APPENDIX I
SURVEY OF SCHOOLS

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ATTACHMENT A	**Summary of School Meetings**
ATTACHMENT B	**School Meeting Minutes**

Survey of Schools Summary		
Date/Time	**Subject**	**Participants**
August 1, 2012/1:00 PM	Monroe County Community School Corporation	Steve Walls – INDOT
		Mike Clark – Monroe County Community School Corporation
		Gib Niswander – Monroe County Community School Corporation
		Julie Thurman – Michael Baker Jr., Inc.
		Phil Jufko – Michael Baker Jr., Inc.
		Lisa Manning – Michael Baker Jr., Inc.
August 16, 2012 / 10 a.m.	Martinsville School District Transportation Department	Steve Walls - INDOT
		Julie Thurman - Michael Baker Jr., Inc.
		Phil Jufko - Michael Baker Jr., Inc.
		Lisa Manning - Michael Baker Jr., Inc.
		Dennis Mills - MSD of Martinsville – Transportation

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Meeting Notes

I-69 Section 5 Project Office
3802 Industrial Blvd., Unit #2
Bloomington, IN 47403 U.S.A.
(812) 355-1390

Location	Bloomington Project Office	**Project:**	I-69 Tier 2 EIS – Section 5
Date/Time	August 1, 2012/1:00 PM	**Notes Prepared By:**	Michael Baker Jr., Inc. P. Jufko
Subject	Monroe County Community School Corporation		
Participants	Steve Walls – INDOT Mike Clark – Monroe County Community School Corporation Gib Niswander – Monroe County Community School Corporation Julie Thurman – Michael Baker Jr., Inc. Phil Jufko – Michael Baker Jr., Inc. Lisa Manning – Michael Baker Jr., Inc.		

Notes	**Action**
Members of the I-69 Section 5 Project Team met with Monroe County Community School Corporation (MCCSC) Transportation Department representatives to determine if MCCSC has any concerns that the Project Team should be aware of and to learn about their current operations.	
MCCDC inquired about potential road closures. Steve Walls explained that the design phase of Section 5 of the I-69 Project will show plans for temporary and permanent road closures. INDOT's goal is to get as much work as possible done while school is out. There was some discussion regarding the temporary closures in Section 4 at Garrison Chapel Rd., Harmony Rd. and Breeden Rd. to plan the bus routes accordingly.	Mr. Walls will provide MCCSC the necessary timeline information about the closures.
The Section 5 Environmental studies will determine where roads will be closed and provide a sequencing plan. The sequencing is based on safety and traffic need.	
Julie Thurman provided an overview of 4 possible alternatives that were being considered throughout the corridor. There are 2 alternatives at Tapp Rd. which include an overpass and 2 others that show a split-diamond interchange with a collector distributor road to SR 45/2nd St. The SR 48/ 3rd St. area includes an interchange in all 4 alternatives. Vernal Pike will most likely have an overpass to connect Vernal Pike and 17th St.	

The SR 46 interchange remains the same in all alternatives. Kinser Pike has 3 different options. One option is an interchange. Another option shows no connectivity. The other 2 alternatives include an overpass. Acuff Rd. will be closed and Arlington Rd. utilizes the existing overpass.

MCCSC expressed concerns about access to Bloomington North High School. The transportation representatives said they would like to have north and south bound access on I-69 like they currently have on SR 37. Mr. Walls asked if they use SR 37 now to get from point A to point B. MCCSC responded that they use the quickest route and haven't looked at the possibility of not using I-69 for the 342 square miles covered by the district. They also inquired about increased traffic on Kinser Pike. According to MCSSC, Bloomington North High school staff members currently use Acuff Rd. Buses use Kinser Pike and Prow Rd. During the discussion, the Team also noted that the project will result in safety improvements for children since there will be no direct driveway access along I-69 as there is currently on SR 37. MCCSC mentioned that there needs to be some form of access from the north side without using Business 37. They would like to have Kinser Pike access. Ms. Thurman reminded MCCSC that SR 46 and Walnut would provide access to I-69. She then asked about any existing local roads that could be improved to provide better access. It was determined that buses could use Bayles Rd. to Kinser Pike or Walnut St. to Bayles Rd. The problem with an interchange at Kinser Pike is Bean Blossom Valley flooding issues along with the environmental aspect of all the relocations in order to tie into Business 37. Ms. Thurman then asked what improvements would be considered acceptable if an interchange cannot be provided. At this point in the discussion, MCCSC representatives requested that the Team explain the alternatives from north to south along the corridor in order to better determine the high school access options.,

Ms. Thurman provided the following overview. Looking at the alternatives along the corridor from north to south, Cooksey Ln. will most likely have no access. If there is no access they will need to be relocated.

Paragon Rd. and Chambers Pike both include an overpass option. There will be no access at Bryants Creek Rd. due to the road forging the creek in 3 places. The school system and the county can determine if they want to do anything regarding the creek or if they will use Old SR 37 to pick up students. There will be an access road from the Sample Rd. interchange up to Burma Rd. with an overpass

most likely at Chambers Pike/Crossover Rd. Following the presentation of alternatives, there was a discussion regarding Bloomington North High School bus route options. The number of buses that would travel north from the high school on I-69 is minimal. Sample Rd. or Business 37 could be used for northbound travel. It was also determined that improvements to Bayles Rd. would serve as a viable option. Members discussed that if SR 46 and Walnut St. can currently handle events at Indiana University, they are also capable of handling high school events. The Fullerton Pike interchange and connecting Fullerton Pike and Gordon was also mentioned. Mr. Walls explained that the interchange at Fullerton Pike will help to accommodate Monroe County's project. He also indicated to MCCSC that Baker's study is based on the county project traffic data for the Fullerton Pike interchange. The Team inquired if MCCSC had any concerns. The transportation representatives stated that their biggest concern was high school access from the north side. They stated that they appreciated the opportunity to voice their concerns and the interaction. Mr. Walls expressed that the Project Team would do their best to keep them updated and will do everything they can to minimize impacts to school connectivity. He also assured them that INDOT has the ability to fix any issues whether it is through the I-69 Project or Monroe County Projects.	
At the end of the meeting, Mr. Walls provided an overview of the I-69 Project timeline. Evansville to SR 231 opens later 2012. Section 4 up to SR 37 is planned to open December 2014. The Preferred Alternative for Section 5 should be available at the end of October with a Public Hearing in November. There will be a 60-day comment period following the Public Hearing. Comments would be addressed in the Final Environmental Impact Statement. The Section 5 Record of Decision is projected to be signed May 2013. MCCSC representatives informed the Team that they will have 32 contract bus route lettings in January 2013. They would like to be notified of any closures so that they have time to re-route for the 2013-2014 school season. The Team agreed to meet again with MCCSC before that time to help them determine bus routes.	MCCSC agreed to provide a present use bus count to the I-69 Section 5 Team. The Project Team agreed to meet again with MCCSC prior to the contract bus lettings in January 2013.

Meeting Notes

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Bloomington, IN 47403 U.S.A.
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Location	I-69 Project Office	**Project:**	I-69 Tier 2 EIS – Section 5
Date/Time	August 16, 2012 / 10 a.m.	**Notes Prepared By:**	Michael Baker Jr., Inc. P. Jufko
Subject	Martinsville School District Transportation Department		
Participants	Steve Walls - INDOT Julie Thurman - Michael Baker Jr., Inc. Phil Jufko - Michael Baker Jr., Inc. Lisa Manning - Michael Baker Jr., Inc. Dennis Mills - MSD of Martinsville – Transportation		

Notes	**Action**
Phil Jufko opened by explaining that the purpose of the meeting is to determine if the school system has any concerns that the Project Team should be aware of and to learn about MSD's daily operations. Dennis Mills informed that the Martinsville School District Transportation Building is located just off of Morton Avenue near the SR 39 bypass. Julie Thurman briefly reviewed the four alternatives that are being considered by the Project Team. She informed that all four alternatives have a local access road that ties into Legendary Hills. She explained that Alternatives 4 and 5 were designed a few years ago and have additional lanes added to the outside. Alternatives 6 and 7 are the minimal impact alternatives with any additional lanes provided toward the inside and using existing pavement as much as possible. She further clarified that locations with current direct access to SR 37 will not be available in the future. Mr. Mills said that adjustments for transportation would depend on which alternative is chosen. He did voice concerns regarding Turkey Track Rd. as it gets narrow in places and would be difficult to travel in winter months. As a result, he prefers an interchange at Liberty Church. As part of the discussion, Ms. Thurman also explained that there could be a possible relocation of homes near W. Bryants Creek Road and that Old SR 37 north of Pine Blvd. will run parallel to the interstate as a new local access road connection in the future.	

Mr. Mills also mentioned that MSD could potentially pick-up some students on Cooksey Lane near the county line. The team mentioned that they will likely be treating those homes as relocations in the future.	
The next part of the discussion focused on the Burton Lane area. The Team explained that a local access road will tie into Old SR 37 and Burton Lane. Mr. Mills advised that Indian Creek is prone to flooding along the bend of Burton Lane. He also suggested that buses could go back to Liberty Church if flooded. Ms. Thurman informed that this area is in between Sections 5 and 6. Steve Walls said that he would check with Section 6 to see what their solution is for the flooding. Mr. Walls also mentioned that he will work with the Morgan County engineer and the City of Martinsville engineer, Ross Holloway regarding this issue.	Steve Walls will check with section 6 to find out what their solution is.
In closing, Mr. Mills summarized that his main concerns are Turkey Track Rd. and the flooding on Burton Ln. He included that whichever alternative is chosen it should not impact school transportation and he also agreed to work with Section 6 as it moves forward. The Team indicated that the DEIS would be submitted in late October and that the Public Hearing would likely take place in November.	
Mr. Jufko told Mr. Mills that if he has any questions or concerns regarding the Section 5 project to please contact Michael Baker Jr., Inc. at the project office.	