I also believe that this investment and the team that's working on it really does have the best interest of our community at heart, and I can't wait to continue to work with them. Thank you for your time.

MS. ANNIE WALKER: Thank you, Mayor. Also, if I call your name and you would no longer like to make a verbal comment, just let me know and we'll move on to the next. Though we are not addressing public comments during the verbal comment session, please keep in mind all comments will be addressed in the final environmental document. And if you've provided an e-mail address or mailing address, those will be mailed directly to anybody who makes a comment that would like a response tonight.

All right, next we have Nick Wenning.

MR. WENNING: Nick Wenning, Decatur County farmer, small business owner, and president of Farm Bureau.

Got a couple concerns with this project. I agree with the mayor, we need it. One big concern is travel of ag equipment, and two, safety. So when I look at travel of ag equipment, tractors/combines are only getting larger. You know, they've grown so much. We're looking at a 12-foot lane with maybe a 2-foot gutter. My combine is the smallest one made. It's almost 18 feet wide.

How do we get that through town safely?

I get told I'm number 1 by the number 2 finger way too often when I'm traveling with equipment. And I don't want to be on the road. I don't want to be out there, you know, you're late for your soccer game or whatever you've got. We've got to be able to get through there efficiently. And we restrict that to that distance, we can't travel through town. And we have no other route from west side to east side, short of maybe the bypass, but then we're on little roads out past the factories.

Second concern is safety. I think the trail is necessary that you proposed. However, I think it should be moved to a different road. I know getting tied to this project is big for dollars. I don't want my kids out there on bicycles. They can veer out, semis are flying through there. I know they're supposed to be doing 30, but they fly. So how do we do that safely. You know, to me it's a huge concern.

So with that, I hope you can take these comments and make it better. Thank

you.

MS. ANNIE WALKER: Thank you, Mr. Wenning. Alvin Blankman.

MR. BLANKMAN: Good evening. My name is Alvin Blankman. I'm a property owner at 629 East Main. I'm going to start off saying that we need to repave Main Street. I've lived there most of my life except for about 10 years, and it is ridiculous the shape it's in.

With that being said, I've got concerns about the parking. You go down Main Street, particularly on weekends, particularly from Vine Street over to Lincoln, they're parking on both sides of the road, the homeowners. So now you're going to force people to park on one side across the road. It's already been discussed about the traffic, the speed. Cars, trucks going through all the time. 30 miles an hour. I heard the comment at the first meeting, the bump-out will slow them down. That ain't going to slow them down, folks. Only thing that's going to slow them down is the police presence, monitoring.

Additionally, I live at the corner of Main and Wilder. Tractor-trailers, they got the curb tore up on the east side where they can't make the turn going east without getting on the curb. On my side, the west side, that was repaved for all the ADA back in 2009, I think. You can see where they pulled up on the concrete -- because they made it all concrete when they did that because of the same condition. They're making the turn south, tearing up the curb and the land area.

Now, you look out there, the guidewire for the power lines, it's been hit a few times. It's bent. It's mangled. We just heard discussion about tractors. There's two big combines came past the house Thursday night, they're almost as wide as Wilder Street, turning west. About 15 minutes later came a big four-wheel drive tractor and big grain wagon on the back. Same thing. You take out the parking lanes, they will not make it down through there. And like I said, you're creating a lot of safety issues. Thank you.

MS. ANNIE WALKER: Thank you, sir. Daryl Tressler.

MR. TRESSLER: (Inaudible.)

MS. ANNIE WALKER: That's okay, sir. That is everyone that has signed up. We're going to give an opportunity for anybody that would like to come up and make a verbal comment. We just ask that when you come up you spell your name for public record. All right. Would you like to make a public comment?

MR. SMITH: Yes, ma'am.

MS. ANNIE WALKER: Your name, sir?

MR. SMITH: William O. Smith. My name is Bill Smith. I'm an attorney here in Greensburg, and I suppose most of you know me, at least by my reputation. And you can spell Smith without me doing it for you.

I share the concern of the first speaker. We've lived on Main -- East Main Street, 615 East Main Street, for about 45 years. The traffic is significant because 46 East is the only main thoroughfare that we have to go to the eastern part of Decatur

County. And that is the only road particularly for large vehicles. Interstate 74 shuts down for whatever reason, accident or that, it is also a detour route for Interstate 74 from here to Batesville. So will you see long lines of traffic, you will see large equipment, including semis, grain trucks, everything imaginable, actually, sprayers, all those -- all that equipment is more than 12 feet wide. And I do not see how particularly agriculture, but the industrial trucks that going east or west that a 12-foot wide roadway is going to be any way sufficient for the kind of traffic that goes on that. And I'm speaking anecdotally, I've never taken a count, but daily large pieces of equipment go through East 46 because you have an intersection there with State Road 3 also, which is a factor. And you're just a block away from the intersection of 421.

So I think it's been short-sided. I would love to see beautiful sidewalks and -- and green space there, but I don't -- I think the use of the traffic and the highway will take precedence over that luxury.

MS. ANNIE WALKER: Thank you, Mr. Smith.

MR. FISCHER: Hello. My name is Gary Fischer. I'm a resident here in Decatur County, and a member of the Board of Zoning Appeals for Decatur County.

I'd like to address the 12-foot wide issue for the lanes. I think that -- I agree with Mayor Marsh about that this project is needed. It's been needed for a long time. However, the 12-foot wide is very restrictive. I think that I see some people in the room that are farmers or agri business people, and we see along the same route -- Premier Ag, right down here, when I came by a while ago, there were seven of their sprayers sitting out here. And they traverse this road on a very regular basis during the busy season. I think that creates a very -- you know, that creates a bad problem. You know, I don't bring my combines through here, but I know people who do. And it causes a great problem.

And I'll bring you an example that I saw myself over on Interstate 69 north of

Martinsville back in January -- or excuse me, back in July. There was a combine going through, he was moving from wheat field to wheat field. And the intersection across 69 is what I call a dog bone. It's got a circle on one end, circle on the other, and the straight tracks across the middle. The travel portion of that lane was not wide enough for this combine without his head, just his dual wheels on, to get through the bridge. He put one dual wheel up on the center section, which was actually hanging in the other lane. I will say this very nicely, when he came to the dog bone at the end, the diameter is not big enough really to get around, he left his left dual up on the island. There was a sign adjusted by that wheel. Flat on the ground. I hope that's not a person on a bicycle here in Greensburg.

MS. ANNIE WALKER: Thank you, sir. Would anyone else like to make a public comment?

MS. McCLELLAND: Hi. I'm Jayne McClelland. I'm here on behalf of (inaudible) Rental. I know my brother Paul

has reached out to you a couple times. We own -- Stone's Farm Service owns NAPA. And I don't know if a vehicle count has been done at all, but I just want to bring to everybody's attention, some days we have 10 to 15 semis in and out of our lot. And, you know, we definitely have concerns of pedestrian traffic. We are zoned industrial, and we -- I just want to make it clear that we unfortunately are not on board with having such a wide path on both sides. So that's it. Thank you.

MS. ANNIE WALKER: Thank you, ma'am. Would anyone else -- yes, sir.

MR. WENNING: I'm Roger Wenning, W-E-N-N-I-N-G, like it sounds.

We've addressed the farm equipment. That's definitely an issue. I'm very concerned about all the -- you know, if we have that path alongside there with all the kids, their bicycles, they tend to tip over, they can veer into the road. That's a grave concern of mine whenever I see kids on a sidewalk. I think we need to move that to another street, would make more safety sense.

And as far as the narrow lanes, like I say, all the farm equipment has been addressed. That's a big issue.

I go through there with a semi with a 14-foot load frequently. How am I going to get that down a 12-foot lane safely? I'm going to have to scoot over, there's not room for traffic. And there are a lot of semis go through that road with oversized loads. And 12-foot just isn't enough for most of them. So that's a concern. And we are coming through -- you know, like I say, if we come through with this wide equipment, what do we do, send a pilot car clear out to the other end of town, block traffic so we can get through? We're in the middle of this mess, what happens if there's a fire truck or an ambulance needs to get through and you've got this equipment blocking the road. That's a major safety issue, too. Thank you.

MS. ANNIE WALKER: Thank you, sir. Is there anyone else that would like -- yes, sir.

MR. BRUNS: My name is Chris Bruns, and we're at 930 East Main, which is

SDRC, LLC, which are the property owners for Top Notch Tool & Engineering. We're a tool and dye shop. We have to bring all of our raw materials, steel, aluminum, different things in mostly by a flatbed truck.

The way that the entrance to our facility is now, the semis have to back in to our ally way that we share with the Eagles Lodge. And the reason they back in is because if they pull in, then we have to kind of stop traffic and let them back out. And it's just a lot easier for them to do that backing in.

So whether you're backing in or pulling in, right now with the road being approximately 33 feet wide, they use pretty much the whole road. And then in some instances they do get their front tires over into Stone's property. I don't know how we're going to get a truck to back in or back out without destroying the green space if we choke it down to 24 feet. It's a big concern of ours because having that material come in is what we need to operate our business. Thank you.

MS. ANNIE WALKER: Thank you, sir. Is there anyone else that would like to make a verbal comment this afternoon?

All right. Thank you, again, everyone for coming. We appreciate all the comments. We will have our project team out today, so if you would like to make a comment or questions with the project team afterwards, you're welcome to do that. Again, thank you for coming out. We enjoyed being able to do this for you tonight. Thank you, again.

(Whereupon, the public comment session was concluded at 6:35 p.m.)

STATE OF INDIANA)
) SS:
COUNTY OF SHELBY)

CERTIFICATE OF COURT REPORTER

I, Joyce E. Shinault, the undersigned Court Reporter and Notary Public, residing in the County of Shelby, State of Indiana, do hereby certify:

That I reported to the best of my ability in machine shorthand all of the words spoken by all parties in attendance during the course of the ensuing proceedings;

That I later reduced my stenographic notes into the foregoing typewritten transcript form, which typewritten transcript is a true record of the proceedings as stated above;

I do further certify that I am a disinterested person in this cause of action; that I am not a relative or attorney or employee of any of the parties; that I am not a relative of an employee of such attorney or counsel; and that I am not financially interested in this action.

IN WITNESS HERETO, I have affixed my Notarial Seal and subscribed my signature below this 3rd day of October, 2023.

JOYCE E. SHINAULT
Notary Public - Seal
Shelby County - State of Indiana
Commission Number NP0670403
My Commission Expires Sep 8, 2031

Joyce E. Shinault

Joyce E. Shinault, RPR, Notary Public

Commission No. 670403 expires:
September 8, 2031
County of Residence:
Shelby

INDIANA DEPARTMENT OF TRANSPORTATION

Seymour District
185 Agrico Lane
Seymour, Indiana 47274

PHONE: (855) 463-6848
FAX: (812) 522-7658

Eric Holcomb, Governor
Michael Smith, Commissioner

PUBLIC HEARING COMMENT SHEET

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Michael Baker
ATTN: Mitchell Wilcox
3815 River Crossing Pkwy; Suite 20
Indianapolis, IN 46240
Phone: 317-663-8265
Email: Mitchell.Wilcox@mbakerintl.com

Hearing Date: **September 25, 2023**
Project: **SR 46 Pavement Rehabilitation Project in Greensburg Indiana (Des. Nos. 1800255 and 1800256).**

Name: (Please Print) Allen Bedel

Address: 6037 E Base Rd Greensburg, IN 47240

COMMENTS: Please consider revising the plans for this project to keep the lanes at the width they are at now. Our family farms on the west side of Greensburg, but we also have a few fields on the east side as well. The proposed reduction in lane size for State Road 46 would be a problem for us to continue to be able to move farm equipment through the city of Greensburg safely and efficiently. This safety and efficiency concern would also apply to other drivers, pedestrians, and bicyclists sharing the road with us. Also, sitting as the Vice-President for Decatur County Farm Bureau, I speak for many farmers and agricultural businesses in the community that do not approve of the project as proposed. While we agree that this project has many needed improvements in it, the reduction in lane size should be reconsidered. Thank you for your time and please feel free to reach out to me if you have any questions that I may be able to assist with.

Signature: Allen Bedel 9/27/23

INDIANA DEPARTMENT OF TRANSPORTATION

Seymour District
185 Agrico Lane
Seymour, Indiana 47274

PHONE: (855) 463-6848
FAX: (812) 522-7658

Eric Holcomb, Governor
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Hearing Date: **September 25, 2023**
Project: **SR 46 Pavement Rehabilitation Project in Greensburg Indiana (Des. Nos. 1800255 and 1800256).**

Name: (Please Print) Ben Bedel

Address: 2389 W Base Rd Greensburg, In 47240

COMMENTS: Please reconsider the proposed narrowing of lanes on SR 46. We farm on the west and east sides of town and moving equipment through town after these lanes are narrowed will become extremely difficult and would pose a safety threat for all involved including other motorists and pedestrians. We also use Premier Ag for fertilizing and spraying our fields. They too would also incur the same problems if these lanes are narrowed, not only when working with us but also with the numerous farms they deal with east of Greensburg. I agree that SR 46 needs much of the work done proposed in this project, but the narrowing of lanes should be taken out of this project. Thank you for your time and consideration.

Signature:

www.in.gov/dot/
An Equal Opportunity Employer

Indiana

From: Bill Obermeyer <BillObermeyer@ObermeyerAgriGroup.com>
Sent: Thursday, October 5, 2023 3:43 PM
To: Wilcox, Mitchell
Subject: EXTERNAL:

EXTERNAL EMAIL

Mitchell, We are an ag construction business and front what I saw on the website it looks like the design is making a state road into a residential road. We have semis, cranes and wide equipment traveling east on highway 46 all the time. I do not see a need to have walk paths on both sides of the road and narrowing the highway. Combines are too wide for this narrowing of the road. It appears we will have somewhat of a problem getting our semi and drop deck trailer into Stones Equipment business. Why can't the walk path go on Washington street and not take away street width? It doesn't seem all factors have been considered in this plan.

Thank you, my cell is 812-593-0295

Bill Obermeyer
President

Your Grain System Specialist
4814 W. Old State Road 46
Greensburg, IN 47240
812-663-4020 (O)
800-241-4020
812-663-4283 (F)
billobermeyer@obermeyeragrigroup.com

INDIANA DEPARTMENT OF TRANSPORTATION

Seymour District
185 Agrico Lane
Seymour, Indiana 47274

PHONE: (855) 463-6848
FAX: (812) 522-7658

Eric Holcomb, Governor
Michael Smith, Commissioner

PUBLIC HEARING COMMENT SHEET

Thank you for attending this evening's public hearing. Please submit comments by using the space provided below. INDOT appreciates your attendance and participation this evening. **Please ensure your comments are postmarked by October 10, 2023, for inclusion into the public hearing transcript.** Comments may be mailed or submitted via email to the contacts listed below.

INDOT
ATTN: Terry Summers
185 Agrico Lane
Seymour, IN 47274
Phone: 812-524-3749
Email: tsummers@indot.in.gov

Michael Baker
ATTN: Mitchell Wilcox
3815 River Crossing Pkwy; Suite 20
Indianapolis, IN 46240
Phone: 317-663-8265
Email: Mitchell.Wilcox@mbakerintl.com

Hearing Date: **September 25, 2023**
Project: **SR 46 Pavement Rehabilitation Project in Greensburg Indiana (Des. Nos. 1800255 and 1800256).**

Name: (Please Print) KOVA Fertilizer Brian Reed

Address: 1330 N. Anderson St. Greensburg IN 47240

COMMENTS:

See attached

Signature: Brian Reed

ST. RD. 46 pavement Nos 1800255 and 1800256

To INDOT,

As a community business owner whose company has been around since 1935, we use St Rd 46 extensively to service our customers. Our equipment is comprised of agriculture equipment that is wider than regular traffic. As vehicle traffic is the predominant use through this corridor year-round, we believe widening the road would be the preferred choice rather than narrowing it. The city would be better served, enhancing traffic flow for safety and better patronizing Greensburg's local businesses. Pedestrian traffic can find alternative routes easier as pedestrian movement is seasonal and minimal in contrast to vehicle traffic.

There should be a realization that traffic flows through 3 main arteries in Greensburg. State Rd 3, US 421, and State Rd 46 are the safest roads used by large equipment such as semi-trucks, tractors, and other large Ag equipment. Limiting the size of these main corridors brings unneeded risk and safety concerns for both drivers and foot traffic. Any narrowing of State Road 46 would be a step backward and add challenges to an already logistically small road network.

KOVA Fertilizer

Brian Reed

From: Renae Springmeyer [redacted]
Sent: Monday, October 2, 2023 1:11 PM
To: Wilcox, Mitchell
Subject: EXTERNAL: Fwd: SR 46 pavement project in Greensburg, IN

EXTERNAL EMAIL

Begin forwarded message:

> **From:** Renae Springmeyer [redacted]
> **Date:** October 2, 2023 at 1:05:44 PM EDT
> **To:** tsummers@indot.in.gov
> **Subject: SR 46 pavement project in Greensburg, IN**

INDIANA DEPARTMENT OF TRANSPORTATION

Seymour District
185 Agrico Lane
Seymour, Indiana 47274

PHONE: (888) 863-6368
FAX: (812) 522-7558

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Email: Mitchell.Wilcox@mbakerintl.com

Hearing Date: **September 25, 2023**
Project: **SR 46 Pavement Rehabilitation Project in Greensburg Indiana (Des. Nos. 1800255 and 1800256).**

Name: (Please Print) Dave & Renee Springmeyer

Address: 3873 S CO RD 60 E Greensburg, IN 47240

COMMENTS: We (Dave Springmeyer LLC) take large farm equipment on SR46/Main Street to get to fields to plant & harvest. The road will be too narrow to drive with other cars. Some of our equipment is 15+ ft. wide.

Signature: David Springmeyer Renee Springmeyer

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Indiana

From: david kleinert <[redacted]
Sent: Friday, October 6, 2023 10:13 AM
To: Wilcox, Mitchell
Subject: EXTERNAL: water drainage

EXTERNAL EMAIL

I live at 955 E Washington St. I have a problem with water coming off of the buildings behind me from the old Jackson office building . There is no storm drains and when we get a lot of rain it floods my neighbors back yard and then floods my yard. I don't know if this problem can be addressed . I have been dealing with this for 5 years and cant get no help. [redacted]

Sent from Mail for Windows

From: Smiley Bros [redacted]
Sent: Sunday, October 8, 2023 7:21 PM
To: Wilcox, Mitchell
Subject: EXTERNAL: INDOT Response for Hwy 46 10-8-23
Attachments: INDOT Response for Hwy 46 10-8-23.docx

EXTERNAL EMAIL

See attached
Please respond that this email was received
Gordon

To: INDOT concerning Hwy 46 Project in Greensburg (1800255 and 1800256)

To: Mitchell Wilcox

The project of highway 46 work for drainage improvement and reworking of the pavement in Greensburg by INDOT is a much-needed and appreciated project. I applaud the drainage part of the improvement as it is really lacking also.

Concerning the narrowing of Highway 46 on the east side of the project by 9 feet is something I feel is VERY POORLY thought out. Why would INDOT think that in the long term of NARROWING a STATE Highway is a good idea?

The plans indicate that a large amount of state tax dollars has been spent already in making these plans. The residence of Decatur County has never been made aware of this plan before the 2 week ago public meeting. Why would have INDOT not involved the entire county in discussing this project idea before large sums of $ were spent on planning? It appears a few of the city officials have it in their mind to make this a project for to make Greensburg “Look Good” but not function in a safe manner in the long run.

Do you know of any equipment that is getting smaller? In the long rang plan you are narrowing the highway and only having 12’ lanes. Combines, Tractors, Sprayers can easily be 16-18’ wide. Highway 46 links our county east to west. Where are you expecting these pieces of equipment to move from east to west if not using Highway 46? Do you have another route they will go safely? Look long term, this is wrong to think that farming which is the lifeblood of this area is trending towards using smaller equipment. Greensburg just built a new airport which is bigger to allow for larger planes to have access. Yet this plan for Hwy 46 east is to Narrow and make smaller overall. This does not add up in long range thought process.

Safety, Safety, Safety!!!. This plan by putting a walking/bike pathway along a busy State highway is not thinking for the safety of our children and citizens. Have you ever driven large equipment that is extra wide? It is tough to do and yet you are expecting over the next 20 plus years that by narrowing the Highway and having a walk/bike path next this highway that no one will be serious injured or killed? It is not worth the risk for any anyone.

The city officials talk about having access to Rebecca Park and the Library from downtown. Has INDOT or the City of Greensburg done a survey of its downtown residence to see the expected use of new proposed walk/bike path? Seems that would be really important to have actual numbers if it is even needed. That said if it is needed then choose a street North of current Highway 46 and put the walk/bike path in an area that has much less traffic and the odds of injury would be greatly reduced.

It appears that INDOT has been willing to accept city officials “Wants” before the citizens safety in this project. How much added cost is the walk/bike pathway in this project? Would YOU ALLOW YOUR child to walk/ride to the library or park on this new pathway on a regular basis? If not, then why would you ask other citizens to allow their children to use this pathway.

The businesses along this highway 46 project on the east side are going to suffer from ease of access and also have greater risk of allowing large equipment and trucks to enter and exit due to the narrowing of the highway. Some of this area is zoned commercial and yet you are making it more likely for accidents.

School bus traffic on this road is very heavy and you are expecting less accidents by narrowing the highway. How does this seem logical to make school buses more likely for accidents due to narrow highway? Highway 46 acts as a bypass when Interstate 74 is closed due to accidents. These closures are unplanned and if the Highway 46 is narrowed then safety for this to act as temporary bypass is not acceptable in the overall plan for our citizens safety.

INDOT is responsible to create safe more convenient plans for the future of traffic in all areas. This does not meet those criteria. The fact someone wants a walk/bike path is fine but this State Highway planned project does not meet the requirement for safety of all our citizens. Citizens pay taxes for INDOT to maintain and create safe highways and areas next to highways. Do your job and reconstruct Highway 46 to be a very well drained and smooth highway and tell Greensburg to put a walk/bike path on a different street. This current plan does not meet the criteria of a safe long-term environment as equipment and oversize loads get larger. Who is liable when someone gets injured or killed on a highway designed with a walk/bike path next to highway? INDOT or City of Greensburg officials

when it is discovered that a large amount of Decatur County citizens were not in favor of this plan?

The citizens of Decatur County were only allowed 2 weeks to voice their opinion on this project after the public meeting. We are an Agriculture community and you planned this meeting right in the middle of Harvest season so limited number of citizens could attend the public meeting. Poor planning on INDOT if you want the community to truly respond. Why did you not have a public meeting prior to Greensburg Fall Festival so that citizens good have had discussion and been able to be more likely to respond? Timing was very poor and such a limited time frame to allow response. I hope that INDOT is willing to remove this walk/bike pathway and not narrow Highway 46 East by the proposed 9 feet. Tell the City officials of Greensburg that Safety comes first and this is NOT where a walk/bike path should be located.

I would appreciate a direct reply to these concerns and all citizens who respond to this open period for response. I would expect INDOT to have additional public meetings based on what I feel will be an overwhelming negative response to the walk/bike pathway proposal, with an updated plan that removes the walk/bike pathway from Highway 46 East. Will INDOT share the number of overall responses about this plan to the public, both pro and con?

Gordon Smiley

[redacted]

PLEASE TAKE ACTION

We are asking all customers and stakeholders to take action and comment on the SR46/Main Street project that intends to significantly decrease the road width to 12' wide, with 2' gutters. **This is a loss of 9 feet of total roadway.** This will severely restrict agricultural equipment and semi traffic.

We believe the road does need re-paving, but the road reconstruction and new multi-use path and new sidewalks are unnecessary for such a busy road.

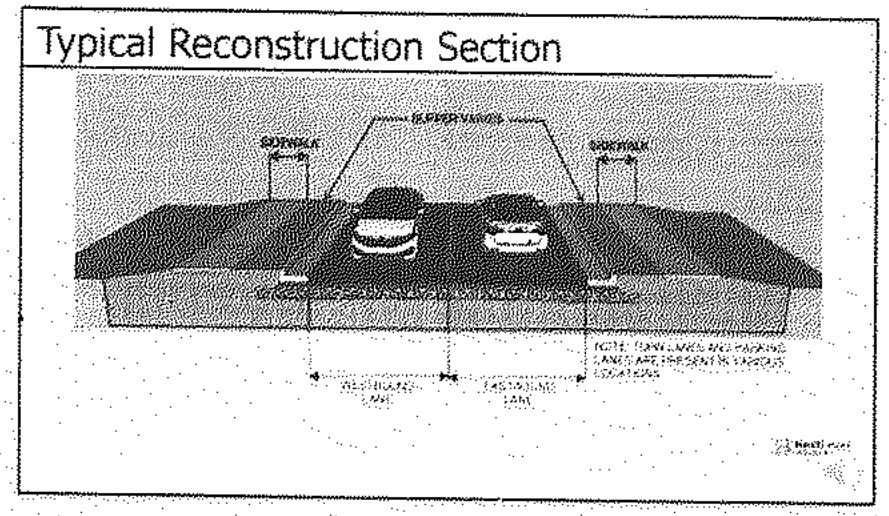
All comments are helpful in bringing attention to help our local government & INDOT take note on who travels this road and how it is used on a daily basis.

You can make comments either by email, phone or mail, all information is attached to this sheet.

Farm Bureau's Action Alert includes the following issues:

1. Safety of travelers and pedestrians;
2. Harming the ag-industry and the rural way of life;
3. Negatively impacting access to businesses, and the ability to safely traverse the roadways;
4. 12' width is not adequate for farm equipment that is 18' wide;
5. Restricting business, jobs, and economic growth in impacted areas; and
6. Generational retailers that depend heavily on ag "traffic" that will be overly burdened.

The planned update has the new SR46/Main Street to be reconstructed as shown below:



STONES
GREENSBURG, IN

Thank you for your consideration.

TO INDOT concerning proposal ST Rd 46 pavement Nos 1800255 and 1800256.

We believe the advancement of both projects are highly needed for Decatur County Residents and community for long term updates. We however believe that the narrowing of the Hwy as part of Nos 1800256 to provide only 12' wide lane widths while providing a 10' area for path and "Green Space" on both sides of the Hwy is a poor judgement towards safety of our citizens for the following reasons.

1- We are an agriculture community and our lifeblood of taxes has been our farming and being an agriculture community. The equipment used today is larger and more sophisticated and continues to get wider. This Hwy is the connection between both sides of our county. To reduce the space allowed for equipment to pass each other seems to go in the wrong direction as far as safety towards our community.
2- This Hwy provides a pathway for large commercial equipment to be moved between counties and by restricting lanes for these trucks and equipment, an issue of safety comes to the forefront.
3- Greensburg and Decatur County are built with citizens of common sense and willingness to work together.
4- The Safety of our citizens must be priority.
5- The proposal of Narrowing the project No 1800256 of Hwy 46 on the east side does not make our citizens safer in the long run.
6- The leaders of Greensburg have the correct intent to allow for passage of citizens access to the Library and Rebecca Park in an easy and safe path from downtown. This proposed path along Hwy 46 is not the correct path for safety long term, a path on a less traveled road makes more sense (Washington Street for example).
7- Greensburg has been blessed with good business and tax revenues. Let's have Greensburg find a safer route for a pathway to the Library and Rebecca Park other than a main Hwy Route that will continue to connect our county from both sides in the decades to come.
8- We ask the INDOT to fix the project Nos 1800256 without green space, or a reduction of it. Make the Hwy as wide as it is currently and direct the City of Greensburg to find a different route for its citizens based on Safety and Concern for all its citizens.

Respectfully Submitted the following petitioners.

NAME	SIGNATURE
ADDRESS	

JOHN FINKE	John Finke
9246E 600N Columbus, IN 47203	
Nick Stoner	Nick Stoner
10411N 150E Columbus, IN 47203	
Susan Finke Scott 2888N 500E Columbus 47203	Susan Finke Scott
2888N 500E Columbus IN 47203	
Beth Smiley	Beth Smiley
7444 W 100 S Greensburg IN 47240	

PLEASE TAKE ACTION

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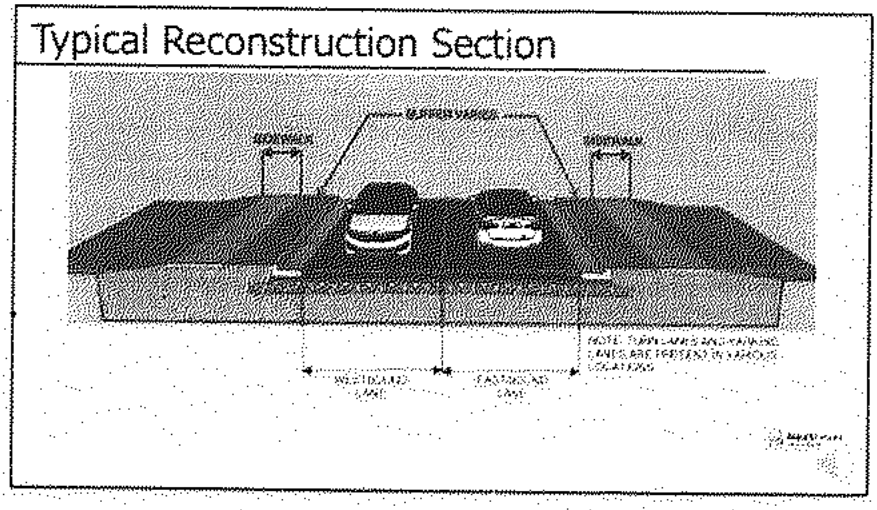

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* Respectfully Submitted the following petitioners.

NAME	SIGNATURE
ADDRESS	
Katrina Hawkins	
7336 W Co Rd 300 S Greensburg IN 47240	
Melissa Pennington	Melissa Pennington
9275 S. Co. Rd 800 W Westport IN 47283	
Aaron Pennington	
9275 S Co Rd 800 W westport	
Robin Carmer 7336 W CR 300 S Greensburg	
Joe Mobley	
Jeannetta Durfee	
6183 S Co Rd 700 W Greensburg IN 47240	
Sue Blaunet	Greensburg, In 47240
Linda Mosser	
1220 Westport 47283	
Tim Callahan	
7336 W CR 300 S Greensburg	

DW 10/10/23

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Michael Baker
ATTN: Mitchell Wilcox
3815 River Crossing Pkwy; Suite 20
Indianapolis, IN 46240
Phone: 317-663-8265
Email: Mitchell.Wilcox@mbakerintl.com

Hearing Date: **September 25, 2023**
Project: **SR 46 Pavement Rehabilitation Project in Greensburg Indiana (Des. Nos. 1800255 and 1800256).**

Name: (Please Print) Alvin Blankman

Address: 629 East Main St, Greensburg

COMMENTS:

(1) Current width tractor/Trailers have difficulty making turn at Main and Wilder. They swing as wide as possible on Main Street heading East to make RH turn on S Wilder.

(1A) Shows SW corner where trucks run upon curb. Noted guy wire of utility pole has been hit

(1B) Shows SE Corner where trucks run over curb to make RH turn to go East on Main. (Note this is same condition as SW corner was prior to reconstruction for ADA compliance)

(2) Main Street is used by many Farm Related equip. which is wide enough to occupy the entire width of normal travel lanes, Requiring on coming traffic to move into parking lanes

Signature: Alvin Blankman

see attached for additional

Attachment

(3) many Wide/oversize loads use Main Street to go through town

(9) Looking West on Main from Vine St Southsides, Sunday 10/8/22. Typical amount of cars parked. Most spots filled, counted 4 open.
Usually northside has approximately same number. On this day there was not as many as usual.
Limiting parking to one side or the other will create a SAFETY Problem for people trying to cross to opposite to get to house.
Crossing traffic

(5) Bump out of curbs will not help slow down traffic

(6) Walking trail stops at Lincoln
Why does it not continue to downtown
Without the full travel to downtown will it have any real value.
If not enough area for West of Lincoln as told by Greensburg Engineer May why put in to East

(7) Living on Main Street for many

years there have been several times accidents have occured with cars running up on the Current sidewalk

(8) Is Building Trail the Best use of tax money ??

14

13

5

To Whom It May Concern:

Thank you for studying SR46/Main Street with hopes to improve our city and state highway condition. I'm sure there was significant time and energy put into this proposal.

Unfortunately, I'm not sure you considered all users of the roadway. This road is heavily traveled by agricultural equipment that is wider than the proposed road. Most tractors, combines and implements need more than the proposed 12 feet of lane space to be safe. The proposed road also does not allow for the farm equipment to safety move to the side of the road due to the curb height.

Another concern is the sections where the road narrows at crosswalks. My understanding is that the design intention is for speed reduction. I don't feel that this will help with speed reduction and it will most definitely hinder farm equipment through the area. I'm also concerns that snow plows will damage the new construction when they are pushing snow during the winter.

I do agree with your proposal to improve the infrastructure and pavement of the road. SR46/Main St has been full of pot-holes for several years and I'm happy to see it being addressed. Sidewalks for pedestrian use is also beneficial to helping our city grow and be safe.

I hope a positive design can be developed for all interests.

Thank you for your consideration,

Andy Reiger

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David Ful

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James Reiser

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Email: Mitchell.Wilcox@mbakerintl.com

1 of 6 pages

Hearing Date: **September 25, 2023**
Project: **SR 46 Pavement Rehabilitation Project in Greensburg Indiana (Des. Nos. 1800255 and 1800256).**

Name: (Please Print) Shirley Pastagal (Charles Zoller Property)

Address: 345 E. Main Street, Greensburg, IN 47240

COMMENTS:

Because Main Street has been paved over so many times, will the new gutters be lowered and limestone curbing raised to carry off heavy water? How much of the reinstalled limestone curbs will be visible? Will the removed limestone remain on my property during the repaving?

It's understood that the stone wall is to stay in place. However, because the sidewalk is next to the wall and the ground may shift during removing old sidewalks, will the stone wall and two entry railed stone steps be shored and leveled when the new sidewalks are placed? (picture attached)

Will my new driveway apron be concrete as it is now sloping to the street and not replaced with asphalt?

Signature:

INDIANA DEPARTMENT OF TRANSPORTATION

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185 Agrico Lane
Seymour, Indiana 47274

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2 of 2 pages

Hearing Date: **September 25, 2023**
Project: **SR 46 Pavement Rehabilitation Project in Greensburg Indiana (Des. Nos. 1800255 and 1800256).**

Name: (Please Print) Shirley Pastagal (Charles Zoller Property)

Address:

COMMENTS:

There is an alley entrance west of my property that is in use for electric utility easement, property owners, and the city. That entrance is paved as well. (picture attached) The aerial maps do not show clearly the alley exists. (drawing attached) Will that entrance be paved when the new sidewalk is placed?

Why is so much right-of-way needed on my property according to the map markings? How much footage will be required? Will the right-of-way be temporary or permanent?

It isn't clear to me where the two decorative light poles will be placed on my property. It will be a nice addition and added security.

Signature:

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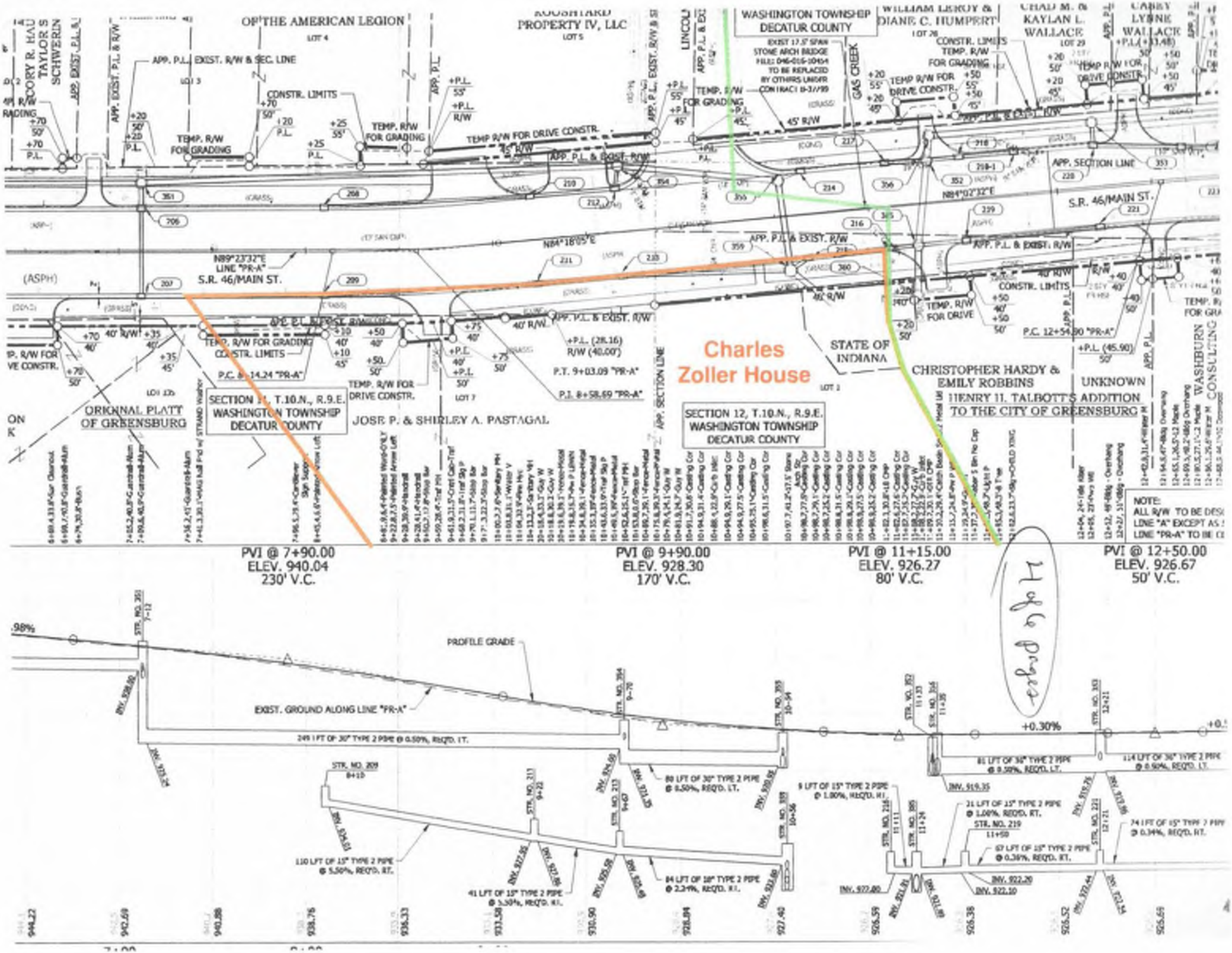
Indiana
A State that Works

53 Looking northeast at "Non-contributing" buildings at 316, 322, and 326 E. Main Street with alterations.

54 Looking southeast at the stone wall at the northwest boundary of the Charles Zoller House (NR-0308).

3rd to page


OF THE AMERICAN LEGION
PROPERTY IV, LLC
WASHINGTON TOWNSHIP
DECATUR COUNTY
DIANE C. HUMPERT
KAYLAN L. WALLACE
APP. P.L. EXIST. R/W & SEC. LINE
CONSTR. LIMITS
TEMP. R/W FOR GRADING
TEMP R/W FOR DRIVE CONSTR.
APP. P.L. & EXIST. R/W
GAS CREEK
S.R. 46/MAIN ST.
N89°23'32"E
LINE "PR-A"
N84°18'05"E
N84°02'32"E
APP. SECTION LINE
STATE OF INDIANA
Charles Zoller House
CHRISTOPHER HARDY &
EMILY ROBBINS
HENRY H. TALBOTT'S ADDITION
TO THE CITY OF GREENSBURG
UNKNOWN
ORIGINAL PLATT OF GREENSBURG
SECTION 11, T.10.N., R.9.E.
WASHINGTON TOWNSHIP
DECATUR COUNTY
JOSE P. & SHIRLEY A. PASTAGAL
SECTION 12, T.10.N., R.9.E.
WASHINGTON TOWNSHIP
DECATUR COUNTY
P.C. 12+54.30 "PR-A"
P.T. 9+03.09 "PR-A"
P.I. 8+58.69 "PR-A"
PVI @ 7+90.00
ELEV. 940.04
230' V.C.
PVI @ 9+90.00
ELEV. 928.30
170' V.C.
PVI @ 11+15.00
ELEV. 926.27
80' V.C.
PVI @ 12+50.00
ELEV. 926.67
50' V.C.
PROFILE GRADE
EXIST. GROUND ALONG LINE "PR-A"
+0.30%
249 LFT OF 30" TYPE 2 PIPE @ 0.50%, REQ'D. LT.
80 LFT OF 30" TYPE 2 PIPE @ 0.50%, REQ'D. LT.
110 LFT OF 15" TYPE 2 PIPE @ 5.50%, REQ'D. RT.
41 LFT OF 15" TYPE 2 PIPE @ 5.50%, REQ'D. RT.
84 LFT OF 18" TYPE 2 PIPE @ 2.24%, REQ'D. RT.
9 LFT OF 15" TYPE 2 PIPE @ 1.80%, REQ'D. RT.
21 LFT OF 15" TYPE 2 PIPE @ 1.08%, REQ'D. RT.
67 LFT OF 15" TYPE 2 PIPE @ 0.36%, REQ'D. RT.
74 LFT OF 15" TYPE 2 PIPE @ 0.34%, REQ'D. RT.
INV. 922.20
INV. 922.10
INV. 919.35
INV. 922.80
NOTE:
ALL R/W TO BE DES
LINE "A" EXCEPT AS
LINE "PR-A" TO BE C

INDIANA DEPARTMENT OF TRANSPORTATION

Seymour District
185 Agrico Lane
Seymour, Indiana 47274

PHONE: (855) 463-6848
FAX: (812) 522-7658

Eric Holcomb, Governor
Michael Smith, Commissioner

PUBLIC HEARING COMMENT SHEET

Thank you for attending this evening's public hearing. Please submit comments by using the space provided below. INDOT appreciates your attendance and participation this evening. **Please ensure your comments are postmarked by October 10, 2023, for inclusion into the public hearing transcript.** Comments may be mailed or submitted via email to the contacts listed below.

Michael Baker
ATTN: Mitchell Wilcox
3815 River Crossing Pkwy; Suite 20
Indianapolis, IN 46240
Phone: 317-663-8265
Email: Mitchell.Wilcox@mbakerintl.com

5 of 6 pages

Hearing Date: **September 25, 2023**
Project: **SR 46 Pavement Rehabilitation Project in Greensburg Indiana (Des. Nos. 1800255 and 1800256).**

Name: (Please Print) Shirley Pastagal (Charles Zoller Property)

Address:

Will the utility lines be buried along Main Street? How many poles will be moved? The electric signaling box that sits in front of my home needs to be relocated to a better accessible location. A possible solution, place signaling box west of the above mentioned alley so state workers can safely pull off of the street. The location now detracts from my property. Whenever workers have to access the signaling box, they park on the grass and have made ruts which leaves the ground very rough to mow and maintain.

The attached picture shows not only the signal box, but looking eastward the light signal pole sits partially on the sidewalk. Will this pole be relocated?

I would appreciate your attention to the matters above.

Signature: Respectfully, Shirley Pastagal (812) 663-5954

55 Looking south at the contributing outbuilding on the State Register-listed Charles Zoller House (NR-0308) property.

56 Looking southeast at the limestone wall and steps in front of the State Register-listed Charles Zoller House (NR-0308) property.

Left blank

From: Jayne McCleland <jaynem@stonesnapa.com>
Sent: Monday, October 9, 2023 11:49 AM
To: tsummers@indot.in.gov; Wilcox, Mitchell
Subject: EXTERNAL: Des. Nos. 1800255 & 1800256
Attachments: INDOT Petition 10.9.23.pdf; Public Hearing Comment Sheets 10.9.23.pdf

EXTERNAL EMAIL

Hello,

I have attached a public petition in regards to the SR 46 Pavement Rehabilitation Project.

As it has been noted, we are an ag-based economy, therefore, as citizens have found out about this project, additional interest and opposition is occurring. A number of the local ag businesses put out the petition and our citizens and local employees and customers have signed them.

I certainly don't intend to cause waves, or create wrinkles, but there is simply no other way through town with combines and other large ag equipment. Not sure what our town expects our farmers to do.

Either way, please see the attached petition, signature pages, as well as a few public comment forms that I received.

Thank you for your time and attention,

Jayne McCleland

--
Jayne Stone McCleland
Stone's NAPA
Store: 812-663-6272
Mobile: 812-614-2605

219

TO INDOT concerning proposal ST Rd 46 pavement Nos 1800255 and 1800256.

We believe the advancement of both projects are highly needed for Decatur County Residents and community for long term updates. We however believe that the narrowing of the Hwy as part of Nos 1800256 to provide only 12' wide lane widths while providing a 10' area for path and "Green Space" on both sides of the Hwy is a poor judgement towards safety of our citizens for the following reasons.

1- We are an agriculture community and our lifeblood of taxes has been our farming and being an agriculture community. The equipment used today is larger and more sophisticated and continues to get wider. This Hwy is the connection between both sides of our county. To reduce the space allowed for equipment to pass each other seems to go in the wrong direction as far as safety towards our community.
2- This Hwy provides a pathway for large commercial equipment to be moved between counties and by restricting lanes for these trucks and equipment, an issue of safety comes to the forefront.
3- Greensburg and Decatur County are built with citizens of common sense and willingness to work together.
4- The Safety of our citizens must be priority.
5- The proposal of Narrowing the project No 1800256 of Hwy 46 on the east side does not make our citizens safer in the long run.
6- The leaders of Greensburg have the correct intent to allow for passage of citizens access to the Library and Rebecca Park in an easy and safe path from downtown. This proposed path along Hwy 46 is not the correct path for safety long term, a path on a less traveled road makes more sense (Washington Street for example).
7- Greensburg has been blessed with good business and tax revenues. Let's have Greensburg find a safer route for a pathway to the Library and Rebecca Park other than a main Hwy Route that will continue to connect our county from both sides in the decades to come.
8- We ask the INDOT to fix the project Nos 1800256 without green space, or a reduction of it. Make the Hwy as wide as it is currently and direct the City of Greensburg to find a different route for its citizens based on Safety and Concern for all its citizens.

Respectfully Submitted the following petitioners.

NAME	SIGNATURE
ADDRESS	

1	Jerry Beard	Jerry A Beard
	9594 E Base Rd. - Greensburg, IN 47240	
2	Rita Jackson	Rita Jackson
	664 Clover Dr Covington Ky 41015	
3	Marie E. Siefert	Marie E. Siefert
	912 Gamma Dr. Cinti OH 45231	
4	Liz Horstman	Liz Horstman
	7731 E. Hoff Rd Sunman IN 47041	
5	Paul Jackson	Paul Jackson 664 Clover Dr Covington Ky 41015
6	Tim Trewkamp	Tim Trewkamp
	6019 N Co Rd 225 E Greensburg 47240	
7	Kim Stone	Kim Stone
	1186 E 500N.	Greensburg, IN 47240
8	Blake Meyer	Blake Meyer
	5514 N CO RD 205	Greensburg IN 47240
9	Bradley Richards	878 N CR 650 East

Respectfully Submitted the following petitioners.

	NAME	SIGNATURE
	ADDRESS	
1	PHIL FISSE	
	7816 E 150 N GREENSBURG IN 47240	
2	Doug Spitler	
	5060 N Co Rd 420 West, Greensburg IN 47240	
3	Larry Baker 1236 Co. Rd 500N Gbg. Ind. 47240	
4	Michelle Bandy	Michelle Bandy
	915 E. Main St., Greensburg, 47240	
5	Nick WENNING	
	1523 N CR 650 E GREENSBURG IN 47240	
6	Clark Mock	Clark Mock
	134 W Second St	Greensburg I.
7	Bart Metz	
	5724 E. CR. 200N. Greensburg, IN	
8	J. DAVID REIGER	
	3133 W Co Rd 240 NW	Greensburg IN
9	MATT BARKER	
	7014 N OLD US Hwy 421	St. Paul, IN. 47272

Respectfully Submitted the following petitioners.

	NAME	SIGNATURE
	ADDRESS	
10	Josh Fry	Josh Fry
	2750 W 1100 S MILROY IN 46156	
11	Matthew Morrow	Matthew
	2904 W CR 600 S Greensburg, IN 47240	
12	Allen Bedel	allen Bedel
	6037 E Base Rd Greensburg IN 47240	
13	Jeff Lawrence	
	2002 East Base Rd Greensburg, IN 47240	
14	Oard Springmeyer	
	3873 South county RD 60 East	
15	Tim Reece	T R
	806 W Washington St Greensburg IN	
16	Pat Hahn	Patrick Hahn
	2494 E. 200 N Greensburg IN	
17	Scott Wuestefeld	Scott Wuestefeld
	1802 E CNTY Rd 150 N Greensburg IN	
18	Sam Springmeyer	
	1747 South CO RD 60 Southwest	

Respectfully Submitted the following petitioners.

NAME	SIGNATURE
ADDRESS	

1	DAVID LAWRENCE	David J. Lawrence
	9166 E COUNTY RD 500 S. GREENSBURG, IN 47240	
2	CHRISTOPHER BRUNS	Chr J Bn
	2896 E. BASE RD. Greensburg IN 47240	
3	Dolores Trenkamp	Dolores Trenkamp
	9594 E. Base Rd - Greensburg, In 47240	
4	Ronald Veerkamp	Ronald J. Veerkamp
	6151 S. Co. Rd 60 SW Greensburg IN 47240	
5	David Narwold	Dan Narwold
	6034 N. Hamburg Rd Oldenburg IN 47036	
6	Jed Hahn	
	5528 South US 421	
	Greensburg In 47240	
7	Chris Whipple	
	837 S CR 850W Greensburg IN	
8	Mark Bedel	
	7754 S CR 250 E Greensburg	
9	Michael Bedel	7974 So CoRd 250E Greensburg

1	Tim Gauck 158 S. Cty Rd 700 E	Tim Gauck
2	Blake Adams 950 East Main street Greensburg, IN 47240	Blake Adams
3	Mark Bedel 2986 E Co Rd 100 South Greensburg IN 47240	Mark Bedel
4	Andy Turpin 1067 W 900 S Westport	
5	Kevin Bedel 5374 S. Co Rd 300 East Greensburg	Kevin Bedel
6	Dave Stone 1613 E CR 820 S. Greensburg	Dave Stone
7	Jacob Springmeyer 3873 S Co Rd 60E Greensburg	Jacob Springmeyer
8	810 W 10th st Greensburg IN	Dylan Moore
9	Creighton 1105 W East St	[illegible]
10	Tim Stone 921 E. Main	Tim Stone
11	Bob Hoeing 921 E. Main	Bob Hoeing
12	Kristian Meyer 5020 SR 48	Kristian Meyer
13	James Layton Bayless 1113 Columbus Ave Batesville IN 47006	James Layton Bayless

Greensburg to find a different route for its citizens based on Safety and Concern for all its citizens.

Respectfully Submitted the following petitioners.

NAME	SIGNATURE
ADDRESS	

1	M.L. MEEN	
	800 S SR 3 WESTPORT IN 47283	
2	URBAN SCHOLETTMER	
	1710 E. ST. RD. 46 GREENSBURG	
3	Greg Nieman	
	3587 N. 300 S Greensburg, IN 47240	
4	Rick Nobbe	
	900 E. Mill Creek Rd. S.	
	Greensburg, IN 47240	
5	Steve Gauch	
	7117 E CR 50 N	
	Greensburg, IN 47240	
6	~~Kate Bedel~~ KATE BEDEL	
	7754 S CR 250 E GREENSBURG, IN 47240	

1	Dalton Grossman	[signature]
	1600 North Tyrel Avenue west · Greensburg, IN. 47240	
2	Andy Greiwe	Andy Greiwe
	1182 E. CR 400 S. Greensburg IN 47240	
3	Dick Hoegeman	Hoegeman Farm Trucking
	5525 W. Co. Rd 325 N Holton IN	
4	Brandon Wolter	Brandon Wolter
	27052 Rickman Rd Rushville IN 46173	
5	SUSAN CORYA	Susan Corya
	1226 N. Co. Rd. 500 W. GREENSBURG INDIANA	
6	August Kinker	[signature]
	6879 E CORDISON	
7	Becky Tebbe	Becky Tebbe
	5664 S CR 550 E Greensburg IN 47240	
8	Ryan Crosby	Ryan Crosby
	6488 E. Shelby 1100S Greensburg IN. 47240	
9	ALBERT D. CAPPS	Albert D. Capps
	685 N CR 800 W N. VIN 47265	
10	Brandon Garrity	Brandon Garrity
	6184 W. St. Rd. 46 Greensburg, IN 47240	
11	Garry D. Gault	Garry Gault
	8641 SO. CO RD. 600 W Greensburg 47240	

12	Karen Poling	Karen Kay Poling
	8405 N CR 500 W. Scipio IN. 47273	
13	Barry Marshall	Barry Marshall
	PO Box 141 New Point IN 47263	
14	Connie Cathey	Connie Cathey
	8965 S CR 600 W	
	Greensburg IN 47283	
15	Mike Myers	Mike Myers
	12680 S Co Rd 300 W	
	Westport IN 47283	
16	Beth Koors	Beth Koors
	1119 W Co. Rd 400 N	
	Greensburg IN 47240	
17	Bill Doig	Bill Doig
	7992 S. 600 E, St Paul IN 47272	
18	Doug Muckerheide	Doug Muckerheide
	684 W. County Road 400 S.	
19	Chris Biggs	[illegible]
	4263 W CR 150 N Connersville, IN 47331	

Respectfully Submitted the following petitioners.

	NAME	SIGNATURE
	ADDRESS	
20	Jean Evans	Jean M. Evans
	2255 N. 120.E G.burg.	
21	Dan Wilson	Dan Wilson
	3951 W. Co Rd 350N Osgood In	
22	Adrianna Beggs Adrianna Beggs	Adrianna Beggs
	980 S CR 200 West Greensburg	
23	Lisa Fogg	Lisa Fogg
	1261 S. CR 600W G-burg	
24	KEITH WILSON	Keith Wilson
	1416 W 250 South SHELBYVILLE	
25	Bruce Everhart	
	4072 E 510S Waldron In 46182	
26	Ryan Barnes	
	P.O Box 33 Canaan, IN	
27	Robin Youngblood	
	1075 N. CO. Rd. 575 E milan IN, 47031	
28	Scott Kixmiller	Scott Kixmiller
	4829 E CT RD 280 N Greensburg, In, 47240	

29	DANNY E KNAPP	Danny Knapp
	6440 W 950 S	GREENBURG IN 47240
30	Lisa Franklin	Lisa Franklin
	2174 N. Cold 900 W	Holton IN 47023
31	Darrell Franklin	
	2174 N cold 900 W	Holton IN 47023
32	Mollie Moeller	26187 W. Hamburg Rd
	Molle E Moeller	Oldenburg IN 47036
33	Chris Moeller	
	26157 W Hamburg Rd	Oldenburg IN 47036
34	Calvin Tipton	
	7473 E Co Rd 200 N	Greensburg IN 47240
35	PAUL BEDEL	Paul Bedel
	27163 STRAHL	Road Greensburg
36	Bill Whiton	
	806 E. Main Street Greensburg IN	
37	Greg Dietz	
	7933 S CR 800 W	Greensburg IN 47240
38	Tobin Cline	1315 W East St Greensburg, IN
39	Nick Gauck	
	6992 E. Co. Rd. 300 N. Greensburg, IN	
40	Brad Hicks	
	3871 W. Co Rd 1050 N. Osgood	

41	AARON Rhoades	
	707 W OLD 44 Rushville IN 46173	
42	Bill Bohman	
	25575 Bullfork Rd Oldenburg IN 47036	
43	Dan Hart 240 SR 250	
	Dan Hart Carmel IN 47224	
44	Chad Evans	
	2255 N. Co. Rd 120 E- Greensburg	
45	Matt Meyer	Matt Meyer
	5791 E CR 1200 N Sunman IN 47041	
46	Michael Kulpinski	Michael A Kulpinski
	495 N CR 250 W	Greensburg IN 47240
47	Norman Wolter	Norman Wolter Greensburg IN 47240 208 N Co Rd
48	Kenneth Crouch	6992 E. Co. Rd 300 N. Greensburg, IN 47240
49	Phil Brown	303 N. Jackson Greensburg IN 47240
50	Kyle Harsin	6152 N Graham Rd Madison, IN 47250
51	Nancy Wolter	1482 Base Rd Greensburg
52	Mike Nobbe	
	8335 West County 1300 S Walpole IN	
53	Blake Kirschner	
	25598 Bullfork Rd Oldenburg, IN 47036	
54	DAVID Fuel	DAVID FUEL
	8931 W St RD 46 GREENSBURG IN	

55	CODY WOOTEN	
	126 N. County RD. 1050 W. WESTPORT, IN. 47283	
56	Jim Kurz	
	6265 S 300E Greensburg	
57	Alan J Meier	
	2289 S Co Rd. 850 W - Greensburg	
58	Kevin Horstmann	
	7716 E Base Rd Greensburg In 47240	
59	Matt Williamson	
	275 S County Rd 850W Greensburg IN 47240	
60	Joyce Schierbine	
	2745 NCR 150W, Greensburg, In 47240	
61	Rod Schierbine	
	2745 NCR 150W Greensburg	
62	Nancy Fogg	
	2578 S. Co Rd 600 W. Gbg, IN 47240	
63	Michael Quinlan	
	6628 N. Co Rd 225 E Greensburg, IN 47240	
64	William A. Doty	
	7992 S 600 E St. Paul IN 47272	
65	MATTHIAS GROTE	
	717 N. Co Rd 850 E Greensburg, IN 47240	
66	G.M. Ferree	
	7171 S. 1100E.	

67	[illegible]	
	2378 S. County Rd. 600 W Greensburg IN 47240	[illegible]
68	[illegible]	Christopher R Tagh
	10324 South CR 50 South. Hope, IN 47240	
69	[illegible]	Matthew R Morris
	5967 N County Rd 350 E, Greensburg, IN 47240	
70	Andy Reiger	[illegible]
	2809 W 240 NW Greensburg In. 47240	
71	Jacob Evans	[illegible]
	2255 N. 120 E. Greensburg, IN 47240	

Respectfully Submitted the following petitioners.

NAME	SIGNATURE
ADDRESS	

72	Tom Horan	Tom Horan
	2600 S 575 W Greensburg IN	
73	MIKE RECKERS	MR
	20888 N CULVER RD MILAN IN 47031	
74	JARED HERBERT	[illegible]
	14045 N Morris Washington St Batesville IN 47006	
75	LONNIE PAUL	Lonnie Paul
	404 S. Gray Rd. Connersville, IN 47331	
76	Bobby [illegible]	Bobby Kelly 8332 E 2105 Newpoint
	Rick Fowling	72 SW SANTEE GREENSBURG
77	[illegible] DAVID NOBLE	2644 E. Co. RD 100S.
78	[illegible]	Jessica Hadler 1065 E Greenhawk Lane Greensburg
79	Scott Hadler	Scott Hadler 1065 E Greenhawk Ln Greensburg
80	Suzanne Horan	Suzanne Horan 2600 S 575 W Greensburg

	Name	Signature
	Address	
81	Madison Wiedeman	Madisa Wiedeman
	12831 N. Co. Rd. 1000 E Sunman IN 47041	
82	Curt Nieman	Curtis Nieman
	6875 N HWY 3 North Vernon, IN 47265	
83	Aaron Meyer	Aaron Meyer
	1866 N County Road 600 E, Greensburg, IN 47240	
84	Clay Hunger	[illegible]
	1222 S. Michigan, Greensburg, IN 47240	
85	Adam Wade	
	6630 E 350 N Columbus, IN 47203	
86	Eric Lowe	Eric A. Lowe
	145 E Co. Rd. 400 S Greensburg IN, 47240	
87	James Richardson	James Richardson
	2247 E county road 820 S. Greensburg IN 47240	
88	Britney Fraley	Britney C Fraley
	8342 S CR 25 W., Lewisville, IN 47352	
89	5347 N. County Rd 400 S	Cheyenne Jones
	Greensburg, IN 47240	C. Jones
90	1967 W CO. RD 750N	[illegible]
	GREENSBURG, IN 47240	

	Name / Address	Signature
91	Paul Weiner 9346 W. Co. Rd 80 N.	Greensburg IN 47240
92	47000 S. Co. Rd 200 W.	Greensburg IN 47240
	Luke Vanter	
93	Jonathon Shoave 4222 S. Center Road 700 West	Greensburg IN 47240
94	Terry Canada 7400 Caston Ln	TERRY CANADA Madison IN
95	BRUCE TROBAUGH 8375 S 1000 W Hartsville	
96	Fred Beck 3595 N CR 200E	Greensburg IN
97	JoAnn Gutzofel 27445 Lawrenceville Road, Suhman, IN 47041	JoAnn Gutzofel

98

Lori McGowan	Lori McGowan
1967 W CRd 750N Greensburg, In	
~~Kristy Lowe~~	~~Kristy Lowe~~
~~145 E. Co. Rd. 400 S.~~	~~Greensburg, IN 47240~~

Respectfully Submitted the following petitioners.

	NAME	SIGNATURE
	ADDRESS	
99	Krusty Love	Krusty Love
	145 E. Co. Rd. 400 S. Greensburg, IN 47240	
100	Emily Simon	Emily Simon
	8130 S. Co. Rd 400 E Greensburg IN 47240	
101	David Ray	David Ray
	526 W Main st Greensburg, IN 47240	
102	Craig Koors	Craig Koors
	5237 E 640 N Greensburg, IN 47240	
103	Don Maier	5214 N. St. Rd 9
104	Bernard A Me	W. Hamburg Rd Oldenburg IN
105	Roy Friedersdorf	9898 S. 800 W. Westport IN
106	Brad Armand	9240 N 300 W Northfield
107	Sean Slagle	Sean Slagle
	2140 Northgate Dr Apt A	
108	Luke Armand	Luke Armand
	9290 N. Co Rd 75 W	
107	Jon Bowman	Jon Bowman
	2774 N Co Rd 950 E Greensburg	

Respectfully Submitted the following petitioners.

	NAME	SIGNATURE
	ADDRESS	
110	Doug Miller	Doug Miller
	14688 250 S Greensburg	
111	Greg Kinker	Greg K
	264 S. Co Rd. 850 E. Greensburg.	
112	Paul Land	Paul Land
	220 S. county line Rd. St. Paul	
113	Pete Trenkamp	pete Trenkamp
	1884 N Co 850 E Greensburg	
114	Ed Tichenor	Ed Tichenor
	4436 W Millhousen Rd	
115	Vincent Hawkins	[illegible]
	609 E. Char-lou Greensburg, IN	
116	William Miley	[illegible]
	780 N Co Rd 225 E	
117	Michael Robbins	Michael Robbins
	879 West County Rd 250 South Greensburg IN	
118	David Myers 6550 E Co Rd 640 N Greensburg IN	David N Myers

119	Travis Auburgey	
	24049 Combs LN	Laurel, IN 47024
120	Charlie Reynolds	
	2151 w Co Road 580 N	Greensburg IN 47240
121	Andrew Blevins	
	7809 W. Co. Rd. 550N	Saint Paul IN, 47272
122	RICHARD T MAXWELL	Richard T. Maxwell
	7111 S St. Rd. 3	Greensburg In. 47240
123	Steve Miller	
	miller Eq INC 4476 W ST Rd 46	Greensburg IN 47240
124	Wadell Thackery	
	4496 900 N	Rushville IN 46177
125	Tony Miller	
	344 E 1200N	Dunkirk
126	David Schneider	1609 S. Co. Rd. 400 E. GREENSBURG
127	Trent Dieckmann	
	6380 S Co Rd 550 E	Greensburg IN 47240
128	Dean Bonne	3770 N Co Rd 600 E Greensburg IN
	Lawrence J. Young	3411. W. Base Rd Greensburg

129	Nick Schwering	Nick Schwering
	2365 S. Co. Rd. 60 E. Greensburg, IN 47240	
130	Lester Moody	Lester Moody
	8061 E. Co RD. Newpoint In. 47263	
131	Tyler Moore	Tyler Moore
	6526 E Richard Ct. Columbus, IN 47203	
132	Rodney Hausman	Rodney 2
	8037 E.CR. 200S Greensburg IN 47240	
133	Kendall Markland	Kendall Markland
	2010 N Dogwood Ct, Greensburg, IN, 47240	
134	Kayla West	[illegible]
	6875 E Middletown Rd Waldron, IN 46182	
135	Pete Maxwell	Pete Maxwell
	414 Kessing Dr. Greensburg IN 47240	
136	Taylor Nobbe	
	2907 N County Road 80 NE Greensburg, IN 47240	
137	Karson Kauman	[illegible]
	5505 E 100 S Columbus, IN 47201	
138	Phil Nolen	[illegible]
	4140 N 625 E Shelbyville 46176	

139

Cameron Kuhn	[illegible]
1541 W Co Rd 250 S Greenfield, IN 47240	

Respectfully Submitted the following petitioners.

140	NAME Casey Dickerson	SIGNATURE
	ADDRESS 473 S co Rd 350 W Greensburg, IN 47240	
141	Cara Swango	Cara Swango
	1439 W Daniel Dr Greensburg, IN 47240	
142	Laura Swango	Laura Swango
	6432 N CR 225 E Greensburg 47240	
143	Westin Swango	Westin P. Swango
	6432 N CR 225 E Greensburg, IN 47240	
144	P.J. SWANGO	PJ Swango
	6432 N. 225 E Greensburg IN 47240	

145	Kendall Beggs	Kendall Beggs
	980 S CR 200 W Greensburg, IN 47240	
146	Darren Barker	DARREN BARKER
	821 W 8th Street Greensburg IN 47240	
147	[illegible]	Jeremy Scott
	5268 S Co Rd 800 W Milton 47027	
148	[illegible]	Jodi Lane
	5611 W CR 240 NW Greensburg, IN 47240	
149	Stephen Bennett	Stephen Bennett
	703 N St Rd 3 Westport, IN 47283	
150	[illegible]	Derek Hunter
	2461 E Co Rd 400 S Greensburg, IN 47240	
151	Kyle [illegible]	Kyle Wilson
	740 Pinewood Dr Bedford, IN 47241	
152	[illegible]	Joshua Mays
	7320 Guston Dr. Greensburg IN 47240	
153	[illegible] 1443 W Co Rd 800 S Westport IN	Craig [illegible] 47283
154	[illegible] Beggs	Jeff Beggs
	980 S. Co Rd 200 W Greensburg IN 47240	
155	Cari Beggs	CARI BEGGS
	980 S CR 200 W Greensburg, In 47240	
156	Erica Evans	Erica Evans
	2255 N. 120 E. Greensburg, 47240	

Respectfully Submitted the following petitioners.

	NAME	SIGNATURE
157	Sandra Nieman ADDRESS 206 E. Co Rd. 300S G'burg In 47240	Sandra K Nieman
158	Hannah Sullivan 3490 E Base Rd Gburg In	Hannah Sullivan
159	SAM KOESTER 4008 S. 60 SW GREENSBURG	Sam Koester
160	Kimberly Sue Gauck 717 E CR 50 N, Greensburg	Kimberly Sue Gauck
161	Ginger Ryle 599 W Santee Dr Gburg	Ginger Ryle
162	RANDY HOEING 3044 E. BASE RD GREENSBURG, IN	Randy Hoeing
163	Larry Nieman 206 E 300S Greensburg In	Larry Nieman
164	7405 N. Co. Rd 500 E North Vernon, IN 47265	[illegible]

INDIANA DEPARTMENT OF TRANSPORTATION

Seymour District
185 Agrico Lane
Seymour, Indiana 47274

PHONE: (855) 463-6848
FAX: (812) 522-7658

Eric Holcomb, Governor
Michael Smith, Commissioner

PUBLIC HEARING COMMENT SHEET

Thank you for attending this evening's public hearing. Please submit comments by using the space provided below. INDOT appreciates your attendance and participation this evening. **Please ensure your comments are postmarked by October 10, 2023, for inclusion into the public hearing transcript.** Comments may be mailed or submitted via email to the contacts listed below.

INDOT
ATTN: Terry Summers
185 Agrico Lane
Seymour, IN 47274
Phone: 812-524-3749
Email: tsummers@indot.in.gov

Michael Baker
ATTN: Mitchell Wilcox
3815 River Crossing Pkwy; Suite 20
Indianapolis, IN 46240
Phone: 317-663-8265
Email: Mitchell.Wilcox@mbakerintl.com

Hearing Date: **September 25, 2023**
Project: **SR 46 Pavement Rehabilitation Project in Greensburg Indiana (Des. Nos. 1800255 and 1800256).**

Name: (Please Print) Julie Keillor

Address: 1606 N. Franklin, Greensburg, IN 47240

COMMENTS: I am writing to oppose this project due to the narrowing of SR 46, Main St. While I think parts of the plan are great, I think narrowing the road that much would cause a lot of problems. A lot of farm equipment needs to travel the road. Also, there are several businesses that rely on semis and other large vehicles to be able to make turns into and out of their lots. Another issue would be when there is an issue causing I-74 to be closed. All traffic is re-routed onto SR 46 through Greensburg. I believe this would cause an unacceptable amount of congestion and safety issues. thank you for your time

Signature: Julie Keillor

From: Summers, Terry <TSUMMERS@indot.IN.gov>
Sent: Tuesday, October 10, 2023 8:11 AM
To: Wilcox, Mitchell
Subject: EXTERNAL: FW: St 46 pavement rehabilitation project in Greensburg Indiana (Des. Nos. 1800255 and 1800256)

EXTERNAL EMAIL

Copying you on another public comment.

From: Larry Nieman <[redacted]
Sent: Tuesday, October 10, 2023 7:48 AM
To: Summers, Terry <TSUMMERS@indot.IN.gov>
Subject: St 46 pavement rehabilitation project in Greensburg Indiana (Des. Nos. 1800255 and 1800256)

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Larry Nieman
260 East County RD. 300 South Greensburg In. 47240

SR 46 is a main road for famers and ag business passing from east to west in Decatur county. Reducing the roadway to 12 feet would make it a public safety hazard moving farm equipment and ag sprayers thru Greensburg. The average width of a combine is 16 Feet. I believe that keeping the width as it currently is and removing on street parking would be a better option. The walking path would be better suited on a less traveled street.

Larry Nieman
[redacted]

Hearing Date: **September 25, 2023**
Project: **SR 46 Pavement Rehabilitation Project in Greensburg Indiana (Des. Nos. 1800255 and 1800256).**

Name: (Please Print) LINDA PIERSON

Address: 428 W. MAIN ST.

COMMENTS: Would like to know about Trash pickup days. If the road is being worked on how we get our trash picked up?

Do you really believe that the new sewage drainage will keep MAIN St from flooding?

Thank You.

Signature: Linda Pierson

INDIANA DEPARTMENT OF TRANSPORTATION

Seymour District
185 Agrico Lane
Seymour, Indiana 47274

PHONE: (855) 463-6848
FAX: (812) 522-7656

Eric Holcomb, Governor
Michael Smith, Commissioner

PUBLIC HEARING COMMENT SHEET

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INDOT
ATTN: Terry Summers
185 Agrico Lane
Seymour, IN 47274
Phone: 812-524-3749
Email: tsummers@indot.in.gov

Michael Baker
ATTN: Mitchell Wilcox
3815 River Crossing Pkwy; Suite 20
Indianapolis, IN 46240
Phone: 317-663-8265
Email: Mitchell.Wilcox@mbakerintl.com

Hearing Date: **September 25, 2023**
Project: **SR 46 Pavement Rehabilitation Project in Greensburg Indiana (Des. Nos. 1800255 and 1800256).**

Name: (Please Print) Mary Jane Bedel

Address: 3318 E 580 South, Greensburg IN 47240

COMMENTS: As a resident of Greensburg/Decatur County I am opposed to this project

Signature: Mary Jane Bedel

From: Michael Spreckelson[redacted]
Sent: Friday, September 22, 2023 5:36 PM
To: Wilcox, Mitchell
Subject: EXTERNAL: Narrowing highway 46 in Greensburg. In

EXTERNAL EMAIL

I would like to say that this is the most ridiculous idea I have heard of in a long time. This road is heavily traveled by grain trucks and other farm equipment especially during certain times of the year that 12 ft width will not accommodate most of the AG traffic and a lot of businesses in Greensburg that rely on the AG industry will be hurt also this must not happen.
Thanks. Mike Spreckelson

INDIANA DEPARTMENT OF TRANSPORTATION

Seymour District
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Phone: 317-663-8265
Email: Mitchell.Wilcox@mbakerintl.com

Hearing Date: **September 25, 2023**
Project: **SR 46 Pavement Rehabilitation Project in Greensburg Indiana (Des. Nos. 1800255 and 1800256).**

Name: (Please Print) Norbert Bedel

Address: 7754 S CR 250 E Greensburg, In 47240

COMMENTS: Please reconsider the proposed narrowing of lanes on SR 46. We farm on the west and east sides of town and moving equipment through town after these lanes are narrowed will become extremely difficult and would pose a safety threat for all involved including other motorists and pedestrians. We also use Premier Ag for fertilizing and spraying our fields. They too would also incur the same problems if these lanes are narrowed, not only when working with us but also with the numerous farms they deal with east of Greensburg. I agree that SR 46 needs much of the work done proposed in this project, but the narrowing of lanes should be taken out of this project. Thank you for your time and consideration.

Signature: Norb Bedel

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Indiana
A State That Works

From: Patty Lange Fischer <patty@langelandfarms.com>
Sent: Tuesday, October 10, 2023 8:34 AM
To: Wilcox, Mitchell
Cc: Patty Lange Fischer
Subject: EXTERNAL: FW: Project response - INDOT 1800255; 1800256

Importance: High

EXTERNAL EMAIL

From: Patty Lange Fischer
Sent: Monday, October 9, 2023 10:10 PM
To: mitchell.wilson@mbakerintl.com
Cc: Patty Lange Fischer [redacted]>
Subject: Project response - INDOT 1800255; 1800256
Importance: High

Mr Wilson,
I am writing to express concern over the proposed INDOT project 1800255;1800256

https://www.in.gov/indot/about-indot/central-office/welcome-to-the-seymour-district/sr-46-roadway-reconstruction-in-greensburg/

I believe the intent to narrow Main Street/ SR 46 through Greensburg and especially to include a bike path through the city of Greensburg presents an immediate safety concern. It is my understanding the upgrades to Main Street/ SR 46 will decrease vehicle access to 12 feet.
This public road is necessary for agriculture equipment and other wide local traffic to move equipment which can be up to 18 feet wide. To include a bicycle path along this route increases personal safety risk and liability for all trying to share the proposed narrowed street. I advise reconsideration – especially regarding making Main Street a dual bicycle and traffic street.

1. Safety of travelers and pedestrians and bicycle traffic;
2. Harming the ag-industry and the rural way of life;
3. 12’ width is not adequate for farm equipment that is 18’ wide

Respectfully,

Patty Lange Fischer – Decatur County citizen

[redacted]

INDIANA DEPARTMENT OF TRANSPORTATION

Seymour District
185 Agrico Lane
Seymour, Indiana 47274

PHONE: (855) 463-6848
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Eric Holcomb, Governor
Michael Smith, Commissioner

PUBLIC HEARING COMMENT SHEET

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Michael Baker
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Indianapolis, IN 46240
Phone: 317-663-8265
Email: Mitchell.Wilcox@mbakerintl.com

Hearing Date: **September 25, 2023**
Project: **SR 46 Pavement Rehabilitation Project in Greensburg Indiana (Des. Nos. 1800255 and 1800256).**

Name: (Please Print) PAUL R. SCHOETTMER

Address: 1756 EAST STATE RD 46 GREENSBURG, IN 47240

COMMENTS: FIRST, THIS ROAD IS FAR PAST END OF LIFE OF PAVEMENT AND THIS SHOULD HAVE BEEN ADDRESSED 3 YEARS AGO. HOWEVER, I AM 100% IN FAVOR OF REPLACING ALL UNDER-ROAD INFRASTRUCTURE SO THAT THE NEW ROAD WILL NOT NEED TO BE COMPROMISED AT A LATER DATE FOR REPAIR. I AM IN FAVOR OF REPAIR/REPLACING SIDEWALKS TO MAKE THEM ADA COMPLIANT. I AM IN FAVOR OF ADDING NEW AND MORE LED STREET LIGHTS FOR ADDED VISIBILITY AND SAFETY. I AM HOWEVER, AGAINST ANY PART OF THIS PROJECT THAT WILL IMPACT ANY BUSINESS FROM THE STANDPOINT OF LAND FOOTPRINT, TRAFFIC RESTRICTION OR FLOW. I'M NOT IN FAVOR OF ANY TYPE OF A "GREENWAY" OR BIKE PATH. A STANDARD SIDEWALK IS SUFFICIENT. I BELIEVE THE CURRENT STATE HIGHWAY WIDTH IS AT OR NEAR 12' FOR EACH LANE. HOWEVER, WITH THE PARKING SITUATION ALONG EAST MAIN, I AM AGAINST ANY CHANGES THAT ARE GOING TO IMPEDE TRAFFIC FLOW OF LARGE IMPLEMENT THROUGH THE AREA WHILE THEY HAVE TO CO-EXIST WITH PARKED CARS. PLEASE RE-EVALUATE AND MAKE SURE THIS IS THE SAFEST AND MOST FISCALLY RESPONSIBLE SOLUTION FOR THE TAXPAYERS OF DECATUR CO. I WOULD ALSO SUGGEST THAT IF ANY OF THE REMAINING MAIN STREET BRICKS ARE SALVAGEABLE, I WOULD SELL THEM FOR SOME INCOME INSTEAD OF DISPOSING THEM.

Signature: Paul R. Schoettmer

From: WIRELESS CALLER <+18125930267>
Sent: Monday, October 9, 2023 9:14 AM
To: Wilcox, Mitchell
Subject: Voice Mail (1 minute and 27 seconds)
Attachments: audio.mp3

Michael Baker INTERNATIONAL

- A MESSAGE FROM -

INFORMATION TECHNOLOGY SERVICES

MBI Voice Mail Message

Yes, Mr. Wilcox, Richard Maxwell Greensburg IN on this Main St. narrowing here in Greensburg. I don't think we need to do that. This is a farm community. I'm a agriculture machinery salesman. I take deliver machinery out that way towards Batesville. It's narrow enough the way it is and the sidewalks they just need redone. Sure, their St. needs repaired with the water lines and sewer lines underneath the street. I understand that, but we don't need to narrow it down. I'm just voicing my opinion. I've signed petitions against it and I'm pushing that. We don't need to narrow the street down. Thank you. My number is [redacted] Again, this is Richard Maxwell. Thank you.

You received a voice mail from WIRELESS CALLER.

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

Set Up Voice Mail

From: r.scranton grizzly-ridge.com <r.scranton@grizzly-ridge.com>
Sent: Friday, October 6, 2023 3:00 PM
To: Wilcox, Mitchell
Cc: r.scranton grizzly-ridge.com
Subject: EXTERNAL: SR 46 Pavement Rehabilitation Project in Greensburg Indiana Des. Nos 1800255 and 1800256

Importance: High

EXTERNAL EMAIL

Dear Sir,
This project is not very well thought through. The Greensburg community and Decatur county, as a whole, is an agricultural community. I understand and support historical preservation, but when I start considering the safety and welfare of the county, this project could be a very dangerous proposition for the county. You may ask why? This is a relatively straight wide stretch of transit route to get from one side of the city to the other. There isn't another safe route for farm machinery and grain trucks to haul grain to town. US 421 still intersects, in a very tight T-intersection with IN 46. Virtually all other streets are not passable for farm implements, due to tree overhand, lane width, no sidewalks, etc. which could make it very dangerous for pedestrian traffic and higher traffic concentration. Many of the county roads in the periphery of the city are narrow enough that the agriculture equipment takes up the whole road and due to topography, many of these roads have ditches cut along the edges of them that are deep enough to greatly increase the chances of rollover for all vehicles; especially large trucks. Interstate 74 limits the ability to go around the north side of town without increasing mileage/ higher exposure to non-agricultural traffic (employees of Honda); and with talks of Honda expansion that will increase this even more. The periphery roads on the south side of town are county roads, with some extremely narrow lanes, bridges that have to be avoided due to width and weight, etc.

Sadly, I believe we are dealing with a politician that has upward aspirations, no matter what the cost to his constituents (safety, protecting lives), to just put a notch on his political achievement totem pole. I certainly hope that the state and federal government maintains some common sense in this whole affair. I know that INDOT isn't very happy with the Greensburg community and that is apparent where the railroad crossing that they wanted to remove, so they did and then had to reinstall it again afterwards. Someone is going to get hurt there, because of faulty reinstallation that is several inches below the main road surface. *Sooner or later someone is going to hit that & lose control; sadly that could end with loss of life/s or severe injury!*

If someone would give serious study to percentages of county revenue derived from tourism versus revenue from agricultural production, this whole idea of this rehabilitation project would fall off the table immediately!

Thank you for hearing me.

Respectfully,

Always Read and Follow All Pesticide Labels & Directions!

Grizzly Ridge, LLC
Rick Scranton, *Senior Agronomist*
11245 S. State Rd 3
Westport, IN 47283
(812) 593-3651 Cell.
(812) 591-0799 Office

INDIANA DEPARTMENT OF TRANSPORTATION

Seymour District
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Eric Holcomb, Governor
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PUBLIC HEARING COMMENT SHEET

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Email: Mitchell.Wilcox@mbakerintl.com

Hearing Date: **September 25, 2023**
Project: **SR 46 Pavement Rehabilitation Project in Greensburg Indiana (Des. Nos. 1800255 and 1800256).**

Name: (Please Print) Ronald Spreckelson

Address: 4506 E. Co. Rd. 500 S. Greensburg, IN. 47240

COMMENTS: Many farmers use this road for Ag. Stones farm equipment repair shop is on this road along with other farm shops. We will not be able to get to these shops if you narrow this road.

What's more important fun & recreation or making a living & producing food. Go to the park for fun.

Just repave & leave the road as it is.

Plus all other semi traffic also.

Signature: Ronald Spreckelson

From: Steve Nobbe [redacted]
Sent: Thursday, September 28, 2023 4:50 PM
To: tsummers@indot.in.gov; Wilcox, Mitchell
Subject: EXTERNAL: SR46 Pavement Rehabilitation Project in Greensburg, In

EXTERNAL EMAIL

Terry and Michael,
I was unable to attend the hearing on September 25th but I wanted to comment on the proposal that I have seen for this project. I farm on both the east and west sides of Greensburg and use 46 as my main way of moving equipment to each farm. My equipment vary in width from 16 to 20 feet wide and I do not see how I can use that road without having someone block traffic so that I can get through safely. I hope that you reconsider narrowing that section of road and leaving the width at where it currently is. I know that there are several farmers that feel the same way.
Thank you,
Steve Nobbe
3209 East Base Road
Greensburg, In 47240

From: Tina Ruble [redacted]
Sent: Friday, October 6, 2023 6:44 PM
To: Wilcox, Mitchell
Subject: EXTERNAL: SR 46 project, Greensburg, in

EXTERNAL EMAIL

Name: Tina Ruble

Address: 809 E Main Street

My concerns…

Safety - no child should be encouraged to use a highway to travel. I grew up on this road, but times are different. There are many more vehicles, and they are going a lot faster. This road should not have a bicycle path!

Width of the road - there should be a smaller sidewalk and widen the road to accommodate the larger vehicles, we have on the roads today and farm equipment.

Parking- parking on the road side should be eliminated. It is a hazard for travelers and an accident waiting to happen.

Electric and light poles- this job should interact with the electric company so that electric lines can be buried and poles along the road can be eliminated. This would be the perfect time to do both.

Police monitoring- after this project is completed, the local police should monitor this road frequently to ensure motorists are abiding by the speed limits.

Driveway, access to property owners- my mother is 85 years old and lives on Main Street. She will need to have access to her drive while this project is being Done.

Please take all these comments seriously by people who live in this town and drive these streets everyday.
Thank you.

Regards,

Tina Ruble

Sent from my iPhone

From: William O Smith <wosmith@etczone.com>
Sent: Monday, October 9, 2023 12:42 PM
To: tummers@indot.in.gov; Wilcox, Mitchell
Subject: EXTERNAL: Re: INDOT SR 46-Greensburg Project Des. #1800255 and 1800256
Attachments: SR 46 Ltr.pdf; SR 46 Memo.pdf

EXTERNAL EMAIL

Gentlemen:

I have read all of the INDOT information published on the above described highway project and attended both public hearings in Greensburg about this project.
I am filing this, as instructed, with you before tomorrow's deadline for comments.

Attached you should find my letter to both of you and my memorandum of facts concerning the above cited project. The letterhead on the attached letter has all of my contact information.

Respectfully submitted,

William O. Smith

Virus-free.www.avast.com

Indiana Number 396-16

William Orville Smith
ATTORNEY AT LAW
615 East Main Street
P.O. Box 283
GREENSBURG, INDIANA 47240

Telephone
812.663.2139
812.593.1385

wosmith@etczone.com
wosmithesq@etczone.com

October 3, 2023

By Email to: *tummers@indot.in.gov*
Also to: Mitchell.Wilcox@mbakerintl.com

Indiana Department of Transportation
ATTN: Terry Summers
Seymour, In 47274

Re: *INDOT SR 46-Greensburg Project Des. #1800255 and 1800256*

Gentlemen:

I write the attached memorandum on the above project against my own personal interests. My family and I have lived at 615 East Main Street, Greensburg for 45 years. The proposed plan will improve the appearance and desirability of our neighborhood, and maybe even the marketability of our real estate.

The issues in the attached memorandum arise from the plan to move the street curb further into SR 46 and physically reducing the width and the traffic right of way along East Main Street. These issues might be mitigated by reducing the planned width of the sidewalks and green space allocated to adjoin the East Maion Street curb.

One reason the surface of East Main Street is usually rough is because it endures heavy traffic, both in volume and load weight. At times, the volume of traffic is so high we have difficulty getting onto East Main Street from our driveway.

Thank you for your time and effort in reading these comments.

Respectfully submitted,

William O. Smith

October 3, 2023

By Email to: *tummers@indot.in.gov*
Also to: Mitchell.Wilcox@mbakerintl.com

Indiana Department of Transportation
ATTN: Terry Summers
Seymour, In 47274

Re: *INDOT SR 46-Greensburg Project Des. #1800255 and 1800256*

MEMORANDUM
on
INDOT SR 46-Greensburg Project Des. #1800255 and 1800256

The following are facts describing problems and issues arising from the proposed the plan of Indiana Department of Transportation (hereafter "INDOT"), SR 46-Greensburg Project Des #1800255 and #1800256, specifically East Main Street in Greensburg, Indiana.

General Issue:

The INDOT plan has inherently and mutually contradicting and conflicting purposes. Indiana State Road 46 is a significantly traveled general purpose highway across southern Indiana that connects such cities as Bloomington, Columbus, Greensburg and Batesville.

The plan, to its credit, is trying to adjust general state highway SR 46 into a residential street through a residential area on East Main Street in Greensburg. The effort is commendable, but the idea of adapting a general traffic state road into a residential street is contradictory. It is the proverbial idea of pushing a square block through a round hole.

Characteristics of East Main Street - SR 46 Traffic:

The characteristics of the general highway traffic on East Main Street conflict with any effort narrowing of SR 46 on East Main Street.

The Greensburg East Main Street section of SR 46 is extensively traveled by as large variety of private and commercial vehicles, including extra wide and heavy load vehicles. The road surface of this section of SR 46 is usually rough and poor quality. This poor condition is evidence of the punishment and suffering this section of road takes from exceptionally heavy vehicles traveling it in both east and west directions. The following traffic characteristics show the inherent conflict between the residential accommodation of the plan that include narrowing the traffic lanes, the proposed curbs and selected street side parking areas along the twenty-four foot, two-lane general purpose state highway. As a result, the following traffic problems arise.

1. The extension of the street curbs and the limitation of a twenty-four foot traffic lane leaves no room for a motorist to yield right of way to emergency vehicles, such as fire trucks and ambulances. This ambulance traffic on this road is significant because the county hospital is only six blocks north of this road.

2. West SR 46 from the county line to Greensburg consists of two twelve foot traffic lanes and an eight foot asphalt apron on each side of the traffic lanes. If those dimensions are needed or necessary for its general public traffic there, that fact contradicts any narrowing of the street width at east Main street. When SR 46 was routed through the east side residential district of Columbus, it used four (4) traffic lanes.

3. East Main street carries very heavy school bus traffic because the Greensburg Elementary, Middle, and High School are located in the east side of Greensburg, just a few blocks north of East Main Street. School buses turn north from East Main and must wait for the west bound traffic lane of SR 46 to clear so it can turn north on Davidson Street. This happens during heavy traffic times such as around 8:00 am and 3:00 pm. The current wider Main Street enables the other east bound SR 46 traffic to pass on the right side of the turning bus, rather than creating a traffic backup. *If this plan is implemented, special consideration is needed for this* ***Davidson Street intersection*** *and East Main curbs should be pulled back or eliminated to* ***enable a necessary turning radius*** *in both east and west directions.*

4. East SR 46 is the primary route between Greensburg and all of eastern Decatur County.
In addition, primary county roads 80 NE and Base Road connect with SR 46 at this section of East Main Street. As a result, East Main Street/SR 46 carries a high volume of traffic of extra wide, heavy and oversized agricultural vehicles. The vehicles are often considerably wider that the 12 foot traffic lane and extend into oncoming traffic, such as sprayers with long booms, combines, disks, and rear-dual-wheel tractors. These are also slow-moving vehicles that create a backed- up of traffic, sometimes in both directions. Narrowing East Main Street to twenty-four feet eliminates the ability of these vehicles pulling over on the right-side of the road to relieve the traffic back-up.

5. Placing curbs that limit the traffic lane width to twelve feet will force these agricultural vehicles to drive over and beyond the curb which will cause re-occurring damage and repair of the curbs.

6. Extra-wide commercial traffic will create the same problems that arise from narrowing East Main Street, such as cement trucks from the IMI plant near New Point, heavy dump trucks from the New Point regional stone quarry, heavy dump trucks and equipment at the Decatur County Highway garage, log-hauling trucks to the New Point saw mill, crane trucks, flat-bed semi-trucks carrying bulldozer and excavation equipment and flat-bed semis hauling agricultural equipment that extends beyond the width of the flat-bed, all of these types of vehicles need to use all of the width of the twelve foot traffic lane. Again, there is no room for extra-wide commercial truck traffic to pull aside and relieve backed-up traffic.

7. Special attention must be given to the East Main and Wilder Street intersection. Semi-trucks traveling on US 421 (north and south) use Wilder Street as a short cut to SR 3, rather that using the stop light and difficult intersection at “five Points”. Even under the existing road design at this intersection, semi-trucks turning south often go across the curb and sidewalk at this intersection. Narrowing east-west roadway of SR 46 to twenty-four feet width at this intersection significantly reduces the turning radius needed to negotiate this intersection. The problem exists now using the current, full width of East Main Street. Semi-trucks and agricultural equipment need all of the width of the current East Main Street to complete this turn in all of the turning directions. The proposed plan of extending the curbs at this intersection seriously encroaches into the necessary truck turning radius needed at this intersection, even more severely at this intersection than the previously described problems involving the Davidson Street.

8. Finally, East Main Street/SR 46 is a designated detour route for I-74 whenever any of its lanes are closed for construction, repair or most often, by traffic accidents. Even if SR 46 is not a designated detour, it becomes a defacto detour route on Google or Apple travel maps popular with most motorists.

Traffic accidents that block I-74 can cause an ad hoc and necessary detour through Greensburg and east along SR 46 to either New Point or Batesville. Similarly, an accident between New Point and Greensburg results in a detour west along SR 46 beginning at New Point exit, then along SR 46 to Greensburg.

Several years ago, an Indiana State Trooper was kill on the east bound lanes of I-74. A semi-truck was tipped over across all of the east bound lanes. The Indiana State Police closed that lane for about 8 hours. All of the east-bound I-74 traffic was routed through East Main Street and SR 46. In that incident, SR 46 needed all of its available width.

WOS

INDIANA DEPARTMENT OF TRANSPORTATION

Seymour District
185 Agrico Lane
Seymour, Indiana 47274

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Eric Holcomb, Governor
Michael Smith, Commissioner

PUBLIC HEARING COMMENT SHEET

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Email: tsummers@indot.in.gov

Michael Baker
ATTN: Mitchell Wilcox
3815 River Crossing Pkwy; Suite 20
Indianapolis, IN 46240
Phone: 317-663-8265
Email: Mitchell.Wilcox@mbakerintl.com

Hearing Date: **September 25, 2023**
Project: **SR 46 Pavement Rehabilitation Project in Greensburg Indiana (Des. Nos. 1800255 and 1800256).**

Name: (Please Print) JEFFERY D. SPEER

Address: 7473 N. Co. Rd. 700 E. 46173

COMMENTS:

Signature: Jeffery D. Speer

INDIANA DEPARTMENT OF TRANSPORTATION

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185 Agrico Lane
Seymour, Indiana 47274

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Phone: 317-663-8265
Email: Mitchell.Wilcox@mbakerintl.com

Hearing Date: **September 25, 2023**
Project: **SR 46 Pavement Rehabilitation Project in Greensburg Indiana (Des. Nos. 1800255 and 1800256).**

Name: (Please Print) Maurice Brown

Address: 7622 N. Cnty Rd. 700 E. Rushville, IN 46173

I Live & Do All my Business in Decatur County

COMMENTS:

Signature: Maurice Brown

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Seymour, Indiana 47274

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Email: Mitchell.Wilcox@mbakerintl.com

Hearing Date: **September 25, 2023**
Project: **SR 46 Pavement Rehabilitation Project in Greensburg Indiana (Des. Nos. 1800255 and 1800256).**

Name: (Please Print) Bob Brown

Address: 1258 E 1000 S Milroy IN 46156

COMMENTS:

Signature: Bob Brown

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Michael Smith, Commissioner

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Seymour, IN 47274
Phone: 812-524-3749
Email: tsummers@indot.in.gov

Michael Baker
ATTN: Mitchell Wilcox
3815 River Crossing Pkwy; Suite 20
Indianapolis, IN 46240
Phone: 317-663-8265
Email: Mitchell.Wilcox@mbakerintl.com

Hearing Date: **September 25, 2023**
Project: **SR 46 Pavement Rehabilitation Project in Greensburg Indiana (Des. Nos. 1800255 and 1800256).**

Name: (Please Print) Eric Brown

Address: 1258 E 1000 S Milroy, IN 46156

COMMENTS: No sidewalk should be needed on the state road. Unnecessary change with to many negative impacts.

Signature: Eric Brown

INDIANA DEPARTMENT OF TRANSPORTATION

Seymour District
185 Agrico Lane
Seymour, Indiana 47274

PHONE: (855) 463-6848
FAX: (812) 522-7658

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Name: (Please Print) HENRY F. STILLE

Address: 5016 E. ST. Rd 46 GREENSBURG, IN. 47240

COMMENTS: I DONT understand why they would NARROW THIS ROAD TO ENTER GREENSBURG FROM THE EAST, ON Highway 46 I HAVE ENOUGH TROUBLE using THIS Route BECAUSE OF TRUCKS & FARM Empilments CAUSING BACK up & SLOWING TRAFFIC FLOW, Some Delivery TRUCKS HAVE TO Block TRAFFIC AS THEY MANUVER Wide TURNS ETC. NARROWING THE WIDTH OF 2WAY TRAFFIC ON EAST MAIN WILL CAUSE more HARDships on Vehicles ENTERING GREENSBURG ON EAST 46. THIS IS A Poor decision IN my mind & NEEDS TO BE Addressed & PLANNED OUT BETTER!!

Signature: Henry F. Stille

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Hearing Date: **September 25, 2023**
Project: **SR 46 Pavement Rehabilitation Project in Greensburg Indiana (Des. Nos. 1800255 and 1800256).**

Name: (Please Print) Mike Kirchhoff

Address: 909 E CR 500 N., Greensburg, IN 47240

COMMENTS:

The safety of travelers & pedestrians on such a busy street is not safe.

This would be harming the ag industry and affects the rural way of life; especially to the ag businesses.

It negatively impacts the access to business and safety for the businesses receive & sell goods.

12' width is NOT adequate for farm equipment

It restricts business, jobs and economic growth in the impacted areas.

Ag business and retailers that depend heavily on ag "traffic" that will be overly burdened.

Please don't approve this project.

Signature: Mike Kirchhoff

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Project: **SR 46 Pavement Rehabilitation Project in Greensburg Indiana (Des. Nos. 1800255 and 1800256).**

Name: (Please Print) Sheila Kirchhoff

Address: 909 E CR 500 N, Greensburg, IN 47240

COMMENTS: The plans submitted for this project hinder the ag business and other area business in that area. You cannot reduce lanes and add sidewalks and keep it safe for pedestrians and drivers. There are other streets that can incorporate sidewalks that would be less intrusive to business. Please reconsider the effects of this long term project.

Signature: Sheila A Kirchhoff

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Hearing Date: **September 25, 2023**
Project: **SR 46 Pavement Rehabilitation Project in Greensburg Indiana (Des. Nos. 1800255 and 1800256).**

Name: (Please Print) Melinda Lecher

Address: 2610 S Stipps Hill Rd. Laurel, IN 47024 I DO ALL MY Buisness in Greensburg, IN

COMMENTS: I am a ~~[illegible]~~ Customer of Stone's Farm Service and Napa. I Do NOT Agree with this Plan of Action. There is No Need to Decrease the Road width on St. Rd. 46. Yes the Road Does Need Repaved & Sidewalks ReDone, But this Does NOT Require the Decrease in Road Width. This is a State Highway and it is Difficult Enough ~~[illegible]~~ for Semis & Farm Equipment to get through town without making it harder on them. This is just NOT Necessary!!!

Signature: Melinda Lecher

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Name: (Please Print) Keith Krieger & Joni Krieger

Address: 7823 N County Rd 550 E, Rushville, IN 46173

COMMENTS: (1) Kids safety (2) 12 ft does not work for Farm EQUIPMENT (3) Snow removal is going to cause a problem. Where are we going to put the snow? (4) Wide loads (5) The average pontoon boat size is 12ft, so you can't meet two pontoons at the same time on the road. (6) EMS runs. where are they going to park? Will everyone be safe on the road, when this happens? * (7) If the city cannot afford a walkway, then we don't need a walkway. * (8) If anything, we need to make State Road 46 WIDER not narrower.

(9) As a former resident that lived in town as a child, Lincoln St & 46 were off limits when I was allowed to be out and about on my bike. The streets were too busy & my parents didn't want me to get hit by a vehicle. I always used the side streets to get to the parks. I wouldn't feel safe as a parent now, allowing our son to ride his bike along SR 46 to go ~~there~~ to the park. I'd have him ride by the high school to get there. Also, I work with special needs kids, & I wouldn't think it would be safe for them to use a walking path on a state hwy. Those kids are unpredictable. Hell, any kid is unpredictable. You should definitely consider fencing all along that side of the road if you want kids using it. Even then, I don't feel like it would be safe.

Signature: Keith Krieger Joni Krieger

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Hearing Date: **September 25, 2023**
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Name: (Please Print) William Wiethisbach

Address: 412 N. C. Rd 600 E Greensburg IN 47240

COMMENTS: When the interstate 74 get shut down. (atleast 2 time /year) the traffic is routed down 46.

Farm Equipment is getting bigger! Not smaller!

What if the people who lived on 46 is a family of 4 and they all drive. Where do they park!

Not to mention all problems it will cause homeses!

Signature: William Wiethisbach

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Name: (Please Print) Chuck Bryant Chuck Bryant

Address: 9309 E. Co. Rd 400 E Greensburg IN 47240

COMMENTS:

Signature: Above

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Name: (Please Print) Derek Wittlisbach

Address: 412 N Co. Rd 600 E, Greensburg, IN

COMMENTS: Greensburg is a growing community in every way. With increased industry, education, agriculture, and housing this is no time to reduce the ability of traffic to flow.

Signature: Derek Wittlisbach

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Name: (Please Print) Josh Henderson

Address: 8290 E Co Rd 210 S New Point, IN

COMMENTS: Working in the ag field and dealing with large equipment daily, I feel like this would give a disadvantage to many businesses in the area. Chemical and fertilizer equipment is often oversized and this proposal will make it more difficult to navigate.

Thank you for your consideration

Signature:

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Name: (Please Print) Dustin Wiethisbach

Address: 722 S CO Rd 600 E Greensburg, IN 47240

COMMENTS: Narrowing the road will cause more accidents. This will also cause people living in town to not be able to park along the street. Being a farmer and hauling grain and taking tractors down the road will be absolutely impossible if the road is narrowed. There are already side walks on both sides of the road and with the way it is everybody can get down the road and residents still have room to park.

Signature: Dustin Wiethisbach

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Name: (Please Print) Alex Werner

Address: 21033 TOR RD Batesville

COMMENTS:

Signature: Alex Werner

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Name: (Please Print) Joe STEIN - STEIN Farms, Inc

Address: 525 S. 600E Greensburg Ind 47240

COMMENTS: 12 ft. does not accomodate today Ag Equipment

Signature: Joe Stein Pres.

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Name: (Please Print) Ryan Kelley

Address: 9048 E St Rd 46 Newpoint IN

COMMENTS:

Signature:

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Name: (Please Print) Joe Stein

Address: 525 600E Greensburg In, 47240

COMMENTS: why propose a street 10ft. narrower than it was a 100 yrs ago, when today we have 16-18 ft. from equipment + 53ft. semi trailers? The extra wide sidewalk belongs on the next street North.

Signature: Joe Stein

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Name: (Please Print) Kenny Peters

Address: 4618 So Co Rd 550 E Greensburg IN

COMMENTS: We need wide - safer rds not more beautiful rds - please safety first

Signature: [signature]

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Name: (Please Print) Kevin Schwerling

Address: 1358 W CR 1080 S Westport In 47283

COMMENTS: Ag Equipment is Wider than 12'

Signature: Kevin Schwerling

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Name: (Please Print) ROY HADLER

Address: 5876 W CR 400 S GREENSBURG IN

COMMENTS:

Signature: Roy Hadler

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Name: (Please Print) James M Comer

Address: 5453 W Fairground Rd Osgood IN 47037

COMMENTS: We don't need narrower roads. We need Roads That are safe and able to acomidate biger Vehicklet.

Signature:

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Name: (Please Print) RITA PETERS

Address: 4618 S. Co. Rd. 550 E. GREENSBURG, IN

COMMENTS: THIS IS A RURAL/INDUSTRIAL COMMUNITY WITH LARGE EQUIPMENT USING THE ROADWAYS. SR 46 IS A MAJOR ROADWAY THROUGH GREENSBURG & SHOULD ACCOMODATE ALL TRAFFIC SAFELY. NARROWING SR 46 WILL NOT ALLOW SUFFICIENT SPACE FOR LARGE AG OR CONSTRUCTION EQUIPMENT TO UTILIZE THE ROAD SAFELY.

THERE ARE SEVERAL BUSINESSES ALONG SR. 46; THESE BUSINESSES REQUIRE PARKING AND DELIVERY ACCESS. DELIVERY VEHICLES AND SEMIS WITH TRAILERS NEED TO SAFELY ENTER AND EXIT THE DRIVEWAYS. NARROWING THESE ENTRANCE WILL IMPEDE THE SAFETY AND EFFICIENCY OF TRAFFIC FLOW.

THIS IS NOT A SUBURBAN AREA WHERE THE MAIN TRAFFIC FLOW IS PEDESTRIAN AND PASSENGER VEHICLES. AESTHETICS AND RECREATION ARE NOT THE PRIMARY CONCERNS. SAFETY + EFFICIENCY OF FOOT + MOTOR TRAFFIC ARE MANDATORY!

Signature: Rita Peters

INDIANA DEPARTMENT OF TRANSPORTATION

Seymour District
185 Agrico Lane
Seymour, Indiana 47274

PHONE: (855) 463-6848
FAX: (812) 522-7656

Eric Holcomb, Governor
Michael Smith, Commissioner

PUBLIC HEARING COMMENT SHEET

Thank you for attending this evening's public hearing. Please submit comments by using the space provided below. INDOT appreciates your attendance and participation this evening. **Please ensure your comments are postmarked by October 10, 2023, for inclusion into the public hearing transcript.** Comments may be mailed or submitted via email to the contacts listed below.

INDOT
ATTN: Terry Summers
185 Agrico Lane
Seymour, IN 47274
Phone: 812-524-3749
Email: tsummers@indot.in.gov

Michael Baker
ATTN: Mitchell Wilcox
3815 River Crossing Pkwy; Suite 20
Indianapolis, IN 46240
Phone: 317-663-8265
Email: Mitchell.Wilcox@mbakerintl.com

Hearing Date: **September 25, 2023**
Project: **SR 46 Pavement Rehabilitation Project in Greensburg Indiana (Des. Nos. 1800255 and 1800256).**

Name: (Please Print) Casey Dickerson

Address: 403 S. CO RD 350 W Greensburg IN 47240

COMMENTS: As a citizen in the Ag Sector I feel that narrowing Main St / 46 will make it challenging every day business for us. As this road is very easy for us to use with our bigger equipment. If the road is narrowed it will make us find other roads in the which will not be the proper route with our current road systems to get to places that go through Main Street. There may be another path or street. Main Street is critical to keep the same width as it is currently narrowing it will negatively impact the Ag Sector of Decatur County along with the other sectors in Decatur County.

Signature:

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Email: Mitchell.Wilcox@mbakerintl.com

Hearing Date: **September 25, 2023**
Project: **SR 46 Pavement Rehabilitation Project in Greensburg Indiana (Des. Nos. 1800255 and 1800256).**

Name: (Please Print) Bruce Bockover 47240

Address: 920 E. Mill Creek Rd. S. Greensburg, IN

COMMENTS: This road is so busy with Traffic, School buses, Semis, farm equipment. This Road should stay the same ~~width~~ width.

Signature: Bruce Bockover brucej.bb94@gmail.com

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185 Agrico Lane
Seymour, Indiana 47274

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Hearing Date: **September 25, 2023**
Project: **SR 46 Pavement Rehabilitation Project in Greensburg Indiana (Des. Nos. 1800255 and 1800256).**

Name: (Please Print) Larry + Marilyn Baker

Address: 1236 E. Co. Rd. 500 N., Greensburg, IN 47240

We are concerned about the State Road 46/Main Street Project in Greensburg. If the highway is to be only 12 feet wide the businesses along the highway will definitely be negatively impacted!

It will be impossible for farm equipment and semi truck traffice to travel on the road or enter and leave businesses along the road..

The road is in such poor condition so it does need to be re-paved! If the project is not to start until 2026, how will traffic continue to travel on it until then with the condition as it is now?

Consider the safety of pedestrians. Why not move the multi-use path or new sidewalks over to East Washington Street where the traffic is not so heavy? Pedestrians would be much safer!

Signature: Larry A. Baker Marilyn Baker

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Hearing Date: **September 25, 2023**
Project: **SR 46 Pavement Rehabilitation Project in Greensburg Indiana (Des. Nos. 1800255 and 1800256).**

Name: (Please Print) Jayne McCleland

Address: 1741 West Co Rd 400 South, Greensburg IN

COMMENTS: While I appreciate the time & effort that has went in to planning an update to the SR 46 / Main Street project, the plan simply won't work for how the road is used today. Farm equipment is nearly 18' wide - and is taken down this road daily - multiple times during planting & harvest seasons. If the road is this narrow, there is no other good & viable option (or safe for that matter). I urge the state to not decrease the width of the road. We are an ag community, farmers need to be able to get to where they need to go safely & efficiently. Further, things like bus routes (turn to G-burg schools), trash pick up & interstate closures should all be considered - a more narrow road will do nothing but cause headaches, especially during the morning hours. Thank you.

Signature: Jayne A McCleland

271 total 279

TO INDOT concerning proposal ST Rd 46 pavement Nos 1800255 and 1800256.

We believe the advancement of both projects are highly needed for Decatur County Residents and community for long term updates. We however believe that the narrowing of the Hwy as part of Nos 1800256 to provide only 12' wide lane widths while providing a 10' area for path and "Green Space" on both sides of the Hwy is a poor judgement towards safety of our citizens for the following reasons.

1- We are an agriculture community and our lifeblood of taxes has been our farming and being an agriculture community. The equipment used today is larger and more sophisticated and continues to get wider. This Hwy is the connection between both sides of our county. To reduce the space allowed for equipment to pass each other seems to go in the wrong direction as far as safety towards our community.
2- This Hwy provides a pathway for large commercial equipment to be moved between counties and by restricting lanes for these trucks and equipment, an issue of safety comes to the forefront.
3- Greensburg and Decatur County are built with citizens of common sense and willingness to work together.
4- The Safety of our citizens must be priority.
5- The proposal of Narrowing the project No 1800256 of Hwy 46 on the east side does not make our citizens safer in the long run.
6- The leaders of Greensburg have the correct intent to allow for passage of citizens access to the Library and Rebecca Park in an easy and safe path from downtown. This proposed path along Hwy 46 is not the correct path for safety long term, a path on a less traveled road makes more sense (Washington Street for example).
7- Greensburg has been blessed with good business and tax revenues. Let's have Greensburg find a safer route for a pathway to the Library and Rebecca Park other than a main Hwy Route that will continue to connect our county from both sides in the decades to come.
8- We ask the INDOT to fix the project Nos 1800256 without green space, or a reduction of it. Make the Hwy as wide as it is currently and direct the City of Greensburg to find a different route for its citizens based on Safety and Concern for all its citizens.

Additional petition signatures received since the October 9th, 2023 response.

Respectfully Submitted the following petitioners.

	NAME	SIGNATURE
	ADDRESS	
165	Matt Kuryan	Matthew Kuryan
	7600 S Co Rd 200 E Greensburg, IN	
166	Garrett Melz	Garrett Melz
	5526 E Co Rd 200 N Greensburg IN 47240	
167	Abe Bokelman	Abe Bokelman
	510 N Range St Lot 20 Westport IN 47283	
168	Greg Geier	Greg Geier
	3678 S US Hwy 421 Greensburg IN 47240	
169	Brian Richards	Brian Richards
	5066 N US 421 St Paul IN 47272	
170	Steve Bohlsdorf	Steve Bohlsdorf
	766 W Main St. Greensburg IN 47240	
171	ROGER CLARK	Roger Clark
	8412 E CR 200 N GREENSBURG	
172	Brenton Gris	Brenton Gris
	734 NW Shawnee Trail Greensburg, IN 47240	
173	IAN HAMMOND	
	766 W MAIN ST GREENSBURG	

Respectfully Submitted the following petitioners.

	NAME	SIGNATURE
	ADDRESS	
174	Shelley A Hammond	Shelley A. Hammond
	766 W. Main St. Greensburg, In 47240	
175	Brian Weston	Brian K Weston
	766 W Main St Greensburg IN 47240	
176	Donavan Meyer	Donavan Meyer
	766 W Main St Greensburg IN 47240	
177	Horacio Perez	
	766 W. Main St Greensburg IN 47240	
178	BLAKE LITTLE	Blake Little
	766 W Main St Greensburg IN 47240	
179	Dalton Abner	Dalton Abner
	1903 Bean Rd Columbus IN 47201	
180	Alex Simmermeyer	Alex W Simmermeyer
	766 W Main St Greensburg IN	
181	Chris Houpey	Chris Houpey
	1901 E. Co. Rd. 820 S. Greensburg, IN	
182	Scott Denton	[illegible]
	4610 N CR 500 E Gbrg	

Respectfully Submitted the following petitioners.

183	NAME Barbara Robinson	SIGNATURE Barbara Robinson
	ADDRESS 2018 W Greenstar Dr Greensburg, IN 47240	
184	MATT PERSINGER	
	766 W Main St Greensburg, IN	
185	Nate Osting	
	769 W 750 N Milroy IN 46156	
186	Thomas Weaving	
	766 W Main St Greensburg IN 47240	
187	RON RUNYON	Ron Runyon
	1944 E Co Rd 600 S Greensburg IN.	
188	Brian Hoeing	
	9044 E Base Rd Greensburg In.	
189	Mike Powers	Mike Powers
	6531 E. Co Rd 200N Greensburg. In	
190	John Schutte	Greensburg IN.
191	Donald Tankersley	
	600s Greensburg	
192	MARILEE MENKEDICK	Marilee Menkedick
	720 W WASHINGTON ST. GREENSBURG IN	

Respectfully Submitted the following petitioners.

	NAME	SIGNATURE
	ADDRESS	
193	Gary Scherschel	Gary Scherschel
	4161 Coxdon R. Bedford Ind,	
194	Brian Arnholt	B Arnholt
	512 S 650 E Columbus IN 47203	
195	Gwen Newkirk	Gwen Newkirk
	10799 N. 40 E. Seymour, IN 47274	
196	Craig Klinge	Craig Klinge
	4899 South 625 EAST CROTHERSVILLE, IN 47229	
197	SCOTT SCHEPMAN	
	9850 S 800 W PARIS CROSSING, IN 47270	
198	FRIDUM	
	2920 W Bradford Rd Palmyra IN 47164	
199	Tim York	
	4457 W. 200 S. Lyons, IN 47443	
200	Tom Nugent	TOM NUGENT
	13121 N STATE ROAD 58 Elnora, In 47529	
201	Joe Bill Misiniec	Joe Bill Misiniec
	2723 N 75W Franklin, IN 46131	

Respectfully Submitted the following petitioners.

	NAME	SIGNATURE
	ADDRESS	
202	Nathan Lykins	Nathan Lykins
	16500 E CR 400 N Hope, IN 47246	
203	Ben Hare	Ben Hare
	7899 E 650 S. Elizabethtown, IN 47232	
204	DAVID WASKOM	David Waskom
	6253 E CR 400 N Seymour IN 47274	
205	Sal Sama	Sal Sama
	811 W. 2nd Street Seymour IN 47274	
206	Brian Schwesing	Brian Schwesing
	4285 N CR 300 E Greensburg IN 47240	
207	Hamrt Farms	Hamrt Farms
	4565 E 1000 S Rushville In 46173	
208	Jim Hamrt	Jim Hamrt
	10715 S 500 E Rushville IN 46173	
209	Jon Martin	Jon Martin
	4438 E CR 640 N Greensburg, IN 47240	
210	Andrew Martin	Andrew Martin
	4438 E CR 640 N Greensburg IN, 47240	

Respectfully Submitted the following petitioners.

	NAME	SIGNATURE
	ADDRESS	
211	[illegible] Cooper	Harold Cooper, CEO
	766 W. Main St. Greensburg	Pennsylvania
212	Linda Hall	Linda Hall
	906 W. Sheridan St Greenburg In.	
213	Marcia Runyan	Marcia Runyan
	1340 E Co Rd 600 S Greensburg IN 47240	
214	Kevin Harry	[illegible]
	766 W Main St Greensburg	
215	Shawn Ogle	Shawn Ogle
	766 W Main St Greensburg PA 47240	
216	Larry Menkedick	Larry Menkedick
	6510 E. Co Rd. 600 S. Greensburg IN. 47240	

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
1	Joshua Marsh (Mayor)	(Verbal Comment) In my role, we receive a lot of feedback about the condition of East Main Street from Lincoln past the library; pavement conditions, drainage, opportunity that isn't necessarily in the control of the City because it is INDOT right-of-way, it's an INDOT street. And I'm very proud to see them here. They brought this project forward to us, and that investment in our community is one that I think many people will be glad to see because it is one of the most discussed pieces of roadway in our city. On the other side, on the west side of the project, another highly discussed issue is sort of the drainage and flooding that happens at Ireland and Main. Once again, both INDOT right-of-way, INDOT streets. I'm very glad that they brought this project forward to make about a 13 and a half million dollar investment in our community. That does not come with a matching component as far as it relates to the infrastructure here, so that is money that they, the State of Indiana, is reinvesting in our community. I think we should be very happy with that. I think that there is also a lot of discussion, especially in this planning about multi-mobile transportation, pedestrian safety, vehicular control, vehicular speed, and that is no different than in our main street, main district of our community from both ends. We are -- the plan is to connect the library to downtown, which I think is something that we should value as a community. We are a community are working to connect the library to the Rebekah Park Trail on our own. So that is connecting not only the parks, but Main Street and downtown with safe pedestrian or safe multi-mobile transportation. So I think all of these go well together. This corridor is in our comprehensive plan, which has been adopted through multiple public sessions. It's also identified in our pedestrian bicycle master plan that was done in partnership with, again, the Department of Health, has done through the public process as well. These projects fit that -- those initiatives as well, and I commend INDOT for their commitment to our community and to the entire project team that has been very involved with this for more than the time that I've been in office, and they continue to lead this project forward. I fullheartedly support this project. I think there's discussion to be had maybe about certain elements that may impact certain individuals, and I believe this team to be the ones that will listen and take those back. But I also believe that this investment and the team that's working on it really does have the best interest of our community at heart, and I can't wait to continue to work with them. Thank you for your time.	The intent of this project is to reconstruct SR46, address drainage concerns through the construction of new storm and sanitary sewer, and implement safe and updated pedestrian and lighting facilities. We thank you for your support of the project.
2	Nick Wenning	(Verbal Comment) Decatur County farmer, small business owner, and president of Farm Bureau. Got a couple concerns with this project. I agree with the mayor, we need it. One big concern is travel of ag equipment, and two, safety. So when I look at travel of ag equipment, tractors/combines are only getting larger. You know, they've grown so much. We're looking at a 12-foot lane with maybe a 2-foot gutter. My combine is the smallest one made. It's almost 18 feet wide. How do we get that through town safely? I get told I'm number 1 by the number 2 finger way too often when I'm traveling with equipment. And I don't want to be on the road. I don't want to be out there, you know, you're late for your soccer game or whatever you've got. We've got to be able to get through there efficiently. And we restrict that to that distance, we can't travel through town. And we have no other route from west side to east side, short of maybe the bypass, but then we're on little roads out past the factories. Second concern is safety. I think the trail is necessary that you proposed. However, I think it should be moved to a different road. I know getting tied to this project is big for dollars. I don't want my kids out there on bicycles. They can veer out, semis are flying through there. I know they're supposed to be doing 30, but they fly. So how do we do that safely. You know, to me it's a huge concern. So with that, I hope you can take these comments and make it better. Thank you.	INDOT and the Michael Baker International consulting team met with INDOT asset groups as well as City of Greensburg officials in response to overall project width and safety concerns. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
3	Alvin Blankman	(Verbal Comment) Good evening. My name is Alvin Blankman. I'm a property owner at 629 East Main. I'm going to start off saying that we need to repave Main Street. I've lived there most of my life except for about 10 years, and it is ridiculous the shape it's in. With that being said, I've got concerns about the parking. You go down Main Street, particularly on weekends, particularly from Vine Street over to Lincoln, they're parking on both sides of the road, the homeowners. So now you're going to force people to park on one side across the road. It's already been discussed about the traffic, the speed. Cars, trucks going through all the time. 30 miles an hour. I heard the comment at the first meeting, the bump-out will slow them down. That ain't going to slow them down, folks. Only thing that's going to slow them down is the police presence, monitoring. Additionally, I live at the corner of Main and Wilder. Tractor-trailers, they got the curb tore up on the east side where they can't make the turn going east without getting on the curb. On my side, the west side, that was repaved for all the ADA back in 2009, I think. You can see where they pulled up on the concrete -- because they made it all concrete when they did that because of the same condition. They're making the turn south, tearing up the curb and the land area. Now, you look out there, the guidewire for the power lines, it's been hit a few times. It's bent. It's mangled. We just heard discussion about tractors. There's two big combines came past the house Thursday night, they're almost as wide as Wilder Street, turning west. About 15 minutes later came a big four-wheel drive tractor and big grain wagon on the back. Same thing. You take out the parking lanes, they will not make it down through there. And like I said, you're creating a lot of safety issues. Thank you.	Thank you for your comments on this project. The intent of this project is to reconstruct SR46, address drainage concerns through the construction of new storm and sanitary sewer, and implement safe and updated pedestrian and lighting facilities. Reconstruction of SR46 will address existing condition concerns. Within the area of Wilder St., street parking on the north side of the roadway will remain available. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor. The radius at Main St. and Wilder St. will be reconstructed. The Michael Baker International team will review turning movements at this intersection to further to ensure the new radius addresses the current concern and allows for large truck turning movements. Utilities will be moved as needed to meet turning movement and approach radius concerns.
4	Daryl Tressler	(Verbal Comment) (Inaudible) Mr. Tressler incindelty signed the public speaker sign up sheet, but intended to sign the public attendacne sign-in sheet. No comment.	Thank you for your attendance.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
5	William O. Smith	(Verbal Comment) William O. Smith. My name is Bill Smith. I'm an attorney here in Greensburg, and I suppose most of you know me, at least by my reputation. And you can spell Smith without me doing it for you. I share the concern of the first speaker. We've lived on Main -- East Main Street, 615 East Main Street, for about 45 years. The traffic is significant because 46 East is the only main thoroughfare that we have to go to the eastern part of Decatur County. And that is the only road particularly for large vehicles. Interstate 74 shuts down for whatever reason, accident or that, it is also a detour route for Interstate 74 from here to Batesville. So will you see long lines of traffic, you will see large equipment, including semis, grain trucks, everything imaginable, actually, sprayers, all those -- all that equipment is more than 12 feet wide. And I do not see how particularly agriculture, but the industrial trucks that going east or west that a 12-foot wide roadway is going to be any way sufficient for the kind of traffic that goes on that. And I'm speaking anecdotally, I've never taken a count, but daily large pieces of equipment go through East 46 because you have an intersection there with State Road 3 also, which is a factor. And you're just a block away from the intersection of 421. So I think it's been short-sided. I would love to see beautiful sidewalks and – and green space there, but I don't -- I think the use of the traffic and the highway will take precedence over that luxury.	Thank you for your comments on this project. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. The construction of new pedestrian facilities is a requirement for this project in order to meet ADA standards. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor. As it pertains to SR46 traffic: The overall level-of-service of SR46 will remain unchanged since there is no reduction in the number of travel lanes.
6	Gary Fischer	(Verbal Comment) Hello. My name is Gary Fischer. I'm a resident here in Decatur County, and a member of the Board of Zoning Appeals for Decatur County. I'd like to address the 12-foot wide issue for the lanes. I think that -- I agree with Mayor Marsh about that this project is needed. It's been needed for a long time. However, the 12-foot wide is very restrictive. I think that I see some people in the room that are farmers or agri business people, and we see along the same route --Premier Ag, right down here, when I came by a while ago, there were seven of their sprayers sitting out here. And they traverse this road on a very regular basis during the busy season. I think that creates a very -- you know, that creates a bad problem. You know, I don't bring my combines through here, but I know people who do. And it causes a great problem. And I'll bring you an example that I saw myself over on Interstate 69 north of Martinsville back in January -- or excuse me, back in July. There was a combine going through, he was moving from wheat field to wheat field. And the intersection across 69 is what I call a dog bone. It's got a circle on one end, circle on the other, and the straight tracks across the middle. The travel portion of that lane was not wide enough for this combine without his head, just his dual wheels on, to get through the bridge. He put one dual wheel up on the center section, which was actually hanging in the other lane. I will say this very nicely, when he came to the dog bone at the end, the diameter is not big enough really to get around, he left his left dual up on the island. There was a sign adjusted by that wheel. Flat on the ground. I hope that's not a person on a bicycle here in Greensburg.	Thank you for your comments on this project. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to large vehicle turning: Turning movements at each intersection have been reviewed for this project and each approach is designed to allow for large trucks and vehicles to complete the turning movement.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
7	Jayne McClelland	(Verbal Comment) Hi. I'm Jayne McClelland. I'm here on behalf of (inaudible) Rental. I know my brother Paul has reached out to you a couple times. We own -- Stone's Farm Service owns NAPA. And I don't know if a vehicle count has been done at all, but I just want to bring to everybody's attention, some days we have 10 to 15 semis in and out of our lot. And, you know, we definitely have concerns of pedestrian traffic. We are zoned industrial, and we -- I just want to make it clear that we unfortunately are not on board with having such a wide path on both sides. So that's it. Thank you.	Thank you for your comments on this project. As it pertains to large vehicle turning: Turning movements at each intersection and drive have been reviewed for this project and meet all design criteria. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. The construction of new pedestrian facilities is a requirement for this project in order to meet ADA standards. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor.
8	Roger Wenning	(Verbal Comment) I'm Roger Wenning, W-E-N-N-I-N-G, like it sounds. We've addressed the farm equipment. That's definitely an issue. I'm very concerned about all the -- you know, if we have that path alongside there with all the kids, their bicycles, they tend to tip over, they can veer into the road. That's a grave concern of mine whenever I see kids on a sidewalk. I think we need to move that to another street, would make more safety sense. And as far as the narrow lanes, like I say, all the farm equipment has been addressed. That's a big issue. I go through there with a semi with a 14-foot load frequently. How am I going to get that down a 12-foot lane safely? I'm going to have to scoot over, there's not room for traffic. And there are a lot of semis go through that road with oversized loads. And 12-foot just isn't enough for most of them. So that's a concern. And we are coming through -- you know, like I say, if we come through with this wide equipment, what do we do, send a pilot car clear out to the other end of town, block traffic so we can get through? We're in the middle of this mess, what happens if there's a fire truck or an ambulance needs to get through and you've got this equipment blocking the road. That's a major safety issue, too. Thank you.	Thank you for your comments on this project. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. The construction of new pedestrian facilities is a requirement for this project in order to meet ADA standards. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor. As it pertains to SR46 traffic: The overall level-of-service of SR46 will remain unchanged since there is no reduction in the number of travel lanes.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
9	Chris Burns	(Verbal Comment) My name is Chris Bruns, and we're at 930 East Main, which is SDRC, LLC, which are the property owners for Top Notch Tool & Engineering. We're a tool and dye shop. We have to bring all of our raw materials, steel, aluminum, different things in mostly by a flatbed truck. The way that the entrance to our facility is now, the semis have to back in to our ally way that we share with the Eagles Lodge. And the reason they back in is because if they pull in, then we have to kind of stop traffic and let them back out. And it's just a lot easier for them to do that backing in. So whether you're backing in or pulling in, right now with the road being approximately 33 feet wide, they use pretty much the whole road. And then in some instances they do get their front tires over into Stone's property. I don't know how we're going to get a truck to back in or back out without destroying the green space if we choke it down to 24 feet. It's a big concern of ours because having that material come in is what we need to operate our business. Thank you.	Thank you for your comments on this project. Regarding pavement width for Des. No. 1800256: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Our team will review driveway radius' at the noted property to alleviate any undue restriction to the business.
10	Allen Bedel	(Written Comment) Please consider revising the plans for this project to keep the lanes at the width they are at now. Proposed reduction in lane size for State Road 46 would be a problem for us to continue to be able to move farm equipment through the city of Greensburg safely and efficiently. This safety and efficiency concern would also apply to other drivers, pedestrians, and bicyclists sharing the road with us. Also, sitting as the Vice-President for Decatur County Farm Bureau, I speak for many farmers and agricultural businesses in the community that do not approve of the project as proposed. While we agree that this project has many needed improvements in it, the reduction in lane size should be reconsidered. Thank you for your time and please feel free to reach out to me if you have any questions that I may be able to assist with.	Thank you for your comments on this project. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. The construction of new pedestrian facilities is a requirement for this project in order to meet ADA standards. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
11	Alvin Blankman	(Written) 1. Current width tractor / trailers have difficulty making turn at Main and Wilder. They swing as wide as possible on main street heading East to make RH turn on S. Wilder. 1A. Shows SW corner where trucks run up on curb. Noted guy wire of utility pole has been hit. 1B. Shows SE corner where trucks run over curb to make RH turn to go East on Main. (Note, this is the same condition as SW corner was pror to Reconstruction for ADA complience). 2. Main Street is used by many farm related equipment which is wide enough to occupy the entire width of normal travel lanes, requiring oncoming traffic to move into parking lanes. See attached for additional. Attachment 3. Many wide / oversized loads use Main Street to go through town. 4. Looking West on Main from Vine St Southsides, Sunday 10/8/23. Typical amount of cars parked. Most spots filled, counted 4 open. Usually northside has approximately same number. On this day there was not as many as usual. Limiting parking to one side or the other will create a safety problem for people trying to cross to opposite to get to house. Crossing traffic 5. Bump out of curbs will not help slow down traffic. 6. Walking trail stops at Lincoln, why does it not continue to downtown without the full travel to downtown? Will it have any real value? If not enough area for West of Lincoln as told by Greensburg Engineer in May. Why put in to East. 7. Living on Main Street for many years there have been several times accidents have occurred with cars running up on the current sidewalk. 8. Is building trail the best use of tax money?	Thank you for your comments on this project. The intent of this project is to reconstruct SR46, address drainage concerns through the construction of new storm and sanitary sewer, and implement safe and updated pedestrian and lighting facilities. Reconstruction of SR46 will address existing condition concerns. Within the area of Wilder St., street parking on the north side of the roadway will remain available. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor. The radius at Main St. and Wilder St. will be reconstructed. The Michael Baker International team will review turning movements at this intersection to further to ensure the new radius addresses the current concern and allows for large truck turning movements. Utilities will be moved as needed to meet turning movement and approach radius concerns. The pedestrian facilities will continue to the end of the project. Construction will not occur outside of the project limits as part of these projects. The pedestrian facilities will create value by ensuring non-motorists have mobility options and a connection to trails north of SR46. Funding for pedestrian facilities is supported by INDOT asset management.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
12	Andy Reiger	(Written) Thank you for studying SR46/Main Street with hopes to improve our city and state highway condition. I'm sure there was significant time and energy put into this proposal. Unfortunately, I'm not sure you considered all users of the roadway. This road is heavily traveled by agricultural equipment that is wider than the proposed road. Most tractors, combines and implements need more than the proposed 12 feet of lane space to be safe. The proposed road also does not allow for the farm equipment to safely move to the side of the road due to the curb height. Another concern is the sections where the road narrows at the crosswalks. My understanding is that the design intention is for speed reduction. I don't feel that this will help with speed reduction and it will most definitely hinder farm equipment through the area. I'm also concerned that snow plows will damage the new construction when they are pushing snow during the winter. I do agree with your proposal to improve the infrastructure and pavement of the road. SR46/Main St has been full of pot-holes for several years and I'm happy to see it being addressed. Sidewalks for pedestrian use is also beneficial to helping our city grow and be safe. I hope a positive design can be developed for all interests. Thank you for your consideration.	Thank you for your comments on this project. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. The construction of new pedestrian facilities is a requirement for this project in order to meet ADA standards. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor. INDOT Maintenance and snow removal will be contacted for additonal consideration of overall geometry.
13	Ben Bedel	(Written) Please reconsider the proposed narrowing of lanes on SR 46. We farm on the West and East sides of town and moving equipment through town after these lanes are narrowed will become extremely difficult and would pose a safety threat for all involved including other motorists and pedestrians. We also use Premier Ag for fertilizing and spraying our fields. They too would also incur the same problems if these lanes are narrowed, not only when working with us but also with the numerous farms they deal with East of Greensburg. I agree that SR 46 needs much of the work done proposed in this project, but the narrowing of lanes should be taken out of this project. Thank you for your time and consideration.	Thank you for your comments on this project. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. The construction of new pedestrian facilities is a requirement for this project in order to meet ADA standards. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
14	Bill Obermeyer	(Written) Mitchell, We are an ag construction business and from what I saw on the website it looks like the design is making a state road into a residential road. We have semis, cranes and wide equipment traveling east on highway 46 all the time. I do not see a need to have walk paths on both sides of the road and narrowing the highway. Combines are too wide for this narrowing of the road. It appears we will have somewhat of a problem getting our semi and drop deck trailer into Stones Equipment business. Why can't the walk path go on Washington Street and not take away street width? It doesn't seem all factors have been considered in this plan.	Thank you for your comments on this project. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. The construction of new pedestrian facilities is a requirement for this project in order to meet ADA standards. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor. The proposed pedestrian facilities must remain along SR46, since INDOT does not own Washington St.
15	Brian Reed	(Written) See attached. To INDOT, As a community business owner whose company has been around since 1935, we use St Rd 46 extensively to service our customers. Our equipment is comprised of agriculture equipment that is wider than regular traffic. As vehicle traffic is the predominant use through this corridor year-round, we believe widening the road would be the preferred choice rather than narrowing it. The city would be better served, enhancing traffic flow for safety and better patronizing Greensburg's local businesses. Pedestrian traffic can find alternative routes easier as pedestrian movement is seasonal and minimal in contrast to vehicle traffic. There should be a realization that traffic flows through 3 main arteries in Greensburg. State Rd 3, US 421 and State Rd 46 are the safest roads used by large equipment such as semi-trucks, tractors, and other large Ag equipment. Limiting the size of these main corridors brings unneeded risk and safety concerns for both drivers and foot traffic. Any narrowing of State Road 46 would be a step backward and add challenges to an already logistically small road network. KOVA Fertilizer Brian Reed	Thank you for your comments on this project. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. The construction of new pedestrian facilities is a requirement for this project in order to meet ADA standards. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
16	Dave & Renae Springmeyer	(Written) We (Dave Springmeyer LLC) take large farm equipment on SR46 / Main Street to get to fields we plant + harvest. The road will be too narrow to drive with other cars. Some of our equipment is 15+ ft. wide.	Thank you for your comments on this project. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side.
17	David Rul	(Written) To Whom It May Concern: Thank you for studying SR46/Main Street with hopes to improve our city and state highway condition. I'm sure there was significant time and energy put into this proposal. Unfortunately, I'm not sure you considered all users of the roadway. This roadway is heavily traveled by agricultural equipment that is wider than the proposed road. Most tractors, combines, and implements need more than the proposed 12 feet of lane space to be safe. The proposed road also does not allow for the farm equipment to safely move to the side of the road due to the curb height. Another concern is the sections where the road narrows at crosswalks. My understanding is that the design intention is for speed reduction. I don't feel that this will help with speed reduction and it will most definitely hinder farm equipment through the area. I'm also concerned that snow plows will damage the new construction when they are pushing snow during the winter. I do agree with your proposal to improve the infrastructure and pavement of the road. SR46/Main St has been full of pot-holes for several years and I'm happy to see it being addressed. Sidewalks for pedestrian use is also beneficial to helping our city grow and be safe. I hope a positive design can be developed for all interests. Thank you for your consideration, David Rul.	Thank you for your comments on this project. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. The construction of new pedestrian facilities is a requirement for this project in order to meet ADA standards. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor. INDOT Maintenance and snow removal will be contacted for additonal consideration of overall geometry.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
18	David Kleinert	(Written) I live at 955 E Washington St. I have a problem with water coming off of the buildings behind me from the old Jackson office building. There is no storm drains and when we get a lot of rain it floods my neighbors back yard and then floods my yard. I don't know if this problem can be addressed. I have been dealing with this for 5 years and can't get no help. (phone number)	Thank you for your comments on this project. Drainage along SR46 will be improved with the construction of new storm and sanitary sewer. No new drainage will be direct to your property. However, because INDOT does not own Washington St. or R/W nearby improvements will not be made directly to your property.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
19	Gordon Smiley	(Written) To: INDOT concerning Hwy 46 Project in Greensburg (1800255 and 1800256) To: Mitchell Wilcox The pavement of highway 46 work for drainage improvement and reworking of the pavement in Greensburg by INDOT is a much-needed and appreciated project. I applaud the drainage part of the improvement as it is really lacking also. Concerning the narrowing of Highway 46 on the east side of the project by 9 feet is something I feel is VERY POORLY thought out. Why would INDOT think that in the long term of NARROWING a STATE Highway is a good idea? The plans indicate that a large amount of state tax dollars has been spent already in making these plans. The residence of Decatur County has never been made aware of this plan before the 2 week ago public meeting. Why would have INDOT not involved the entire county in discussing this project idea before large sums of $ were spent on planning? It appears a few of the city officials have it in their mind to make this a project for the make Greensburg "Look Good" but not function in a safe manner in the long run. Do you know of any equipment that is getting smaller? In the long rang plan you are narrowing the highway and only having 12' lanes. Combines, Tractors, Sprayers can easily be 16-18' wide. Highway 46 links our county east to west. Where are you expecting these pieces of equipment to move from east to west if not using Highway 46? Do you have another route they will go safely? Look long term, this is wrong to think that farming which is the lifeblood of this area is trending towards using small equipment. Greensburg just built a new airport which is bigger to allow for larger planes to have access. Yet this plan for Hwy 46 east is to Narrow and make smaller overall. Thhis does not add up in long range though process. Safety, Safety, Safety!!!. This plan by putting a walking/bike pathway along a busy State Highway is not thinking for the safety of our children and citizens. Have you ever driven large equipment that is extra wide? It is tough to do and yet you are expecting over the next 20 plus years that by narrowing the Highway and having a walk/bike path next this highway that no one will be serious injured or killed? It is not worth the risk for anyone. The city officials talk about having access to Rebecca Park and the Library from downtown. Has INDOT or the City of Greensburg done a survey of its downtown residence to see the expected use of new proposed walk/bike path? Seems that would be really important to have actual numbers if it is even needed. That said if it is needed then choose a street North of current Highway 46 and put the walk/bike path in an area that has much less traffic and the odds of injury would be greatly reduced. It appears that INDOT has been willing to accept city officials "wants" before the citizens safety in this project. How much added cost is the walk/bike pathway in this project? Would YOU ALLOW YOUR child to walk/ride to the library or park on this new pathway on a regular basis? If not, then why would you ask other citizens to allow their children to use this pathway? The businesses along this highway 46 project on the east side are going to suffer from ease of access and also have greater risk of allowing large equipment and trucks to enter and exit due to the narrowing of the highway. Some of this area is zoned commercial and yet you are making it more likely for accidents. School bus traffic on this road is very heavy and you are expecting less accidents by narrowing the highway. How does this seem logical to make school buses more likely for accidents due to narrow highway? Highway 46 acts as a bypass when Interstate 74 is closed due to accidents. These closures are unplanned and if the Highway 46 is narrowed then safety for this to act as temporary bypass is not acceptable in the overall plan for our citizens safety. INDOT is responsible to create safe more convenient plans for the future of traffic in all areas. This does not meet those criteria. The fact someone wants a walk/bike path is fine but this State Highway planned project does not meet the requirement for safety of all our citizens. Citizens pay taxes for INDOT to maintain and create safe highways and areas next to highways. Do your job and reconstruct Highway 46 to be a very well drained and smooth highway and tell Greensburg to put a walk/bike path on a different street. This current plan does not meet the criteria of a safe long-term environment as equipment and oversize loads get larger. Who is liable when someone gets injured or killed on a highway designed with a walk/bike path next to highway? INDOT or City of Greensburg officials when it is discovered that a large amount of Decatur County citizens were not in favor of this plan? The citizens of Decatur County were only allowed 2 weeks to voice their opinion on this project after the public meeting. We are an Agriculture community and you planned this meeting right in the middle of Harvest season so limited number of citizens could attend the public meeting. Poor planning on INDOT if you want the community to truly respond. Why did you not have a public meeting prior to Greensburg Fall Festival so that citizens could have had a discussion and been able to be more likely to respond? Timing was very poor and such a limited time frame to allow response. I hope that INDOT is willing to remove this walk/bike pathway and not narrow Higway 46 East by the proposed 9 feet. Tell the City officials of Greensburg that safety comes first and this is NOT where a walk/bike path should be located. I would appreciate a direct reply to these concerns and all citizens who respond to this open period for a response. I would expect INDOT to have additional public meetings based on what I feel will be an overwhelming negative response to the walk/bike pathway proposal, with an updated plan that removes the walk/bike pathway from Highway 46 East. Will INDOT share the number of overall responses about this plan to the public, both pro and con? Gordon Smiley.	Thank you for your comments on this project. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety and pedestrians: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. The construction of new pedestrian facilities is a long-term requirement for this project in order to meet ADA standards. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor, including for school buses. Regarding public notice and involvement: A Public Information meeting was advertised for and held at City Hall on May 10th, 2022 prior to the September 25th, 2023 Public Hearing. All comments received as part of this hearing will be published in the final environmental document which will be available to the public. INDOT does not own Washington St. other local roads and thus cannot move pedestrian facilities away from SR46. All pedestrian facilities and sidewalk designs meet INDOT and FHWA design guidelines for width and safety. No individual parcel or business will have access eliminated. Drives will be reconstructed to meet current INDOT standards.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
20	James Reiger	(Written) To Whom It May Concern: Thank you for studying SR46/Main Street with hopes to improve our city and state highway condition. I'm sure there was significant time and energy put into this proposal. Unfortunately, I'm not sure you considered all users of the roadway. This roadway is heavily traveled by agricultural equipment that is wider than the proposed road. Most tractors, combines, and implements need more than the proposed 12 feet of lane space to be safe. The proposed road also does not allow for the farm equipment to safely move to the side of the road due to the curb height. Another concern is the sections where the road narrows at crosswalks. My understanding is that the design intention is for speed reduction. I don't feel that this will help with speed reduction and it will most definitely hinder farm equipment through the area. I'm also concerns that snow plows will damage the new construction when they are pushing snow during the winter. I do agree with your proposal to improve the infrastructure and pavement of the road. SR46/Main St has been full of pot-holes for several years and I'm happy to see it being addressed. Sidewalks for pedestrian use is also beneficial to helping our city grow and be safe. I hope a positive design can be developed for all interests. Thank you for your consideration, James Reiger	Thank you for your comments on this project. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. The construction of new pedestrian facilities is a requirement for this project in order to meet ADA standards. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor. INDOT Maintenance and snow removal will be contacted for additonal consideration of overall geometry.
21	Jayne McClelland	(Written) Hello, I have attached a public petition (271 signatures) in regards to the SR 46 Pavement Rehabilitation Project. As it has been noted we are an ag-based economy, therefore, as citizens have found out about this project, additioanl interest and opposition is occurring. A number of the local ag businesses put out the petition and our citizens and local employees and customers have signed them. I certainly don't intend t ocause waves, or create wrinkles, but there is simply no other way through town with combines and other large ag equipment. Not sure what our town expects our farmers to do. Elther way, please see the attached petition, signature pages, as well as a few public comment forms that I received. Thank you for your time and attention. Jayne McClelland.	Thank you for your comments on this project. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. The construction of new pedestrian facilities is a requirement for this project in order to meet ADA standards. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
22	Julie Keillor	(Written) I am writing to oppose this project due to the narrowing of SR46, Main St. While I think parts of the plan are great I think narrowing the road that much would cause a lot of problems. A lot of farm equipment needs to travel the road. Also, there are several businesses that rely on semis and other large vehicles to be able to make turns into and out of their lots. Another issue would be when there is an issue causing I-74 to be closed. All traffic is re-routed onto SR 46 through Greensburg. I believe this would cause an unacceptable amount of congestion and safety issues. Thank you for your time.	Thank you for your comments on this project. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. The construction of new pedestrian facilities is a requirement for this project in order to meet ADA standards. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor. The number of travel lanes and travel lane width is not being reduced from the current condition, thus level of service and traffic flow will remain unchanged.
23	Larry Nieman	(Written) Larry Nieman SR 46 is a main road for farmers and ag businesses passing from east to west in Decatur County. Reducing the roadway to 12 feet would make it a public safety hazard moving farm equipment and ag sprayers thru Greensburg. The average width of a combine is 16 feet. I believe that keeping the width as it currently is and removing on street parkig would be better option. The walking path would be better suited on a less traveled street. Larry Nieman	Thank you for your comments on this project. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. The construction of new pedestrian facilities is a requirement for this project in order to meet ADA standards. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor. Pedestrian facilities cannot be moved away from SR46, as local streets are not state owned facilities.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
24	MaryJane Bedel	(Written) As a resident of Greensburg / Decatur County, I am opposed to this project.	Thank you for your comments on this project.
25	Mike Spreckelson	(Written) I would like to say that this is the most ridicuous idea I have heard of in a long time. This road is heavily traveled by grain trucks and othe farm equipment especially during certain times of the year that 12 ft width will not accommodate most of the AG traffic and a lot of businesses in Greensburg that rely on the AG industry will be hurt also this must not happen. Thanks. Mike Spreckelson	Thank you for your comments on this project. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side.
26	Norbert Bedel	(Written) Please reconsider the proposed narrowing of lanes on SR 46. We farm on the West and East sides of town and moving equipment through town after these lanes are narrowed will become extremely difficult and would pose a safety threat for all involved including other motorists and pedestrians. We also use Premier Ag for fertilizing and spraying our fields. They too would also incur the same problems if these lanes are narrowed, not only when working with us but also with the numerous farms they deal with east of Greensburg. I agree that SR 46 needs much of the work done proposed in this project, but the narrowing of lanes should be taken out of this project. Thank you for your time and consideration.	Thank you for your comments on this project. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
27	Patty Lange Fischer	(Written) Mr. Wilson, I am writing to express concern over the proposed INDOT project 1800255; 1800256 https://www.in.gov/indot/about-indot/central-office/welcome-to-the-seymore-district/sr-46-roadway-reconstruction-in-greensburg/ I believe the intent to narrow Main Street / SR 46 through Greensburg and especially to include a bike path through the city of Greensburg presents immediate safety concern. It is my understanding the upgrades to Main Street / SR 46 will decrease vehicle access to 12 feet. This public road is necessary for agriculture equipment and othe wide local traffic to move equipment which can be up to 18 feet wide. To include a bicycle path along this route increases personal safety risk and liability for all trying to share the proposed narrowed street. I advise reconsideration -- especially regarding making Main Street a dual bicycle and traffic street. 1. Safety of travelers and pedestrians and bicycle traffic; 2. Harming the ag-industry and the rual way of life; 3. 12' width is not adequate for farm equipment that is 18' wide Respectfully, Patty Lange Fischer -- Decatur County Citizen	Thank you for your comments on this project. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. The construction of new pedestrian facilities is a requirement for this project in order to meet ADA standards. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor. Pedestrian facilities cannot be moved away from SR46, as local streets are not state owned facilities.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
28	Paul Schoettmer	(Written) First, this road is far past end of life of pavement and this should have been addressed 3 years ago. However, I am 100% in favor of replacing all under-road infrastructure so that the new road will not need to be compromised at a later date for repair. I am in favor of repair/replacing sidewalks to make them ADA compliant. I am in favor of adding new and more LED street lights for added visibility and safety. I am however against any part of this project that will impact any business from the standpoint of land footprint traffic restriction or flow. I'm not in favor of any type of a "greenway" or bike path. A standard sidewalk is sufficient. I believe the current state highway width is at or near 12' for each lane. However, with the parking situation along east Main, I am against any changes that are going to impede traffic flow of large implement through the area while they have to co-exist with parked cars. Please re-evaluate and make sure this is the safest and most fiscally responsible solution for the tax payers of Decatur Co. I would also suggest that if, any of the remaining Main Street bricks are salvageable, I would sell them for some income instead of disposing them.	Thank you for your comments. The intent of this project is to reconstruct SR46, address drainage concerns through the construction of new storm and sanitary sewer, and implement safe and updated pedestrian and lighting facilities. We thank you for your support of the project. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. The construction of new pedestrian facilities is a requirement for this project in order to meet ADA standards. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor. Disposal of any brick removal will be at the discrescion of the contractor on-site.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
29	Richard Maxwell	(Voice Mail Message) Yes, Mr. Wilcox, Richard Maxwell Greensburg IN on this Main St. narrowing here in Greensburg. I don't think we need to do that. This is a farm community. I'm a agriculture machinery salesman. I take deliver machinery out that way towards Batesville. It's narrow enough the way it is and the sidewalks they just need redone. Sure, their St. needs repaired with the water lines and sewer lines underneath the street. I understand that, but we don't need to narrow it down. I'm just voicing my opinion. I've signed petitions against it and I'm pushing that. We don't need to narrow the street down. Thank you. My number is (in message). Again, this is Richard Maxwell. Thank you.	Thank you for your comments. The intent of this project is to reconstruct SR46, address drainage concerns through the construction of new storm and sanitary sewer, and implement safe and updated pedestrian and lighting facilities. We thank you for your support of the project. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. The construction of new pedestrian facilities is a requirement for this project in order to meet ADA standards. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
30	Rick Scranton	(Written) Dear Sir, This project is not very well thought through. The Greensburg community and Decatur County, as a whole, is an agricultural community. I understand and support historical preservation, but when I start considering the safety and welfare of the county, this project could be a very dangerous proposition for the county. You may ask why? This is a relatively straight wide stretch of transit rout to get from one side of the city to the other. There isn't another safe route for farm macinery and grain trucks to haul grain to town. US 421 still intersects, in a very tight T-intersection with IN 46. Virtually all other streets are not passable for farm implements, due to tree overhang, lane width, no sidewalks, etc. which could make it very dangerous for pedestrian traffic and higher concentration. Many of the county roads in the periphery of the city are narrow enough that agriculture equipment takes up the whole road and due to topography, many of these roads have ditches cut along the edges of them that are deep enough to greatly increase the chances of rollover for all vehicles; especially large trucks. Interstate 74 limits the ability to go around the north side of town without increasing mileage / higher exposure to non-agricultural traffic (employees of Honda); and with talks of Honda expansion that will increase this even more. The periphery roads on the south side of town are county roads, with some extremely narrow lanes, bridges that have to be avoided due to width and weight, etc. Sadly, I believe we are dealing with a politician that has upward aspirations, no matter what the cost to his constituents (safety, protecting lives), to just put a notch on his political achievement totem pole. I certainly hope that the state and federal government maintains some common sense in this whole affair. I know that INDOT isn't very happy with the Greensburg community and that is apparent where the railroad crossing that they wanted to remove, so they did and then had to reinstall it again afterwards. Someone is going to get hurt there, because of faulty reinstallation that is several inches below the main road surrface. *Sooner or later someone is going to hit that and lose control; sadly that could end with loss of life/s or severe injury!* If someone would give serious study to percentages of county revenue derived from tourism versus revenue from agricultural production, this whole idea of this rehabilitation project would fall off the table immediately! Thank you for hearing me. Respectfully,	Thank you for your comments. The intent of this project is to reconstruct SR46, address drainage concerns through the construction of new storm and sanitary sewer, and implement safe and updated pedestrian and lighting facilities. We thank you for your support of the project. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. The construction of new pedestrian facilities is a requirement for this project in order to meet ADA standards. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor. As it pertains to large vehicle turning: Turning movements at each intersection have been reviewed for this project and each approach is designed to allow for large trucks and vehicles to complete the turning movement.
31	Ronald Spreckelson	(Written) Many farmers use this road for ag. Stones farm equipment repair shop is on this road along with other farm equipment repair shops. We will not be able to get to these shops if you narrow this road. What's more important fun + recreation or making a living + producing food. Go to the park for fun. Just repair + leave the road as it is. Plus all other semi traffic also.	Thank you for your comments. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
32	Shirley Pastagal	(Written) Because Main Street has been paved over so many times, will the new gutters be lowered and limestone curbing raised to carry off heavy water? How much of the reinstalled limestone curbs will be visible? Will the removed limestone remain on my property during the repaving? It's understood that the stone wall is to stay in place. However, because the sidewalk is next to the wall and the ground may shift during removing old sidewalks, will the stone wall and two entry railed ston steps be shored and leveled when the new sidewalks are placed? (Picture attached) Will my new driveway apron be concrete as it is now sloping to the street and not replaced with asphalt? There is an alley entrance west of my property that is in use for electric utility easement, property owners, and the city. That entrance is paved as well. (picture attached) The aerial maps do not show clearly the alley exists. (drawing attached) Will that entrance be paved when the new sidewalk is placed? Why is so much right-of-way needed on my property according to the map markings? How much footage will be required? Will the right-of-way be temporary or permanent? It isn't clear to me where the two decorative light poles will be placed on my property. It will be a nice addition and addes security. Will the utility lines be buried along Main Street? How many poles will be moved? The electric signaling box that sits in front of my home needs to be relocated to a better accessible location. A possible solution, place signaling box west of the above mentioned alley so state workers can safely pull off of the street. The location now detracts from my property. Whenever workers have to access the signaling box, they park on the grass and have made ruts which leaves the ground very rough to mow and maintain. The attached picture shows not only the signal box, but looking eastward the light signal pole sits partially on the sidewalk. Will this pole be relocated? I would appreciate your attention to the matters above. [pictures are on pages 3,4,6]	Thank you for your comments. The intent of this project is to reconstruct SR46, address drainage concerns through the construction of new storm and sanitary sewer, and implement safe and updated pedestrian and lighting facilities. We thank you for your support of the project. 1. Existing limestone curb will be replaced with new concrete curb and gutter that is 6-in in height. The on-site contractor will remove the existing curb. 2. The stone wall will remain in place. New sidewalk will be graded around the existing wall to blend into it. 3. A concrete driveway will be called for at your property. 4. The alley will be paved in-kind. 5. Right-of-Way will be permanent, however, right of way needs are to re-acquire from the existing edge of the roadway to the back of sidewalk. The overall footprint of roadway and sidewalk be unchanged, however property lines show the need to re-acquire. 6. Utility relocation plans are not yet complete. Movement of poles or burying of lines will be at the direction of the utility company. 7. A new location for the signal cabinet and signal pole will be considered.
33	Steve Nobbe	(Written) Terry and Michael, I was unable to attend the hearing on September 25th but I wanted to comment on the proposal that I have seen for this project. I farm on both the east and west sides of Greensburg and use 46 as my main way of moving equipment to each farm. My equipment vary in width form 16 to 20 feet wide and I do not see how I can use that road without having someone block traffic so that I can get through safely. I hope that you reconsider narrowing that section of road and leaving the width at where it currently is. I know that there are several farmers that feel the same way. Thank you, Steve Nobbe	Thank you for your comments. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
34	Tina Ruble	(Written) My concerns… Safety - child should be encouraged to use a highway to travel. I grew up on this road, but times are different. There are many more vehicles, and they are going a lot faster. This road should not have a bicycle path! Width of the road - there should be a smaller sidewalk and widen the road to accommodate the larger vehicles, we have on the roads today and farm equipment. Parking - parking on the road should be eliminated. It is a hazard for travelers and an accident waiting to happen. Electric and light poles - this job should interact with the electric company so that electric lines can be buried and poles along the road can be eliminated. This would be the perfect time to do both. Police monitoring - after this project is completed, the local police should monitor this road frequently to ensure motorists are abiding by the speed limits. Driveway, access to property owners - my mother is 85 years old and lives on Main Street. She will need to have access to her drive while this project is being done. Please take all these comments seriously by people who live in this town and drive these streets everyday. Thank you. Regards, Tina Ruble	Thank you for your comments. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. The construction of new pedestrian facilities is a requirement for this project in order to meet ADA standards. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor. Parking: in order to ensure residents have parking, parking must remain on at least one side of SR46 as proposed. Utility relocation plans are not yet complete. Movement of poles or burying of lines will be at the direction of the utility company. Driveway access will be maintained at all times during construction.
35	William O. Smith	(Written) Letter_1 Gentlemen: I have read all of the INDOT information published on the above described highway project and attended both public hearings in Greensburg about this project. I am filing this, as instructed, with you before tomorrow's deadline for comments. Attached you should find my letter for both of you and my memorandum of facts concerning the above cited project. The letterhead on the attached letter has all of my contact information. Respectfully submitted, WIlliam O. Smith Letter_2 Gentlemen: I write the attached memorandum on the above project against my own personal interests. My family and I have lived at (address in letter), Greensburg for 45 years. The proposed plan will improve the appearance and desirability of our neighborhood, and maybe even the marketability of our real estate. The issues in the attached memorandum aarise from the plan to move the street curb further into SR 46 and physically reducing the width and the traffic right of way along East Main Street. These issues might be mitigated by reducing the planned width of the sidewalks and green space allocated to adjoin the East Main Street curb. One reason the surface of East Main Street is usally rough becasue it endures heavy traffic, both in volume and load weight. At times, the volume of traffic is so high we have difficulty getting onto East Main Street from our driveway. Thank you for your time and effort in reading these comments. Respectfully submitted, WIlliam O. Smith	Thank you for your comments.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
36	William O. Smith	(Written) Letter_3 (Memorandum) Letter_3 The following are facts describing problems and issues arising from the proposed the plan of Indiana Department of Transportation (Hereafter "INDOT"), SR 46-Greensburg Project Des #1800255 and #1800256, specifically East Main Street in Greensburg, Indiana. General Issue: The INDOT plan has inherently and mutually contradicting and conflicting purposes. Indiana State Road 46 is a significantly traveled general purpose highway across southern Indiana that connects such cities as Bloomington, Columbus, Greensburg and Batesville. The plan, to its credit, is trying to adjust general state highway SR 46 into a residential street through a residential area on East Main Street in Greensburg. The effort is commendable, but the idea of adapting a general traffic state road into a residential street is contradictory. It is the proverbial idea of pushing a square block through a round hole. Characteristics of East Main Street - SR 46 Traffic: The characterisitcs of the general highway traffic on East Main Street conflict with any effort narrowing of SR 46 on East Main Street. The Greensburg East Main Street section of SR 46 is extensively traveled by as large variety of private and commercial vehicles, including extra wide and heavy load vehicles. The road surface of this section of SR 46 is usually rough and poor quality. This poor condition is evidence of the punishment and suffering this section of road takes from exceptionally heavy vehicles traveling it in both east and west directions. The following traffic characteristics show the inherent conflict between the residential accommodation of the plan that include narrowing the traffic lanes, the proposed curbs and selected street side parking areas along the twenty-four foot, two-lane general purpose state highway. As a result, the following traffic problems arise. 1. The extension of the street curbs and the limitation of a twenty-four foot traffic lane leaves no room for a motorist to yield right of way to emergency vehicles, such as fire trucks and ambulances. This ambulance traffic on this road is significant because the county hospital is only six blocks north of this road. 2. West SR 46 from the county line to Greensburg consists of two twelve foot traffic lanes and an eight foot asphalt apron on each side of the traffic lanes. If those dimensions are needed or necessary for its general public traffic there, that fact contradicts any narrowing of the street width at east Main street. When SR 46 was routed through the east side residential district of Columbus, it used four (4) traffic lanes. 3. East Main street carries very heavy school bus traffic because the Greensburg Elementary, Middle, and High School are located in the east side of Greensburg, just a few blocks north of East Main Street. School buses turn north from East Main and must wait for the west bound traffic lane of SR 46 to clear so it can turn north on Davidson Street. This happens during heavy traffic times such as around 8:00 am and 3:00 pm. The current wider Main Street enables the other east bound SR 46 traffic to pass on the right side of the turning bus, rather than creating a traffic backup. If this plan is implemented, special consideration is needed for this Davidson Street intersection and East Main curbs should be pulled back or eliminated to enable a necessary turning radius in both east and west directions. 4. East SR 46 is the primary route between Greensburg and all of eastern Decatur County. In addition, primary county roads 80 NE and Base Road connect with SR 46 at this section of East Main Street. As a result, East Main Street/SR 46 carries a high volume of traffic of extra wide, heavy and oversized agricultural vehicles. The vehicles are often considerably wider that the 12 foot traffic lane and extend into oncoming traffic, such as sprayers with long booms, combines, disks, and rear-dual-wheel tractors. These are also slow-moving vehicles that create a backed-up of traffic, sometimes in both directions. Narrowing East Main Street to twenty-four feet eliminates the ability of these vehicles pulling over on the right-side of the road to relieve the traffic back-up. 5. Placing curbs that limit the traffic lane width to twelve feet will force these agricultural vehicles to drive over and beyond the curb which will cause re-occurring damage and repair of the curbs. 6. Extra-wide commercial traffic will create the same problems that arise from narrowing East Main Street, such as cement trucks from the IMI plant near New Point, heavy dump trucks from the New Point regional stone quarry, heavy dump trucks and equipment at the Decatur County Highway garage, log-hauling trucks to the New Point saw mill, crane trucks, flat-bed semi-trucks carrying bulldozer and excavation equipment and flat-bed semis hauling agricultural equipment that extends beyond the width of the flat-bed, all of these types of vehicles need to use all of the width of the twelve foot traffic lane. Again, there is no room for extra-wide commercial truck traffic to pull aside and relieve backed-up traffic. 7. Special attention must be given to the East Main and Wilder Street intersection. Semi-trucks traveling on US 421 (north and south) use Wilder Street as a short cut to SR 3, rather that using the stop light and difficult intersection at “five Points”. Even under the existing road design at this intersection, semi-trucks turning south often go across the curb and sidewalk at this intersection. Narrowing east-west roadway of SR 46 to twenty-four feet width at this intersection significantly reduces the turning radius needed to negotiate this intersection. The problem exists now using the current, full width of East Main Street. Semi-trucks and agricultural equipment need all of the width of the current East Main Street to complete this turn in all of the turning directions. The proposed plan of extending the curbs at this intersection seriously encroaches into the necessary truck turning radius needed at this intersection, even more severely at this intersection than the previously described problems involving the Davidson Street. 8. Finally, East Main Street/SR 46 is a designated detour route for I-74 whenever any of its lanes are closed for construction, repair or most often, by traffic accidents. Even if SR 46 is not a designated detour, it becomes a defacto detour route on Google or Apple travel maps popular with most motorists. Traffic accidents that block I-74 can cause an ad hoc and necessary detour through Greensburg and east along SR 46 to either New Point or Batesville. Similarly, an accident between New Point and Greensburg results in a detour west along SR 46 beginning at New Point exit, then along SR 46 to Greensburg. Several years ago, an Indiana State Trooper was kill on the east bound lanes of I-74. A semi-truck was tipped over across all of the east bound lanes. The Indiana State Police closed that lane for about 8 hours. All of the east-bound I-74 traffic was routed through East Main Street and SR 46. In that incident, SR 46 needed all of its available width. WOS	The intent of this project is to reconstruct SR46, address drainage concerns through the construction of new storm and sanitary sewer, and implement safe and updated pedestrian and lighting facilities. SR46 is not being converted into a residential street, but is rather being designed in accordance with its functional classification as an urban corridor. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to large vehicle turning: Turning movements at each intersection have been reviewed for this project and each approach is designed to allow for large trucks and vehicles to complete the turning movement. The proposed project will maintain the same number of travel lanes and will thus have the same capacity and level of service to act as an emergency detour route.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
37	Kenny Peters	(Written) We need wider - safer roads not more beautiful roads. Please. "Safety first"	Thank you for your comments. The intent of this project is to reconstruct SR46, address drainage concerns through the construction of new storm and sanitary sewer, and implement safe and updated pedestrian and lighting facilities. We thank you for your support of the project. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. The construction of new pedestrian facilities is a requirement for this project in order to meet ADA standards. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
38	Kevin Schweling	(Written) Ag equipment is wider than 12'	Thank you for your comments. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side.
39	James M. Comer	(Written) We don't need narrower roads. We need roads that are safe and able to accommodate bigger vehicles.	Thank you for your comments. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
40	Rita Peters	(Written) This is a rural / industrial community with large equipment using the roadways. SR 46 is a major roadway through Greensburg and should accommodate all traffic safely. Narrowing SR 46 will not allow sufficient space for large Ag or construction equipment to utilize the road safely. There are several businesses along SR 46; these businesses require parking and delivery access. Delivery vehicles and semis with trailers need to safely enter and exit the driveways. Narrowing these entrances will impede the safety and efficiency of traffic flow. This is not a suburban area where the main traffic flow is pedestrian and passenger vehicles. Aesthetics and recreation are not the primary concerns. Safety and efficiency of foot and motor traffic are mandatory!	Thank you for your comments. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. The construction of new pedestrian facilities is a requirement for this project in order to meet ADA standards. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor. As it pertains to large vehicle turning: Turning movements at each intersection have been reviewed for this project and each approach is designed to allow for large trucks and vehicles to complete the turning movement.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
41	Casey Dickerson	(Written) As a citizen in the Ag sector I feel that narrowing Main St / 46 will make it challenging everyday business for us. As this road is very easy for us to use with our bigger equipment. If the road is narrowed it will make us find other roads to take which will not be the proper route with our current road system to get to places that go through Main Street. There needs to be another path or street. Main Street is critical to keep the same width it is currently, narrowing it will negatively impact the Ag sector of Decatur County along with the other sectors in Decatur County.	Thank you for your comments. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. The construction of new pedestrian facilities is a requirement for this project in order to meet ADA standards. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor.
42	Bruce Bockover	(Written) This road is so busy with traffic, school buses, semis, farm equipment. This road should stay the same width.	Thank you for your comments. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. The construction of new pedestrian facilities is a requirement for this project in order to meet ADA standards. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
43	Larry & Marilyn Baker	(Written) We are concerned about the State Road 46/Main Street project in Greensburg. If the highway is to be only 12 feet wide the businesses along the highway will definitely be negatively impacted! It will be impossible for farm equipment and semi truck traffic to travel on the road or enter and leave businesses along the road. The road is in such poor condition so it does need to be re-paved! If the project is not to start until 2026, how will traffic continue on it until then when the condition as it is now? Consider the safety of pedestrians. Why not move the multi use path or new sidewalks over to East Washington Street where the traffic is not so heavy? Pedestrians would be much safer!	Thank you for your comments. The intent of this project is to reconstruct SR46, address drainage concerns through the construction of new storm and sanitary sewer, and implement safe and updated pedestrian and lighting facilities. We thank you for your support of the project. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. The construction of new pedestrian facilities is a requirement for this project in order to meet ADA standards. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
44	Jayne McClelland	(Written) While appreciate the time and effort that has went in to planning an update to the SR46/Main Street project, the plan simply won't work for how the road is used today. Farm equipment is nearly 18' wide - and is taken down this road daily - multiple times during planting and harvest seasons. If the road is this narrow, there is no other good and viable option (or safe for that matter). I urge the state to not decrease the width of the road. We are an ag community, farmers need to be able to get to where they need to go safely and efficiently. Further, things like bus routes (turn to "illegible" schools). Trash pick up and interstate closures should all be considered - a more narrow road will do nothing but cause headaches, especially during the morning hours. Thank you.	Thank you for your comments. The intent of this project is to reconstruct SR46, address drainage concerns through the construction of new storm and sanitary sewer, and implement safe and updated pedestrian and lighting facilities. We thank you for your support of the project. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. The construction of new pedestrian facilities is a requirement for this project in order to meet ADA standards. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
45	Maurice Brown	(Written) I live and do ALL my business in Decatur County	Thank you for your comments.
46	Eric Brown	(Written) No sidewalk should be needed on the state road. Unnecessary change with too many negative impacts.	Thank you for your comments. Proposed ADA facilities are required to meet current ADA standards within this urban section of SR46.
47	Henry F. Stille	(Written) I don't understand why they would narrow this road to enter Greensburg from the East, on highway 46 I have enough trouble using this route because of trucks and farm implements causing back up and slowing traffic flow. Some delivery trucks have to block traffic as they maneuver wide turns etc. Narrowing the width of 2 way traffic on east Main St will cause more hardships on vehicles entering Greensburg on East 46. This is a poor decision in my mind and needs to be addressed and planned out better.	Thank you for your comments. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side.
48	Mike Kirchoff	(Written) The safety of travelers and pedestrians on such a busy street is not safe. This would be harming the ag industry and affects the rual way of life; especially to the ag businesses. It negatively impacts the access to business and safety (illegible). 12' width is not adequate for farm equipment. It restricts business, jobs, and economic growth in the impacted areas. Ag business and retailers that depend heavily on ag "traffic" that will be overly burdened. Please don't approve this project.	Thank you for your comments. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. The construction of new pedestrian facilities is a requirement for this project in order to meet ADA standards. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
49	Sheila Kirchoff	(Written) The plans submitted for this project hinder the ag business and other area business in that area. You cannot reduce lanes and add sidewalks and keep it safe for pedestrians and drives. There are other streets that can incorporate sidewalks that would be less intrusive to business. Please reconsider the effects of this long term project.	Thank you for your comments. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. The construction of new pedestrian facilities is a requirement for this project in order to meet ADA standards. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
50	Melinda Lecher	(Written) I do ALL my business in Greensburg, IN. I am a customer of Stone's Farm Service and Napa. I do NOT agree with this plan of action. There is NO need to decrease the road width on St Rd 46. Yes, the road does need repaved and sidewalks redone, but this does NOT require the decrease in road width. This is a state highway and it is difficult enough for semis and farm equipment to get through town without making it harder on them. This is just NOT necessary!!!	Thank you for your comments. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. The construction of new pedestrian facilities is a requirement for this project in order to meet ADA standards. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
51	Keith Krieger & Joni Krieger	(Written) 1. Kids safety. 2. 12 ft does not work for farm equipment. 3. snow removal is going to cause a problem. Where are we going to put the snow? 4. Wide loads. 5. The average pontoon boat size is 12ft, so you can't meet two pontoons at the same time on the road. 6. EMS runs...where are they going to park? Will everyone be safe on the road when this happens? 7. If the city cannot afford a walkway, then we don't need a walkway. 8. If anything, we need to make state road 46 WIDER not narrower. 9. As a former resident that lived in town as a child, Lincoln St and 46 were off limits when I was allowed to be out an about on my bike. The streets were too busy and my parents didn't want me to get hit by a vehicle. I always used the side streets to get to the parks. I wouldn't feel safe as a parent now, allowing our son to ride his bike along SR46 to go to the park. I'd have him ride by the high school to get there. Also, I work with special needs kids and I wouldn't think it would be safe for them to use a walking path on a state highway. Those kids are unpredictable. Hell, any kid is unpredictable. You should definitely consider fencing all along that side of the road if you want kids using it. Everything, I don't feel like it would be safe.	Thank you for your comments. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. The construction of new pedestrian facilities is a requirement for this project in order to meet ADA standards. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor. INDOT Maintenance coordination will occur with utility coordination to ensure a plan for snow removal for the area is in-place after construction. The total width at narrowest section for each lane is 14-ft (12-ft +2-ft gutter). Boats and other wide loads will adequate passing space. Emergency vehicles will have access to all residences. 7. Pedestrian facilities must be perpetuated and updated at a minimum to meet ADA standards. 8. Widening SR46 is cost prohibitive. 9. Sidewalk and pedestrian facilities meet all state and federal safety requirements.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
52	William Wietlisbach	(Written) When the interstate 74 get shut down (at least 2 time a year) the traffic is routed down 46. Farm equipment is getting bigger! Not Smaller! What if the people who lived on 46 is a family of 4 and they all drive. Where do they park? Not to mention all problems it will cause.	Thank you for your comments. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. Existing parking between US421 and Base Rd. will remain on at least one side of SR46 within residential sections. The proposed project will maintain the same number of travel lanes and will thus have the same capacity and level of service to act as an emergency detour route.
53	Derek Witlisbach	(Written) Greensburg is a growing community in every way. With increased industry, education, agriculture, and housing, this is no time to reduce ability of traffic flow.	Thank you for your comments. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. The construction of new pedestrian facilities is a requirement for this project in order to meet ADA standards. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
54	Josh Henderson	(Written) Working in the ag field and dealing with large equipment daily, I feel like this would give a disadvantage to many businesses in the area. Chemical and fertilizer equipment is often oversized and this proposal will make it more difficult to navigate. Thank you for your consideration.	Thank you for your comments. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side.
55	Dustin Wietlisbach	(Written) Narrowing the road will cause more accidents. This will also cause people living in town to not be able to park along the street. Being a farmer and hauling grain and taking tractors down the road will be absolutely impossible if the road is narrowed. There are already sidewalks on both sides of the road and with the way it is everybody can get down the road and residents still have room to park.	Thank you for your comments. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. The construction of new pedestrian facilities is a requirement for this project in order to meet ADA standards. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
56	Joe Stein	(Written) 12 ft. does not accommodate todays ag equipment.	Thank you for your comments. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side.

Public Comment and Response

SR 46 Greensburg: Roadway Improvement Project in Decatur County (Des Nos. 1800255 & 1800256)

Comment #	Commenter	Comment	Response
57	Joe Stein	(Written) Why propose a street 10 ft narrower then it was 100 years ago, when today we have 16-18ft farm equipment + 53' semi trailers? The extra wide sidewalk belongs on the next street north.	Thank you for your comments. Regarding pavement width: The width of the travel lanes, which refers to the width of the striped lane in which vehicles are supposed to drive, is currently 12-ft and will remain 12-ft in all proposed designs. The total roadway width however, which consists of the width of the entire roadway, from the edge of pavement or curb face to the opposite edge of pavement or curb face, and includes shoulder and parking lane widths, is being reduced in some locations through the proposed design layout. The existing, total pavement width within the limits of Des. No. 1800256 varies, but minimally consists of a 12-ft travel lane and approximately 6-ft shoulder or parking lane on each side (18-ft each side, 36-ft total roadway width). Although this project does not reduce the travel lane width (12-ft), the proposed geometry, consisting of a 12-ft travel lane and 2-ft gutter and curb on each side, does reduce the overall roadway width (14-ft in each direction, 28-ft total roadway width). The project team is reviewing and considering a reduction of the grassed buffer space between the back of curb and sidewalk along the northside of SR46 were possible, which will result in a minimum 36-ft wide total roadway width that allows for large vehicles to more easily traverse the section. The roadway configuration to be reviewed would be different than existing, but would be a total width of 36-ft. (new roadway configuration from north to south = 2-ft gutter + 8-ft shoulder + 12-ft travel lane + 12-ft travel lane + 2-ft gutter = 36-ft.). From 200-ft east of Davidson St. to the end of the project, the total pavement width must remain 28-ft in order to construct new storm sewer, sanitary sewer and sidewalk without adding undue utility relocation costs. Des. No. 1800255 has an existing total pavement width of 29-ft at minimum. Our proposed design for 1800255 changes total pavement width to 28-ft. Travel lanes widths remain 12-ft on each side. As it pertains to safety: The existing geometry of SR46 includes parking lanes and adjacent curb. The existing curb is typically less than 6-in. Narrowing roadways and constructing new, 6-in tall curb and gutter has shown improvements in safety via encouraged speed reduction in similar communities. The construction of new pedestrian facilities is a requirement for this project in order to meet ADA standards. It is our determination that the proposed design will improve driver and pedestrian safety along the corridor. Sidewalk cannot be moved away from SR46 because INDOT does not own local streets.
58	Linda Pierson	Would like to know about trash pikcup days. If the road is being worked on how [do] we get out trash picked up? Do you really believe that the new sewage drainage will keep Main St. from flooding?	Thank you for your comment. INDOT will coordinate with the City of Greensburg emergency and sanitation services to develop a plan during construction. Residents will be informed of where to place trash for pickup prior to the start of construction. In additon to all new sanitary sewer, INDOT is constructing an all new storm sewer system. New sanitary and storm sewers are designed to modern standards and will improve drainage along SR46.

Categorical Exclusion

Appendix H

Air Quality

Indiana Department of Transportation (INDOT)
State Preservation and Local Initiated Projects FY 2024 - 2028

SPONSOR	CONTRACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2024	2025	2026	2027	2028
Decatur County																	
Decatur County	1902065	Init.	IR 1001	Bridge Inspections	Seymour	0	STBG	$465,000.00	Local Bridge Program	PE	$25,000.00	$0.00	$25,000.00				
									Local Funds	PE	$0.00	$6,000.00	$6,000.00				
Performance Measure Impacted: Bridge Condition																	
Location: Countywide Bridge Inspection and Inventory Program for Cycle Years 2021-2024																	
Greensburg	2000833	Init.	ST 1018	Railroad Protection	Seymour	0	STBG	$306,000.00	Local Safety Program - 130	CN	$306,000.00	$0.00			$306,000.00		
Performance Measure Impacted: Transit																	
Location: W. Washington St - Central RR of Indiana - DOT # 538126W																	
Greensburg	2201598	Init.	SR 3	Railroad Protection	Seymour	0	STBG	$494,460.00	Local Safety Program - 130	CN	$494,460.00	$0.00	$494,460.00				
Performance Measure Impacted: Transit																	
Location: Greensburg SR 3 DOT#916452T																	
Decatur County	2300103	Init.	IR 1002	Bridge Inspections	Seymour	0	STBG	$512,000.00	Local Funds	PE	$0.00	$102,000.00		$46,000.00	$6,000.00	$43,000.00	$7,000.00
									Local Bridge Program	PE	$409,000.00	$0.00		$185,000.00	$25,000.00	$172,000.00	$27,000.00
Performance Measure Impacted: Bridge Condition																	
Location: Countywide Local Bridge Inspection and Inventory Program for Fy 2025-2028																	
Indiana Department of Transportation	41463 / 1800256	Init.	SR 46	Pavement Replacement	Seymour	.839	NHPP	$11,607,888.00	Road Construction	CN	$7,216,800.00	$1,804,200.00	$0.00			$9,021,000.00	
Performance Measure Impacted: Pavement Condition																	
Location: E Jct US 421 to 0.83 miles E of E Jct US 421 (Base Rd)																	
Comments:Include DES 1800255, 1800256																	
Indiana Department of Transportation	41463 / 1800256	A 02	SR 46	Pavement Replacement	Seymour	.839	NHPP	$15,068,063.00	Road ROW	RW	$2,768,140.00	$692,035.00	$3,460,175.00				
Performance Measure Impacted: Pavement Condition																	
Location: E Jct US 421 to 0.83 miles E of E Jct US 421 (Base Rd)																	
Comments:Add $3,460,175 of ROW funding in FY 24.																	
Indiana Department of Transportation	41463 / 1800256	A 04	SR 46	Pavement Replacement	Seymour	.839	NHPP	$21,663,751.00	Road Construction	CN	$5,268,800.00	$1,317,200.00	$122,000.00			$6,464,000.00	
									Road ROW	RW	$2,768,140.00	$692,035.00	$3,460,175.00				
Performance Measure Impacted: Pavement Condition																	
Location: E Jct US 421 to 0.83 miles E of E Jct US 421 (Base Rd)																	
Comments:Include DES 1800255. Add $3,460,175 of ROW funding in FY 24. Add $122,000 of CN funding in FY 24. Add an additional $6,464,053 of CN funding in FY 27.																	

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*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.