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Consulting Engineers & Land Surveyors

COMMUNITY ADVISORY COMMITTEE (CAC) MEETING SUMMARY

Project: SR 641 Terre Haute Bypass (Phases III and IV), Vigo County

Date of Minutes: March 25, 2008

Date/Time of Meeting: November 29, 2007 / 7:00 PM

Location of Meeting: Maryland Community Church

CAC Participants:

NAME	AGENCY / ORGANIZATION REPRESENTED
Larry Heil	Federal Highway Administration (FHWA)
Eryn Fletcher	Indiana Department of Transportation (INDOT)
Kenny Franklin	INDOT
Annette Cousert	INDOT
Merv Nolot	West Central Indiana Economic Development District (WCIEDD)
Ron Hinsenkamp	WCIEDD
Jerry Netherlain	Vigo County Engineer
John Mutchner	Lexington Farms Subdivision
Vince McFarland	Maryland Community Church
Rod Henry	Terre Haute Chamber of Commerce
Rick Jenkins	Idle Creek Subdivision
Jeff Fox	Town of Riley Fire Department
Barbara Chandler	Mobile Home Park near Albany Road
Molly Hawes	North Willowbrook Subdivision
Al Fevewcy	South Willowbrook Subdivision
Wayne Spary	Rose-Hulman Ventures
Keith Holbert	Vigo County Emergency Management Agency

The following summarizes the discussions that occurred at the meeting.

- Mr. Costa asked those CAC members in attendance to identify themselves and their affiliation.
- After the introductions, Mr. Costa outlined the agenda of the first CAC meeting, as well as the rules of the CAC.
- Mr. Costa defined the role of the CAC, explaining that they act as a sounding board to the Project Coordination Team, which is comprised of representatives from the FHWA, INDOT and the WCIEDD. Additionally, CAC representatives are responsible for soliciting input from the constituency they represent and reporting information back to the CAC at subsequent meetings. The CAC provides input on various community resources that may be impacted or benefited by the proposed project. Upon identification of community resources and assessing how each are either benefited or impacted by the proposed project, the CAC will recommend to the PCT

mitigation strategies on how to best fit the project into the fabric of the community. To assist in completing this role, the CAC was informed that they should have a basic understanding of the transportation process and the National Environmental Policy Act (NEPA).

- A brief overview of the development process for transportation projects and NEPA was provided.
- The CAC was advised that the normal sequencing of the project development process included an Engineering Assessment phase, an Environmental phase, a Design phase, a Right-of-Way phase and then construction. The Engineering Assessment phase identifies the transportation problem and alternatives to solve the problem. Typically a preferred alternative is recommended at this phase. The alternatives from the Engineering Assessment phase are carried through the Environmental phase for an evaluation of impacts on the social and natural environment in accordance with NEPA. Resulting from the Environmental phase should be the least environmentally damaging feasible alternative. The preferred alternative is advanced to the Design phase where the specific details of the alternative are set, such as the grade and preliminary right-of-way. In the Right-of-Way phase, right-of-way requirements to complete the project are finalized and parcels are appraised and purchased. Once the right-of-way is secured, the project is advanced to construction. The CAC was reminded that Phases III and IV of the SR 641 project are in the Environmental phase.
- The three types of NEPA environmental documents, Categorical Exclusion (CE), EA and Environmental Impact Statements (EIS), were discussed. It was explained that a CE is developed when there are no significant impacts associated with a project. An EA is typically developed for projects where significant impacts are unknown. It was noted that at any point in the development of the EA, the FHWA could elevate the level of documentation to an EIS. Should the EA conclude that there are no significant environmental impacts associated with a project, a Finding of No Significant Impact (FONSI) is issued by FHWA. The EIS is developed for projects where there are anticipated significant impacts. The EIS culminates with the issuance of a Record of Decision (ROD), which identifies a selected alternative and provides the engineering and environmental basis for its selection.
- Mr. Costa informed the CAC that the EA that is to be prepared will analyze the following:

  - Land Use
  - Farmland
  - Relocations
  - Air Quality
  - Noise
  - Water Quality
  - Socioeconomics
  - Historic and Archaeological
  - Hazardous Waste Sites
  - Wetlands and Waterways
  - Floodplains
  - Endangered Species
  - Wildlife

- It was indicated that the CAC would be focusing on the Community Impact Assessment (CIA), which will be included in the socioeconomic section of the EA.
- Components of the CIA were then presented as follows:
  - Define Project Study Area (Identify areas of potential impact)
  - Develop a Community Profile (Determine characteristics of affected area)
  - Analyze Impacts (Examine impacts to the community of the proposed action vs. no action)
  - Identify Solutions (Identify and recommend potential solutions to address adverse impacts)
  - Document Findings (Document findings in written form for use by decision makers)
- Mr. Costa stated that the EA would address Phases III and IV of the SR 641 project.
- Also, it was noted that a public information meeting and a public hearing would be held prior to the conclusion of the EA.
- A summary of the project history was presented by Mr. Costa.
- As part of this discussion, the purpose and need that was included as part of the EIS for the bypass was outlined. The purpose and need cited a reduction in congestion along the 9.2 mile stretch of US 41 between SR 641 and I-70, improved conditions along US 41 for users accessing congested commercial areas, providing access to and between commercial and transportation hubs and a reduction in the overall rate and severity of

accidents as reasons to complete the project. Mr. Costa noted that the principle of the purpose and need remains valid for the environmental re-evaluation in Phases III and IV, but may be modified as the EA is developed.

- It was relayed that an EIS was completed for Phases I-IV of the SR 641 project in January 2000, with the issuance of a ROD occurring in March 2000. The EIS and ROD identified Line CX as the selected alternative. With this approval Line CX was advanced through the normal design and right-of-way process, however, construction of the alternative was divided into four phases. It was noted that when the appropriate time came to obtain permits for Phases III and IV concerns about impacts to wetlands and floodplains were received from the permitting agencies, US Army Corps of Engineers, Indiana Department of Environmental Management and the Indiana Department of Natural Resources. As a result of these concerns INDOT and FHWA decided in 2005 that a re-evaluation of Line CX against another alternative from the original EIS, Line C, was warranted.
- It was emphasized that the ensuing re-evaluation applied to Phases III and IV of the SR 641 project as Phase I has been constructed and Phase II is currently under construction.
- In September 2006, a meeting was held with residents of Lexington Farms subdivision informing them of the re-evaluation. The meeting generated concern by the attending residents that Line C, which is closer to Lexington Farms, was to be advanced as the preferred alternative.
- In December 2006, the preliminary impact analysis of Line CX and Line C was presented to the permitting agencies. At the request of the permitting agencies, an alternative south of Line CX was explored and included in the Draft EA submitted in March 2007.
- Subsequent to the Draft EA submittal another alternative was presented to INDOT by local government officials that would extend SR 641 east of SR 46 to I-70. As this alternative was determined to be viable by INDOT and FHWA, a full re-evaluation was determined to be necessary.
- The CAC was advised that a preferred alternative has not been identified as part of the re-evaluation for Phases III and IV. Also, the southern terminus for Phase III is set and can't be adjusted as the ongoing Phase II construction will terminate at that point.
- A brief description of the alternatives being considered for Phases III and IV was presented. Those alternatives are Line CX, Line C, the Southern Alternative and the Eastern Alternative. Line CX is approximately 3.1 miles in length with an interchange at Riley Road and modification to the existing I-70 / SR 46 interchange. Line C is approximately 3.0 miles in length with an interchange at Riley Road and modification to the existing I-70 / SR 46 interchange. The Southern Alternative is approximately 3.2 miles with an interchange at SR 46 and modification to the existing I-70 / SR 46 interchange. The Eastern Alternative is approximately 4.5 miles with an interchange at SR 46 and a new interchange at I-70.
- Mr. Mutchner inquired as to whether Line CX was being considered again since he was told at a meeting INDOT had with Lexington Farms that the alternative was being dropped from consideration as it was unable to be permitted. Mr. Costa and Ms. Fletcher affirmed that it is imperative to include Line CX in the NEPA evaluation as it was the selected alternative from the EIS.
- The CAC was separated into three small groups consisting of 6-8 people for an exercise to identify community resources and planned land uses within the project study area. Large scale aerial maps were provided to each group to assist in their identification efforts. At the conclusion of the exercise, each small group was asked to present their findings for discussion. As presented, the resources or issues were transcribed on large post-it tablet sheets and placed on the wall. The resources and issues presented by the CAC included:

  - Residential Development in the Comprehensive Plan west of SR 46
  - Foxwood Subdivision
  - Maryland Community Church
  - Impact north along Riley Road (pressure on Fruitridge Avenue)
  - TIF District along Margaret Avenue
  - Interchange at I-70 (Eastern Alternative) / Local Access to Frye Road
  - Idle Creek Subdivision Expansion
  - Business Park east of SR 46
  - Interchange at Tabortown Road / Industrial Park
  - High Pressure Gas Line north of I-70 and east of SR 46

- Rose Hulman Venture Technologies
- Terre Haute International Airport
- Access to areas east and west along Moyer Road
- Residential Loss
- Emergency Access for the town of Riley
- Tank Farm north of I-70 and east of SR 46
- Access to INDOT Subdistrict / Snow Plows
- Noise Impacts to Residential Areas
- Controlled Access along SR 46 north of Moyer Road
- Alternate Routes
- Improvements to the I-70 and SR 46 interchange

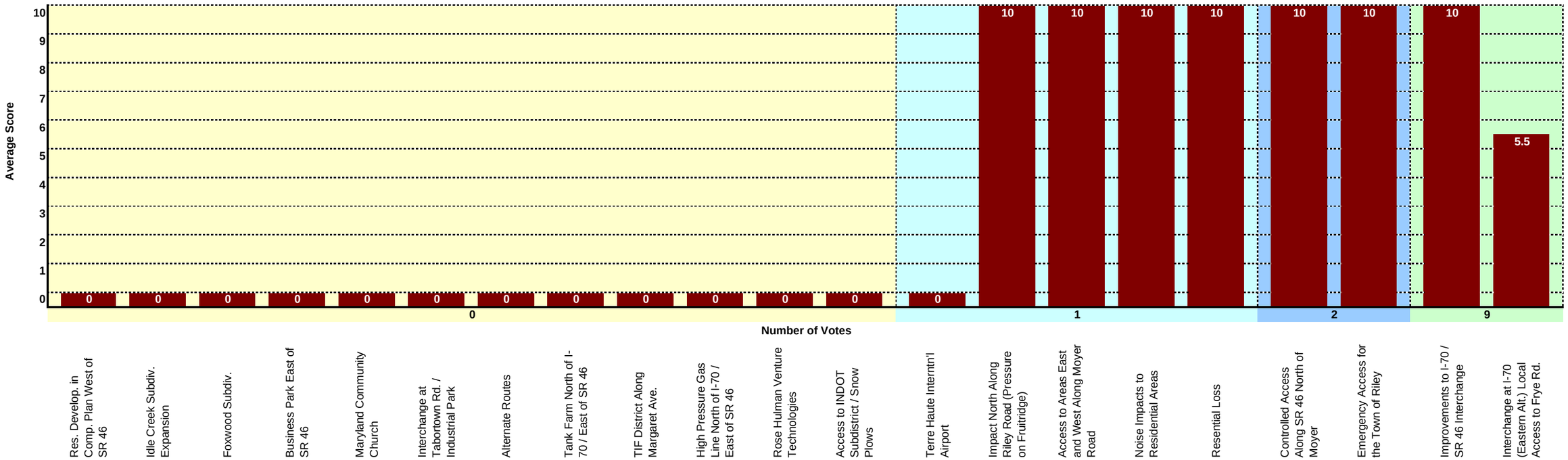
- CAC members were asked to weigh the importance of each identified resource or issue. This was completed by requesting each member to take two sticky dots and assign a value between 0 and 10, with 0 being not important and 10 being very important, on each dot and placing it by the resources or issues on the post-it tablet sheets. The results of this voting exercise are attached to this summary.
- The meeting adjourned at approximately 9:05 PM.

This is our understanding of the meeting as it occurred. Should there be a need for any modification to the summary as it stands, please respond within five (5) business days. Should no comments be received the minutes will be considered final.

Summary prepared by:

BEAM, LONGEST AND NEFF, L.L.C.

Chad E. Costa
Deputy Chief Environmental Analyst

cc: CAC
Mr. Ben Lawrence, INDOT Office of Environmental Services

RESULTS OF COMMUNITY RESOURCE IDENTIFICATION EXERCISE