
M E M O R A N D U M

DATE: February 7, 2023

TO: Michael Watts, Ian Nicolini - Pure Development

FROM: Ken Olson - American Structurepoint

RE: Potential Voluntary Bypass Routes Re: Vacation of a Segment of Witt Road

CC: Scott Alexander

Per your request, and in response to comments made at the Plan Commission and City Council meetings regarding the IEDC's request to vacate a segment of Witt Road (from CR 375 North to CR 450 N), we have reviewed information provided by the IEDC, Pure Development, the City, CSX, Lilly, and the information generated by A&F Engineering Company's traffic study conducted in 2022. We offer the following comments.

General Comments

The IEDC's proposed vacation of a segment of Witt Road will not result in making the access to land owned by any person difficult or inconvenient.

The IEDC has nevertheless indicated that it will voluntarily construct a "bypass route" to address some perceived concerns about the potential vacation of a segment of Witt Road. Therefore, upon request, we are providing our analysis and opinions concerning two potential, identified bypass routes from our professional, project development perspective.

Two Potential Voluntary "Bypass" Routes

We were asked to provide information and depict two different potential voluntary "bypass" routes regarding the potential vacation of a segment of Witt Road. These two routes are identified on Exhibit A.

"Western Bypass" to be Potentially Constructed on Lilly's Proposed Site

- As depicted on Exhibit A, this would involve the construction of new road starting at a point south of CR 375 N, heading west towards I-65 along Lilly's southern site boundary, then heading north along the western boundary of Lilly site property and adjacent to I-65, and then heading east along reconstructed CR 450 N to connect back to Witt Rd.

“Eastern Bypass” to be Potentially Constructed to the East of Lilly’s Proposed Site

- As depicted on Exhibit A, this would involve the construction of a new road starting on CR 375 North to the east of the railroad tracks and Lilly’s proposed site; then heading north to CR 450 N; then heading west to connect back to Witt Rd.

Evaluation of Western Bypass vs. Eastern Bypass Routes

Comments on Potential Western Bypass

- Adverse impacts to multiple wetlands;
- Adverse impacts to the legal drains on Lilly site;
- Adverse impacts related to mass grading and additional impermeable surface area at the site.
 - Adding a Western Bypass will add impermeable surface area and will increase the volume of flow along the accompanying drainage ditch and new road.
 - The Prairie Creek watershed has a reduced run-off rate requirement that would need to be satisfied because of the corresponding increased run-off from the new road.
- The required relocation of the Lilly site’s solar field (that will provide up to 15% of the campus’ energy);
- The likely reconfiguration of the main entrance to the Lilly campus because two road intersections within a few hundred feet of each other would create additional traffic flow and safety concerns;
- A loss of land for Lilly’s potential future facility expansion and development;
- A required amendment of the plat and a delay of the required Plan Commission hearing.
 - This hearing could not take place until after the final road alignment of a potential Western Bypass is determined, which in turn would be dependent upon the new interchange location being finalized.
- Adverse impacts associated with the New I-65 Interchange – depending upon where the new interchange location is finalized, a Western Bypass may not even be possible.
 - The timing for the potential construction of a Western Bypass is dependent upon the federal government process, which will likely add at least another year to the project.
- Development of the LEAP District south of Lilly’s proposed campus is anticipated to be more densely developed and populated in the future.
 - This fact makes it likely that a Western Bypass may unintentionally become a new “collector road” for people wanting to travel to and from I-65.

- This situation would make traveling on this road more complicated and dangerous for any user.

Evaluation of Eastern Bypass

- Shorter length and completion of construction
 - Construction of the Eastern Bypass would not be delayed due to any legal drain, traffic design, or other drainage impacts.
 - The Eastern Bypass involves 40% less road construction, compared to the Western Bypass. This will result in quicker completion of construction.
- Allows Lilly to commence construction without negatively impacting the entire project timeline, design, development and manufacturing of its medicines.
- The Eastern Bypass does not limit future expansion at the Lilly campus.
- Traffic flow and public safety advantages.
 - Construction of the Eastern Bypass will avoid the unintended creation of a western, higher speed collector road, which would cause traffic flow and safety concerns.
 - Construction of the Eastern Bypass is consistent with, and will complement, the other traffic mitigation actions discussed above.
 - Eastern Bypass is designed for reduced speed/traffic calming, which will especially provide an advantage for farm equipment and vehicles.
 - No out of the ordinary traffic or safety concerns related to vehicles crossing the railroad tracks.
 - The Eastern Bypass satisfies the recommended approach distances from the railroad tracks;
 - New rail crossing signals and gate arms will be installed, which will advance additional safety; and
 - Less anticipated total travel time for vehicles using the Eastern Bypass compared to the Western Bypass.