



I-69 Evansville to Indianapolis Tier 2 Studies

Section 4 CAC Summary

Location: Eastern Greene County High School Library

Date/Time: November 10, 2005 - 6:30-8:15 p.m.

Subject: Meeting #4

Participants: See Attachment

Nicole Minton opened the meeting with introductions and an overview of the evening's presentation. Bruce Hudson, project manager for Section 4, provided a presentation on the screening of Section 4's Preliminary Alternatives. Bruce used the "project development process triangle" to illustrate for the CAC what phase of the planning process we have reached. The presentation included a brief overview of the preliminary alternatives that were presented in June of 2005. Mr. Hudson explained that the project team has completed an initial screening of the preliminary alternatives using a broad range of environmental and social factors (attendees were provided a handout that included a list of the resources used during the screening process.) The screening process also included input from various local public entities including: Greene County Commissioners, Greene County Council, Monroe County Planning, Monroe County Engineering, and Monroe County Commissioners. It was noted that many landowners and members of the general public have also visited the project office. Their comments, when applicable, were documented by project staff for use in the screening process.

Mr. Hudson explained that during the screening process the project team was able to determine that some of the alternatives were clearly more advantageous than others (meaning they had lower levels of environmental and social impacts). Where this was the case, the less favorable alternatives have been removed from consideration. If the alternatives in a particular subsection were not clearly more advantageous than the others, they have been retained by the project team for further study. Whenever possible, the project team tried to quantify potential impacts for each alternative. For example, any residence within 200 feet of a preliminary alternative's centerline was considered a "probable residential location". For some resources, like floodplains and karst features, it is difficult to quantify impacts and therefore it became necessary to make relative comparisons between alternatives based on professional knowledge.

Mr. Hudson's presentation, as well as the CAC members' handout, included a table with recommendations for alternatives to be carried forward for detailed analysis in the Draft Environmental Impact Statement (DEIS). It was noted that the recommended



I-69 Evansville to Indianapolis Tier 2 Studies

alternatives might still have some minor alignment shifts to further help minimize/eliminate impacts from the highway. Mr. Hudson explained that the recommended alternatives include a “hybrid” along subsection E because it was more beneficial in this sub-segment to include portions of both Preliminary Alternatives E-1 and E-2. It was also noted by Mr. Hudson that a new crossover between Preliminary Alternatives F-1 and F-2 was developed to help minimize potential impacts from the highway. This small crossover (approximately 1,500 feet of highway) is located southwest of Breeden Road and is the only portion of the recommended alternatives that deviates from any of the preliminary alternatives.

Mr. Hudson explained to the CAC members that the project team is still considering all local roads for potential grade separations. Interchanges in Section 4 that will definitely be built are US 231 and SR 37. There are three other potential interchange locations being considered- SR 45, SR 54, and the county line. However, because of commitments in the Tier 1 Record of Decision (ROD), it was explained that only up to two of the additional interchanges could be built. The final slide of the presentation outlined the steps that remain to be completed in the planning process. The floor was then opened to CAC members for questions and comments; what follows is a brief summary of the issues raised by CAC members.

The Bloomington Bicycle Club (BBC) representative asked if the interchange locations recommended at this time would still be used if the road were constructed as a toll road. It was explained that the concept of using of tolls to fund this project is still being explored and if it becomes apparent that tolling will be used, the project team will begin to evaluate the interchange alternatives accordingly. The BBC representative also asked if Quantm, the computer program being used to generate alignment alternatives for Section 4, has any considerations for driver safety. Brian Arterbery, Deputy Project Manager for Section 4, explained that the project team inputs design standards from INDOT and FHWA design manuals into Quantm. Any alignment that Quantm generates meets or exceeds the design standards that were input. Mr. Arterbery further explained that there are “minimum design standards” and “desirable design standards” and that Section 4’s Recommended Alternatives are all well within the “desirable” range.

The BBC representative also asked if the project team was using all available information about karst. An affirmative reply was given and it was noted that the project team has been and will continue to work closely with various Federal and state resource agencies on the karst issue as well as coordination with these agencies on other natural resources.

The SR 54 Neighborhood Association representative asked if the project team was going to begin meeting with affected citizens along the proposed route. It was explained that over the next few months the project team will begin meeting with



I-69 Evansville to Indianapolis Tier 2 Studies

individuals and communities along the proposed routes to gather feedback and determine how impacts can be minimized. The SR 54 Neighborhood Association representative also asked who would be responsible for maintaining the connector road to SR 45 if the county line interchange is built. It was explained that the connector road would be a part of the interstate system with fully controlled access and Greene County would not have to bear the maintenance burden.

The SR 54 Neighborhood Association representative also asked if there would be another CAC meeting prior to the Draft EIS public hearing. It was indicated that there would be another meeting sometime in early 2006 and that such meeting will begin to look at project enhancements and mitigation.

The Farmer's Field subdivision representative asked about the issue of toll roads. He noted that the CACs are a good opportunity for INDOT to provide information about any plans they have for a toll road, because the CAC members can disseminate that information in an accurate manner to their particular CAC groups and gather appropriate feedback for future meetings.

The BBC representative stated that terrorists with a "dirty bomb" could attack at the US 231 interchange and potentially hinder Crane NSWC's ability to respond. It was explained that the project team will continue to coordinate with Crane officials and if it becomes necessary to consider additional security at this location, the project team will do so.

After the comments from CAC members were concluded, Bruce Hudson introduced Section 4's interchange alternatives for SR 45, SR 54, the county line, and SR 37. For the remainder of the meeting, CAC members viewed maps of both the mainline and interchange alternatives. Maps of the items presented at the meeting will be distributed to CAC members following the November 16, 2005 Public Information Meeting. The meeting ended at 8:15 p.m.

PS Note: CAC member comments on the screening of the preliminary alternatives and recommendations for alternatives that will be carried forward for detailed study are requested by December 9, 2005. Comments should be sent to the Section 4 Project Office.

The discussions described in this summary provide a meeting overview and do not create an obligation or commitment for final project decisions.

This meeting summary represents the project team's understanding of the events that occurred. Please forward any comments to the project manager's attention, Bruce Hudson



I-69 Evansville to Indianapolis Tier 2 Studies

Attachment
Section 4 CAC Meeting # 4 Attendance
November 10, 2005

CAC Member Organization	Representative
Greene County Board of Commissioners	Larry Hasler
Jackson Township	Paul Trampke
Center Township	Kermit Holtsclaw
Van Buren Township	Gary Bruce
Greene County Farm Bureau	Garry Heshelman
Greater Bloomington Chamber of Commerce	Paul Tedesco
Farmers Field Acres	Jim Anderson
SR 54 Neighborhood Association	Charles Ramsden
Timber Trace Subdivision	Randi Miller
Bloomington Bicycle Club	John Smith
Eastern School District of Greene County	Randy Barrett

Project Team	Representative
Indiana Department of Transportation	Eric Swickard
Bernardin, Lochmueller & Associates, INC <i>Project Management Consultant</i>	Nicole Minton, Jason DuPont
DLZ Indiana, LLC. <i>Project Management for Section 4</i>	Bruce Hudson, Brian Arterbery, Tom Molt, Roger Hanas, Jackie Rudd