APPENDIX P
CORRESPONDENCE – GOVERNMENT OTHER THAN RESOURCE AGENCIES

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Correspondence - Government other than Resource Agencies		
Date	**Attendees or Comment Author**	**Subject**
6/28/2004	Bloomington City Planners and MPO	Local land use plans
7/12/2004	Bloomington City Council Member Andy Ruff	Project Concerns
8/5/2004	Bloomington and Monroe County Plan Commissions	Introduction to the Tier 2 process and overview of key components in Sections 4 and 5
9/15/2004	Monroe County Planners	Update on Monroe County planning issues
9/16/2004	Morgan County Planners and City of Martinsville Representatives	Monroe County and City of Martinsville planning and land use.
9/28/2004	Monroe County Highway	CAC Participation Acceptance
10/4/2004	Monroe County Planning Department	CAC Participation Acceptance
11/9/2004	Area 10 Agency on Aging	Participation in the Community Advisory Committee
12/1/2004	City of Bloomington Planning Dept.	SR 37 Corridor Accessibility Study
1/20/2005	Monroe Co. Planning & Engineering Coordination Meeting	I-69 Access Management
2/24/2005	Individuals representing various government and community groups	Kickoff updates and digitizing of FEMA mapping.
3/29/2005	City of Bloomington Planning Dept.	Suggested changes to 2004 Land Use Map
7/21/2005	City of Bloomington Staff	Proposed I-69, Section 5, Design Alternatives
8/15/2005	Monroe County Commissioners	Public Comments from Public Information Meeting
8/22/2005	Mark Kruzan - Mayor of Bloomington	Proposed I-69, Section 5, Design Alternatives
8/22/2005	Robert S Cowel, Jr., AICP - Director of the Monroe County Planning Commission	I-69, Section 5, Tier 2 Comments on Preliminary Access Plan
11/28/2005	Shannon Buskirk - Mayor of Martinsville, Norman Voyles - Morgan County Commissioner	Proposed I-69 Interchanges in Martinsville Area
3/16/2006	Morgan County Park and Recreation Board	Proposed Greenways Plan at north side of Indian Creek Bridge
4/28/2006	Bloomington/Monroe MPO and Planners	Preliminary review of new alternatives
7/23/2006	Monroe Co. Commissioners	Tier 1 Re-Evaluation Comments
9/14/2006	Thomas Micuda, AICP - City of Bloomington Planning Director	Follow-up to Proposed I-69, Section 5, Design Alternatives
12/4/2006	Robert S. Cowell, Jr., AICP - Director of the Monroe County Planning Commission (letter only)	Monroe County I-69 Corridor Study for Alternative Transportation Services Contract
7/23/2007	Thomas Micuda, AICP - City of Bloomington Planning Director	Response to Tier 2 Section 5 Alternatives Screening Report (May 2007)
2/15/2008	Monroe County Commissioners	Interchange preference At Walnut St.
3/3/2009	Monroe County Plan Commission	Request for information for the Thoroughfare Plan as part of the Monroe County Comprehensive Plan

4/24/2009	Monroe County Commissioners	Proposed I-69 Sections 4 and 5 Corridor
5/18/2009	FHWA Reponse to Congressman Hill	Response to Constituent Inquiry
6/17/2009	Monroe County/ INDOT Representatives	Agenda to address questions from Monroe County
6/17/2009	Monroe County/ INDOT Representatives	Meeting minutes from meeting addressing questions from Monroe County
6/24/2009	FHWA Response to BMCMPO	Hardship Acquisition
7/29/2009	Monroe County Plan Commission (enclosures included as individual files)	Request for information for the Monroe County Comprehensive Plan
8/5/2009	Tom Micuda, AICP - City of Bloomington Planning Director (email)	Follow-Up to August 5, 2005 Office Visit
8/24/2009	City of Martinsville representatives	Update on I69 in Martinsville
9/4/2009	Morgan County Board of Commissioners	Interchange preferences
9/9/2009	State Representative Peggy Welch to BMCMPO	Hardship Acquisition
10/1/2009	Request from State Representative Peggy Welch	Constituent Inquiry
10/15/2009	Tom Micuda, AICP - City of Bloomington Planning Director (email)	Revised interchange preferences
11/25/2009	INDOT response to Monroe Co. Plan Commission	Response to Public Records Request
12/8/2009	INDOT response to State Representative Peggy Welch	Response to Constituent Inquiry
9/21/2011	BMCMPO - Letters to INDOT & FHWA	Questions to INDOT from BMCMPO Policy Committee membership
2/6/2012	INDOT to City of Bloomington	Participating Agency Invitation
2/6/2012	INDOT to Town of Ellettsville	Participating Agency Invitation
2/6/2012	INDOT to City of Martinsville	Participating Agency Invitation
2/6/2012	INDOT to Monroe County	Participating Agency Invitation
2/6/2012	INDOT to Morgan County	Participating Agency Invitation
2/13/2012	Monroe County Commissioner Patrick Stoffers	Participating Agency Acceptance
2/14/2012	David Drake, Ellettsville Town Councilman	Participating Agency Acceptance
2/21/2012	Mayor Mark Kruzan, City of Bloomington	Participating Agency Acceptance
2/21/2012	Mayor Phil Deckard, City of Martinsville	Participating Agency Acceptance
3/5/2012	Morgan County Commissioner Norman Voyles	Participating Agency Acceptance
3/27/2012	Adrian Reid, City Engineer, City of Bloomington	Participating Agency Input on Revised Draft Purpose & Need (P&N) and Revised Preliminary Alternatives Analysis and Screening (RPAAS)
3/27/2012	Mayor Phil Deckard, City of Martinsville	Participating Agency Input on Revised Draft P&N and RPAAS
3/27/2012	Bill Williams, PE - Monroe County Highway Dept.	Participating Agency Input on Revised Draft P&N and RPAAS
3/27/2012	Norman Voyles, President - Morgan County Board of Commissioners	Participating Agency Input on Revised Draft P&N and RPAAS
4/24/2012	Bloomington Township Fire and Emergency Services	Project Concerns delivered at Public Officials Briefing

7/27/2012	Monroe County Commissioners	Support for Dedicated Bicycle/Pedestrian Bridge
8/15/2012	Ross Holloway, PE, PLS, City Engineer, City of Martinsville	City of Martinsville Annexation (& Corporate Limits Map adopted 8-6-12)
9/17/2012	Bloomington Bicycle Club	Support for Dedicated Bicycle/Pedestrian Bridge
9/19/2012	Bill Williams, PE - Monroe County Highway Dept.	Participating Agency Input on DEIS Chapters 3, 5.6, 5.12, 5.21 and 6
9/25/2012	Adrian Reid, City Engineer, City of Bloomington (email)	Participating Agency Input on DEIS Chapters 3, 5.6, 5.12, 5.21 and 6
9/26/2012	Adrian Reid, City Engineer, City of Bloomington	Participating Agency Input on DEIS Chapters 3, 5.6, 5.12, 5.21 and 6

Baker

Michael Baker Jr., Inc.

Meeting Minutes

Project:	I-69 Tier 2 EIS	**Date:**	June 28, 2004
Subject:	Meeting with Bloomington City Planners & MPO	**Time:**	4:00 PM
By:	MK Floyd	**Place:**	Section 5 Project Office

Attendees:
Tom Micuda – Planning Director
Scott Robinson – Senior Long Range Planner
Frank Nierzwicki – City of Bloomington Long Range/Transportation Manager
Mary Keith Floyd– Baker
Kurt Weiss– Baker

General Items discussed:

- MPO organization
- MPO Long Range Plan
- TAZ level land use
- Local Land Use Plans
- Major planned and likely developments
- Neighborhoods
- Environmental justice
- CIP
- Development Constraints
- Accessibility Study
- Transit
- GIS – existing and future land use

Meeting Minutes:

MPO organization
The Bloomington/Monroe County Metropolitan Planning Organization (MPO), is an intergovernmental transportation policy group that manages transportation project funding for the Bloomington Urbanized Area. Bloomington MPO is comprised of the Census designated Urbanized Area which includes the City of Bloomington, the Town of Ellettsville, and parts of Monroe County. Bloomington City's Planning staff also staffs the MPO.

MPO Long Range Plan and TAZ level land use
Baker will use the 2000 MPO LRP (Frank can provide a copy). They plan to update the LRP, but this process will not begin until the end of this year. They do not anticipate fundamental changes in the plan as the overall population base has not shifted, but employment and rental housing has shifted. They will be in the process of updating their taz level land use with 2000 population and 2030 projections. Timing between our study and their TAZ level update is an issue we should further explore. Kurt stated that the No Build for all the Tier II documents would not include any part of I-69 and the Build Alternative would include all segments of I-69.

Local Land Use Plans
Town of Ellettsville just completed a plan
City of Bloomington – 2002 Growth Policies Plan
Monroe County – Monroe County Comprehensive Plan (no date)
Townships do not have any applicable plans or land use controls

Major planned and likely developments
Tom, Scott, and Frank identified planned and approved developments and likely development areas in the City and within the MPO area. These were noted on the aerial photography and will be transferred into GIS and incorporated as part of the future land use.

The largest of these developments is Northpark – in Monroe County – it is a 475 acre PUD which will likely be a 50/50 split of residential and commercial development. Commercial will be destination commercial. While this is reflected in the projected TAZ level land use – more information is now available and this could be refined. Build out is 20-30 years out. Potential for city to annex this area.

Acuff Road/Kinser Pike – prime site for office/tech park, utilities are provided from Acuff Road. Issues include the proposed location of a future interchange.

Based on likely interchange locations along I-69, development will likely be focused north of Victor Pike

Neighborhoods
Planners identified neighborhoods along the corridor. Scott can provide neighborhood contacts used by the city.

Environmental justice
EJ populations (low-income) are concentrated between 3rd and SR 46. These include moderate and low income populations. We discussed how the IU population is classified as low income and includes a minority population. Hispanic is the largest minority, but is not concentrated anywhere in the area.

Robert Woolford – HAND – completed a report provided to HUD to qualify as an entitlement community

MPO addresses EJ issues through the CAC and by rotating meeting places throughout the MPO area. Specific populations are reviewed adjacent to each project area.

CIP
The City does not have a traditional CIP. Each department creates their own CIP. Frank can provide a list from other departments.

One new elementary school is planned – summit elementary. One additional elementary school in the southeast area of the county is likely in 20-30 years.

Two school districts in Monroe County – Monroe County Community School Corporation (MCCSC) - John Carter – contact and Richland/Beanbloom district (rural)

Development Constraints:
Water/sewer – City of Bloomington Utility (CBU) – not part of the city. Have been working on a sewer service map, for now the service area is the city. Water district is larger than the sewer district. Due to karst topography very few wells and septic systems. Sewer service is a constraint to development and lines extend all over the rural area. City and county can deny rezoning and/or permits based on strain to sewer system. William Sykes, Mike Bingston, Nathan Shulty are all contacts at CBU.

The city is very concerned with growth and greenspace preservation. The zoning ordinance is currently being revised to include preservation requirements for large trees, floodplains, greenspace, etc.

Accessibility Study
Frank can provide the latest draft of the accessibility study. A final version will be available mid-August and will include the findings of the bike survey and other public comments. The bike survey was developed for this study and will not have a separate study. The accessibility study was initiated in response to the county's concerns for access to rural area and the pressure it would place on the existing network. INDOT provided the funding. This is a study and not a decision making document and can be used in the Tier II study as well as the MPO LRP update

Transit

Three transit systems serve the study area:

- Monroe Rural
- Bloomington Transit Corp (BT) (non profit) – can not serve areas beyond the city limits
- IU bus system

Elletsville might be the most underserved area by transit since it growing and only served by Monroe Rural Transit

GIS – existing and future land use

The city planning department does not use an ESRI based mapping system, but they do have mapping files that we could likely convert to GIS. Files include existing land use (2002), zoning, gpp, parcels, sewer, water, utilities, etc. Baker should provide a written request to Laura Halley to request the land use, zoning, water, sewer, and utilities files. The land use file will need to be field verified by Baker and there are some parcel based issues resulting from property lines and right of way and vacant land that will need to be resolved. Scott provided the list of use categories. I noted that we would likely merge them down to less than 10 categories.

Scott, Frank, and MK then discussed the potential to share land use data for the MPO region. The city could provide the existing land use base. Baker could extend this base to cover the Tier II area of influence – then the MPO could extend it to cover the MPO area (if they are not one in the same). For future land use, baker could build upon the existing land use for a future non build and build based on taz land use growth rates, zoning, and discussion with local planners. The MPO could then revise this information for use in their LRP. I stated that I would have Wendy Vachet further discuss this opportunity with them.

Action Items:

- 2000 MPO LRP (Frank will provide a copy)
- projections
- Timing of revised TAZ level land use (can baker refine as a part of this study?)
- Scott will provide neighborhood contacts
- Frank will provide a CIP list from other departments.
- Wendy Vachet to discuss sharing of effort on existing and future land use
- Accessibility study (provided 7/1/04)

MK Floyd follow up items:

- Contact Jeffer Ewick - Town of Elletsville to obtain plan - Phone: (812) 876-3860
- Contact Robert Cowell – Monroe County – set up a meeting
- Bloomington City - 2002 Growth Policies Plan (print a copy)
- Written request to Chris Clothier (CBU) for gis of utility areas William Sykes, Mike Bingston, Nathan Shulty are all contacts at CBU.
- Baker should provide a written request to Laura Halley to request the land use, zoning, water, sewer, and utilities files.
- Request existing TAZ and land use information from Frank
- Robert Woolford – HAND – completed a report provided to HUD to qualify as an entitlement community

City of Bloomington Indiana

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JUL 2004
RECEIVED
MICHAEL BAKER JR., INC.

July 12, 2004

Ms. Wendy Vachet – Project Manager
I-69 Tier 2 Study, Section 5 Project Office
One City Centre, Suite 106/108
120 W. 7th St
Bloomington, IN 47404

Dear Ms. Vachet:

Thank you for spending a few minutes on the phone with me the other day discussing the role of your firm, Michael Baker, Jr., Inc., in tier 2 study work for section 5 of the proposed I-69 extension. I look forward to visiting your office sometime soon and meeting you in person.

I regret that I was unable to attend the briefing for elected officials that was held at your local office on June 29. I was out of the state at that time and otherwise would certainly have been there. Thank you for the invitation.

However, parts of the invitation letter that I received from you are of significant concern to me. The letter, which was not dated but which I assume was the same letter all other elected officials received, contained the following paragraph:

"In March 2004 the Federal Highway Administration approved the 142 mile corridor, which will extend I-69 from Evansville to Indianapolis. The new highway is widely regarded as a key component to the future economic vitality of Southwestern Indiana. It will prevent nearly 40,000 serious injury accidents and save travelers between Indianapolis and Evansville nearly an hour round trip."

Considering that Michael Baker, Jr., Inc. is a firm hired to presumably do an objective unbiased study, your use of such benefit claims from INDOT indicates significant bias right out of the starting gate. I must question whether firms that hold such biases can perform objective studies. The tagging on of these claims at the end of an otherwise simple letter inviting officials to a briefing in your office is inappropriate propagandizing and cheerleading for a proposed project that your firm is supposed to be preparing to honestly study and evaluate.

The benefit claims of INDOT that your letter repeats are highly questionable. It is at least as widely regarded that I-69 will do little or nothing for the future economic vitality of Southwestern Indiana, and harm the economy of the state overall, as any misallocation of scarce tax dollars on such a massive scale represents large opportunity costs for Indiana. And here in our community, many residents, including several elected officials, feel strongly that I-69 will diminish the future economic vitality of Bloomington by damaging the key characteristics and assets of our community that give us our competitive advantage over other communities.

Several objective, independent, professional economic cost-benefit studies have concluded that the project will have a negative return on investment, costing more than it will generate in benefits. I-69 has never passed an objective benefit/cost analysis.

Even BLA, in the tier 1 EIS (Technical Report 6.7.4, on page 37) writes, "When this population growth is taken into account, we find that the real disposable income per capita for the build alternatives does not differ significantly from the 2025 forecast for the no build alternative." Again, to blandly repeat the propaganda of INDOT is very misleading.

The safety claims in the letter are highly suspicious. A close review of the studies used to generate the numbers shows that they are based on INDOT's use of incomplete data, extrapolated to extremes, to force a predetermined conclusion. A moment of critical thinking makes it difficult to see how there could possibly be 40,000 fewer serious injury accidents in the southwest part of the state because of I-69. Most of the region is relatively sparsely populated and currently has very low numbers of accidents, serious and otherwise.

The presence of I-69 will increase the amount of traffic in these areas. The amount of traffic is a major determinant, if not the major one, in accident rates. I was assured by a prominent traffic engineer at a top US university that, "Though the models of your state transportation agency probably don't work this way, I can pretty much assure you that for every car taken off a local road and now driving on the interstate, which they are counting as a safety increase, there will be at least one new vehicle traveling on a local road because of that interstate, which they are not counting as a safety decrease".

In addition, by INDOT'S own plans 130 or more existing roads that currently cross the corridor will be closed, forcing an increase in the time of exposure to accidents for thousands of local residents as they are have to drive more miles around closed roads that they previously traveled during daily activities. More time in the car, traveling the very roads INDOT claims are so dangerous, means more accidents for these Hoosiers.

Traffic in all counties will increase due to the presence of I-69, and there will likely be speed increases transferred from the interstate to some of the local roads as has been found in other areas.

Traffic accidents are at least as closely correlated with amount of traffic, time of exposure, and speed than they are with the type of roadway, more correlated I believe. It is nonsense to suggest that there will be 40,000 fewer serious injury accidents because of I-69.

It is also unfortunate that the letter conveys the assumption that the highway has been approved and the project is a certainty, which is not the case. The consultants are beginning the second part of a long study that will determine if this route is feasible to follow. Considering the indications of poor quality of the first part of the study, for example the significant missed karst features southwest of Bloomington, it is reasonable to believe that several obstacles may be uncovered in tier 2 that could change the viability of the proposed route.

Since you explained to me today on the phone that Bernardin and Lochmueller, the firm that developed (many say "manufactured") the tier one study, will have the power to review your firm's work (and I assume modify it if they feel it should be modified), I am even more concerned about the accuracy and objectivity of the tier 2 work. Will the public have access to your firm's work before it is turned over to BLA? In any case, back to my original point, each of the six sections in the study will be subject to agency review, public comment and its own ROD. The final route for I-69, indeed, the determination if the project will go forward at all, has not been made at this time. And even if the route is eventually approved, there are huge funding obstacles for this highway, the most expensive in the state's history.

Citizens and public officials will be watching these studies closely. I suggest the consultants drop the propaganda put out by INDOT and simply do objective, unbiased studies. To do less is to invite the objections and resistance that has followed this project from the start.

Sincerely,

Andy Ruff
Bloomington City Council Member at-large

Public Involvement Activity Summary

Event: Joint Work Session of the Bloomington and Monroe County Plan Commissions (Quarterly Mtg.)

Date: Thursday, August 5, 2004

Location: Health Services Bldg, 7th and S. College, Bloomington, IN 47404

Major Topic: I-69 Tier 2 Study

Total attendees (attach sign in sheets): No sign-in sheet was distributed

Brief Summary: Bruce Hudson and Wendy Vachet gave the commissioners an introduction to the Tier 2 study process, as well as an overview of key components inside sections 4 and 5. Standard handout materials were distributed and maps of the corridor were on display. The discussion was informal and the commissioners asked questions and voiced their opinions about the project freely. Some key elements and/or concerns from the discussion were:

1. The planning commission does not want to have their role in the highway's planning be diminished by only having one representative on the CAC. Instead, they feel more frequent meetings with their body is needed. It was proposed that different types of committees be formed alongside the Citizens Advisory Committee. For example, the planning commissions would like to see a separate technical/policy advising committee.
2. The lack of an interchange in western Monroe County is a problem for many of the commissioners, and something that needs to be addressed in the Tier 2 studies.
3. The access points for emergency personnel are a concern for several of the planning commission members.
4. The planning commissions feel that in order for them to effectively plan for the future in their area, they need to know when the mitigation measures from Tier 1 will be fulfilled (specifically, when they will receive the planning grants set forth in Tier 1).
5. Several commissioners expressed that they would like to see a preferred alternative set forth in the Tier 2 EIS. This will give them more opportunity to plan for future development.

Name: Bruce Hudson and Wendy Vachet Date: August 6, 2004

Meeting Notes

I-69 Section 5 Project Office
One City Centre, Suite 106/108
120 W. 7th Street
Bloomington, IN 47404 U.S.A.
(812) 355-1390

Location	Section 5 Project Office	**Project:**	I-69 Second Tier EIS – Section 5
Date/Time	September 15, 2004, 9am	**Notes Prepared By:**	MK Floyd
Subject	Update on Monroe County Planning Issues		
Participants	Bob Cowell – Monroe County Planner Mary Myers-Ogle – Monroe County Planner Kurt Weiss – Baker Mary Keith Floyd - Baker		

Notes	**Action**
Baker noted that there had been a delay in the development of the CAC and the travel demand model. Based on our current time frame, we were anticipating a CAC meeting in November and traffic results in February 2005.	
Status of the Fringe Plan update: Ms. Myers-Ogel and Ms. Batika will have a GIS future land use for the fringe area. This should be completed by the new year. The Creiter development (North Park) was a large unknown for this plan, but October/November these plans should become more clear. Mr. Cowell will provide the traffic study and North Park Tax Increment Finance Study to us. Other studies (PUD) for this area will be posted to their website for download.	Follow up on future land use in GIS in 2005 Mr. Cowell will provide the North Park TIF Study Baker to download other PUD studies from the planning website
We discussed the MPO access study. They confirmed that they were involved in the process. They felt additional studies could better address alternative transportation options within the county. The county has been involved in traffic counts and commuter shed studies independent of this study.	
We discussed the potential for development at new interchange areas. Their two main tools to limit growth included zoning and sewer service. Zoning is the principle tool used by the county, however, the commissioners have a history of granting rezoning permits. The current board of supervisors is flexible with rezonings and is not always concerned with consistency with the comprehensive plan. This philosophy could change with new supervisors on the board.	

Sewer is not considered a development control by the county since it cannot restrict the provision of sewer service. Even if CBU will not extend sewage to the site, package sewage treatment facilities managed by the regional sewer district can provide service (this may be the case in North Park). They noted that the money provided by INDOT (the $2 millionI-69 Community Planning Program) could help with planning at the interchange areas.	
Other constraints include floodplains (at the Walnut Street interchange). Other interchanges like Sample/Wayport would just need a sewer extension to grow. Development would likely be residential.	
Zoning issues:	
Zoning in the county is reactive - therefore if currently zoned commercial, it likely is already developed for commercial use (the city is the opposite in their zoning philosophy). PB zoning (pre-existing business) is used for non conforming uses that currently exist. This allows the business to remain, but would not allow a different business to occur there.	
The development near the substation (identified in meeting with CBU and WTW) is said to be approximately 150 acres and would be residential or mini-storage. To date, nothing has been filed with the County. They would likely deny the permit due to access constraints related to the proposed project. However, when a individual land owner comes to the county to obtain a permit for development adjacent to the proposed corridor, the county would likely grant it. The county informs them of the proposed project, but would not deny a single structure or use.	
The County anticipates residential development (infill) west of 37 at Sample/Lawson/Simpson Chapel road area.	
Other plans:	
The county noted that the BEDC SR 37 plan now seemed outdated since the MPO had completed the access study. Chuck Stevens at Monroe County Parks and Recreation would have their plan and	Baker contact Chuck Stevens and Dave Williams for for rec plans

Dave Williams would have the City's park and recreation plan.	Ms. Myers-Ogle will email census data.
The county has not completed any karst dye tracings. We let them know that Jim Peyton was our geologist and he was available to answer any questions. As subdivision permits come into the planning office, the permit notes karst features such as sinkholes. These features are tied to a database and can be reviewed in GIS (but it is not a shapefile). Contact Jason Eakin at the county for additional informatiion.	Jim Peyton said he already has this information.
We asked who managed the cemeteries along the roadway. They suggested the individual township trustees and the county cemeteries board (Larry Stevens). They stressed that the township trustees were a valuable source of information.	Baker to contact the county cemeteries board.
John Hooker at the county's health department is responsible for hazmat response. We discussed the oil reserves in Benton township and they suggested contacting Donna Richardson (trustee) for additional information. Bloomington Township's fire department provides hazmat response for the entire county.	
In conclusion, Mr. Cowell provided a CD with GIS information. He will provide additional information regarding the North Park development and suggested we go to the county's website to download other information. Ms. Floyd stated that we would continue to remain in touch with them during this process and anticiapted requesting a work session after the TAZs and/or alternatives had been developed.	

Meeting Notes

I-69 Section 5 Project Office
One City Centre, Suite 106/108
120 W. 7th Street
Bloomington, IN 47404 U.S.A.
(812) 355-1390

Location	Monroe County	**Project:**	I-69 Second Tier EIS – Section 5
Date/Time	September 16, 2004	**Notes Prepared By:**	Brock Hoegh and MK Floyd
Subject	Morgan County and City of Martinsville Planning and Land Use		
Participants	Rick Ruble, Morgan County Planning Terry Brock, Morgan County Surveyor Ross Holloway, representing the City of Martinsville from Holloway Engineering Roger Laymon, City Superintendent Brock Hoegh, HNTB – Section 6 David Wenzel, HNTB – Section6 Kwame Awuah, Wilbur Smith – Section 6 Mary Keith Floyd, Michael Baker – Section 5		

Notes	**Action**
Introductions	
Review of Sections 5 & 6 Study Corridor in Morgan County/City of Martinsville	
Brock Hoegh provided a brief summary of the Tier 2 study, specific to Section 6. Mary Keith Floyd, Michael Baker, Jr., provided a brief summary of Section 5.	
Overview of Planning in Morgan County/City of Martinsville	
The overview of planning in Morgan County and the City of Martinsville was discussed. Most of the discussion was led by Ross Holloway, representing the City of Martinsville from Ross Engineering.	
Existing planning documents:	
City of Martinsville: Planning & Zoning. Yes, Comprehensive Plan was done in 1994, no more current document. Zoning was adopted in November 2001 City has a two (2) mile buffer zone for corporate limits. Water Master Plan, current. Working on funding to complete a sewer master plan which will address future expansion by City within the next two (2) years, including a rate increase. Ross Engineering will send HNTB Auto CADD files that will include all water and sewer utilitiy locations, and current zoning in 2 mile buffer zone. No Parks & Recreation Plan and no throughfare plan.	
Morgan County: 1994 plan was repealed and there was no planning and zoning for several years in the late 1990s. The current comprehensive plan and zoning ordinance were effective March	

13th, 2001 and are very basic. The County is currently putting together a Park & Recreation Board. Economic Development - no current plan.

Neither city nor county have socioeconomic data.

For economic data the city suggested to contact Helen Humes, current President with the Morgan County Economic Development Group or Cinergy. Cinergy coordinates economic development planning with Hoosier Energy for the S. Central Rural Electric Membership Cooperative (REMC).

Utilities Companies include Cinergy and South Central REMC (contact Kevin Sump at South Central Indiana REMC 300 Morton Ave. • Martinsville, IN 46151 tel: (765) 342-3344) • and Hoosier Energy (contact Randy Hammin).

Water districts include (1) Painted Hills – Maple Turn Utilities, (2) City of Martinsville, (3) Morgan County Rural Water. An 8" water main runs along 37 south to Liberty Church road. Development was limited in the past based on water availablity, but improvements in the last 2 years have boosted capacity. Many residences have private wells and wellhead Protection Areas include Painted Hills, City of Martinsville and several others. Wastewater treatment is provided in the city and north of the city. Fiber optic cable is along SR 37 and connects West Lafayette and Bloomington.

Future or Planned Developent

City is proactive on planning, developers are required to pay for infrastructure extension. Regional growth and and the city's current pro-growth policy has supported residential growth in the city. A lot of the growth has taken place over the last 2-3 years. The city has seen125-175 building permits per year. Approximatly 40-50 of those would be single-family.

1. New single-family residential development plated east of the existing Walmart, two hundred (200) homes or more.

2. New single-family residential growth plated…273 homes

3. Industrial growth area identified west of SR 39. City wants to have SR 39 relocated in the middle of this anticipated development to encourage development and remove truck traffic in town.

4. Lands End development (Liberty Church and Jordan Roads) - 17-20 lots. Anticipate extension of water and sewer to this area by 2005/2006, which will encourage additional commercial and

residential development. County anticipates this area will develop in both no-build and build due to its location and the planned extension of services. I-69 interchange locations would influence the location of commercial development.

Community Impact Assessment

HNTB and Michael Baker provided a brief summary of the work that will be done for the Community Impact Assessment and environmental justice analysis. Discussion was followed with examples of priority areas, i.e. mobile home parks, and who to contact for additional information. Helen Humes was the point of contact for socioeconomic data for the county and City.

Other

The City commented on the proposed two interchanges in Martinsville, one at SR 252 and the other at Ohio Street/Mahalasville. The City is for the two new interchanges and improvements to SR 39 interchange. The City suggested the farther north the interchange is of SR 252, the better. The City would also like to see a grade separation (overpass) between the interchanges of SR 252 and the Ohio Street/Mahalasville for pedestrian/bicycle crossing, link to commercial and residential growth to the east. The interchange at Ohio Street is critical to local access to top employeers in City, including Harmon Becker.

City and County Planners/Engineer preferred interchange located at Henderson Ford Road instead of Egbert.

The city asked if therewas any plan to relocate SR 39 outside of City to the southwest. This relocation would provide the City with better access for industrial development and improve traffice between SR 67 and I-69. Less congestion within City. The city is concerned with cumulative interaction of I-70/I-74/267/67 improvements and connections. These improvements coupled with shipping and warehousing businesses near the airport could greatly increase truck traffic through martinsville on SR 39.

MONROE COUNTY HIGHWAY DEPARTMENT
COURTHOUSE, ROOM 323 • BLOOMINGTON, INDIANA • 47404
PHONE: (812) 349-2555 • FAX: (812) 349-2959
www.co.monroe.in.us

September 28, 2004

Ms. Veneeta Kumar, Deputy Commissioner
Indiana Department of Transportation
Indiana Government Center
100 North Senate Avenue, N755
Indianapolis, Indiana 46204

RE: I-69; Community Advisory Committees.

Dear Ms. Kumar:

Thank you for your letter of September 20, 2004, requesting participation from this office on the Section 4 Community Advisory Committee of the Tier 2 Study for Interstate 69. The Monroe County Highway Department has been very interested in this project since it began and continues to be interested as it begins its final formation. I am also interested in participating in CAC for Section 5, which is also in our County.

Therefore, please add my name as our agency's representative for this very important process. I look forward to working with you and your consultant on the project. Again, thank you for requesting our participation on this extremely important project.

Sincerely,

Bill Williams

Bill Williams
Monroe County Highway Director / Engineer

WEW/me

Cc: Monroe County Board of Commissioners
Bruce Hudson, DLZ, Inc.
Wendy Vachet, Michael Baker, Jr. Engineering
file

MONROE COUNTY PLANNING DEPARTMENT
I-69 Evansville to Indianapolis Tier 2 Studies
MONROE COUNTY PLANNING COMMISSION
MONROE COUNTY BOARD OF ZONING APPEALS
Courthouse - Room 306
Bloomington, IN 47404
Telephone: (812)-349-2560 / Fax: (812)-349-2967
http://www.co.monroe.in.us/planningdept.html

October 4, 2004

Vaneeta Kumar
Deputy Commissioner, INDOT
100 North Senate Ave, N755
Indianapolis, IN 46204

RE: CAC Representative

Ms. Kumar:

This letter is forwarded in response to your letter dated September 20, 2004 regarding establishment of the CAC for the I-69 Tier II studies. Please add the following as the Monroe County Planning Department representative on the CAC:

Robert S. Cowell, Jr., AICP
Monroe County Planning Department
Courthouse Room 306
Bloomington, IN 47404

As stated at a previous work session with the two consultants working in Monroe County, the Monroe County Plan Commission expects to be more formally and comprehensively involved in the Tier II studies, than simply through representation on the CAC. Both consultants agreed to discuss this issue further with INDOT and to further clarify the role of the Plan Commission. I look forward to relaying such information to the Plan Commission once the best course of action has been determined.

If you have any questions or need additional information, please feel free to contact me at the number above or by e-mail at rcowell@co.monroe.in.us.

Sincerely,

Robert S. Cowell, Jr., AICP
Planning Director

Section 4 Project Office
3802 Industrial Boulevard – Suite 2
Bloomington, IN 47403
Phone: 812-334-8869 Fax: 812-334-2370

Public Involvement Activity Summary

Event: Area 10 Agency on Aging monthly meeting

Date: November 9, 2004, 2pm

Location: Area 10 Agency on Aging Office, Elletsville, IN

Major Topic: I-69 Community Advisory Committee

Total attendees (attach sign in sheets): 6 (sign in sheet not provided)

Brief Summary:

Jewel Echelbarger, Executive Director, requested Baker attend the Nov. monthly meeting of the Area 10 Agency on Aging to discuss our invitation for the Area 10 AA to participate in the Community Advisory Committee (CAC) for I-69 Tier 2 Section 5. The purpose of the meeting was to provide a project an overview and discuss the role of the CAC, expectations of representatives, the role of the CAC and overall goals. The group also discussed the dynamics of how the project is perceived by elderly populations. The meeting was casual and lasted approximately 1 hour. A follow-up call to Jewel indicated that Area 10 would participate in the CAC and that a volunteer representative was being recruited for the next meeting. Jewel will remain the point of contact at this time.

Name: Wendy L. Vachet

Date: 11-15-04

City of Bloomington
Planning Department

DLZ Indiana
Bruce Hudson
3802 Industrial Blvd., Unit 2
Bloomington, IN 47403

December 1, 2004

Dear Mr. Hudson,

Please find enclosed the completed Bloomington/Monroe County State Road 37 Corridor Accessibility Study. This study was commissioned by the Bloomington/ Monroe County Metropolitan Planning Organization. The purpose of the study was to identify circulation patterns along the SR 37 Corridor in Bloomington and Monroe County in preparation for the I-69 Tier 2 Environmental Impact Studies. It is our hope that the concerns, concepts, improvements, and suggestions made in this document will be taken into consideration and included in your portion of the Tier 2 EIS.

Do not hesitate to contact me with any questions you might have. I can be reached by email at rygk@bloomington.in.gov or by phone at (812) 349-3423.

Sincerely,

Karyn Ryg
Transportation Planner
City of Bloomington

Enclosure

401 N. Morton Street • Bloomington, IN 47404 **City Hall** **Phone: (812) 349-3423 • Fax: (812) 349-3535**
www.bloomington.in.gov
e-mail: planning@bloomington.in.gov

Public Involvement Activity Summary

Event: Monroe County Planning and Engineering Coordination Meeting

Date: January 20, 2005

Location: Monroe County Courthouse

Major Topics: Monroe County I-69 Access and Management of Future Development

Total attendees (attach sign in sheets): 8

Summary:

Section 4 is outside the Bloomington/Monroe County MPO boundary. Bloomington Planning (representing the MPO) will send a letter stating such.

The Monroe County Thoroughfare Plan proposes a south connector between SR 37 and either Sare Road or further east to Smith Road. The tentative alignment would follow Fullerton Pike or possibly That Road. Adding a possible fourth leg to the I-69/SR37 interchange that would extend northeast to Fullerton or That was discussed and was discarded due to conflicts with new subdivisions. The county has been obtaining rights of way from new developments along Fullerton in anticipation for the proposed connector. In order to implement the proposed connector, DLZ will coordinate with Section 5 to see if an interchange at Fullerton is possible. This will include thoughts on the possible Section 5 typical section including the development of C-D lanes and interchange spacing.

A new medical facility is planned southwest of the existing SR 37/Fullerton Pike intersection. Current access plan for facility is via an overpass (not interchange) at Fullerton Pike or That Road. The facility plans to have ambulance service, but less than forty beds will be available. The medical facility will preserve land in case an interchange at Fullerton materializes.

It was noted that the Thoroughfare Plan recommends a new connector extending Tapp Road west from SR 37 to SR 45.

Truck traffic for the quarries will need to be considered. Rockport Road and Victor Pike are currently being used to access SR 37 by Independent Limestone and Victor Oolitic, respectively. A connection for Rockport Road with I-69 (at current SR 37) will not be possible under the full access control for the interstate. A possible local route (with upgrades) could include use of Tramway Road, Victor Pike and Dillman Road. Such a route could also serve light industrial uses at the southwest quadrant of SR 37 and Victor Pike. Maintaining truck routes for the quarries and routes for non-commercial residential traffic in the vicinity of Rockport Road, That Road and Bolin Lane will need to be explored.

The only subdivisions in or near the Section 4 corridor are Farmers Field and Rolling Glen.

The local trail plan proposes extending a trail along Jackson Creek west toward SR 37 and then passing under SR 37 along an old railroad right of way (currently owned by the City). DLZ needs to explore the westerly extension of this trail. There also has been some related discussion about an equestrian trail in this area.

The Thoroughfare Plan recommends an interchange at Breeden Road. A possible interchange in this area to serve eastern Greene County has also been raised by the Section 4 CAC. This conflicts with the Final EIS which states no interchanges in southwest Monroe County will be built in order to protect karst and water

quality from new development. Most of the land in southwest Monroe County is zoned for low intensity uses and the County does not see new development and secondary impacts as being detrimental. DLZ will continue to coordinate with Monroe County on the prospects for a possible I-69 interchange that would connect with SR 45. Initial thoughts are that such possible interchange would be located somewhere between Breeden Road and Carmichael Road.

Farmland fragmentation is a concern as these lands are often developed following split. MPO will likely address zoning issues after I-69 Tier 2 FEIS to prevent development in southwest Monroe County.

Monroe County would like to see the use of Context Sensitive Design solutions within the County.

Monroe County has collected and mapped karst features as they review site development plans and preliminary plats. DLZ will have Hydrogeology Inc. contact the county to review this information.

No EJ issues for Section 4 are anticipated.

Name: Bruce Hudson
Section 4 Project Manager

Date: January 20, 2005

Meeting Notes

I-69 Section 5 Project Office
One City Centre, Suite 106/108
120 W. 7th Street
Bloomington, IN 47404 U.S.A.
(812) 355-1390

Location	Monroe County Health Department	**Project:**	I-69 Tier 2 EIS – Section 5
Date/Time	February 24, 2005	**Notes Prepared By:**	Kurt Weiss

Subject Monroe County FEMA Meeting

Participants Hosted by David B. Knipe, PE, Engineering Section Manager for the Indiana Department of Natural Resources (IDNR)
Approximately 30 individuals representing various government and community groups Attended – sign in sheet not available
Kurt Weiss (Baker)

Notes	Action
The meeting began at 1:00 p.m. The purpose of the meeting was to kickoff updates and digitizing of FEMA mapping. The IDNR will coordinate the agency and public input into this process in Indiana for Federal Emergency Management Agency (FEMA). Other members of the project team include PEN Products (GIS), and Baker Engineers (Regional management Center 5). Representatives from Monroe County and the local community with knowledge of area hydrology and flooding patterns will help review the mapping process and provide input to update the maps. **Flood Map Modernization**: • Five year $1billion program to update FIRMS • Reduce map production time, increase coverage, etc. • Produce flood layers in a seamless, national, digital format available on the internet. • Map production cycle will be < three years • Decrease public money spend on flooding emergencies • Increase trust placed in maps **DFIRM** • Acurate • More efficient maintenance & revision updates (via internet) • Locals can maintain their portions of the maps and provide more frequent updates **Process** • Collect data • Select conversion method (several available) • Conversion • Community Review • Map adoption	

Conversion Methods

- Re-delineation:
- Leverage Study: An existing study (hydrology, watersheds, USGS, USACE, local, etc.), especially floodway studies
- Approximate Analysis: Simplified approach (cost effective) based on generalized geographical data, best used in rural area not likely to be developed
- Detailed Analysis: Fully hydrological study – floodway is defined (most expensive)

Local Participation = data sharing, review, scoping maps, etc.

INDIANA FLOODPLAIN MAPPING INITIATIVE

Base Maps

- Use local GIS where available
- Default = USGS DOQ
- INGISI 2005 Ortho
    - Top 30 contours = high resolution
    - Others are "good" resolution
    - Can consider "buy-up" options

Schedule: 2004, 05, 06: Dates will vary from county to county, with more developed counties taking longer.

FEMA will issue proposed BFE's to communities; appeal period will be 90 days. Communities will have six months to enact/update new map data; if not done on time, FEMA can suspend the community from the National Flood Insurance Program.

Local: Anticipate starting work in April/May 2005, with one yeaer to develop data into new preliminary maps.

City of Bloomington
Planning Department

MEMORANDUM

To: Mary Keith Floyd
I-69 Section 5 Project Office
One City Center, Suite 106/108
120 W. 7th Street
Bloomington, IN 47404
From: Bloomington Planning Department
Subject: Suggested amendments to 2004 & 2030 Land Use Maps
Date: March 29, 2005

Suggested Changes to the 2004 Land Use Map

1. Liberty Square? (Strip center that includes MCL and remaining commercial s.f.) – needs to be changed from Industrial to Commercial
2. Canterbury Park – Forrest Ridge and Copper Beech need to be changed from Upland Habitat to Multi-Family
3. NE corner of Dunn/Bypass – Large area shown as Commercial should be changed to Single Family
4. 10th & the Bypass – SW & SE corners should be Commercial not Single Family, NE corner should be Public Use/Institutional not Single Family
5. S. Walnut Street and Walnut Street Pike (east side) south of BHSS – Shown as Public Use/Institutional, should be mostly Commercial and a piece of Multi-Family for the Timber Ridge Apartments
6. Stonelake – The hotels/office area should be shown as Commercial and the Textillery should be shown as Industrial not Mines/Quarry/GP
7. S. Walnut Street, east side, between Royal Mazda/Toyota/Volvo and Rhorer Rd.– Shown as Single Family, should be Commercial
8. NE and NW corners of 3rd and the Bypass – The entire area of Best Buy/CVS and the Red Lobster/Hotel/Midas/etc... needs to be changed from Single Family to Commercial
9. Batchelor Heights – Should be changed from Single Family to Multi-Family
10. Adams Grove Apartments – Should be changed from Upland Habitat to Multi-Family
11. Woolery Farm Commercial – A portion should be changed from Mine/Quarry/GP to Commercial
12. Marsh North/Accessory Commercial (Kinser Pk & Bypass) – Should be shown as Commercial not Public Use/Institutional
13. Fountain Park Apartments – Should be Multi-Family not Single Family

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www.bloomington.in.gov
e-mail: planning@bloomington.in.gov

14. Landmark Expansion – Should be Commercial not Upland Habitat
15. Childs Elementary – The map could be changed to reflect this school as Public Use/Institutional
16. Summit Elementary – The map could be changed to reflect this school as Public Use/Institutional
17. Carlisle – This should be changed to Industrial rather than Commercial
18. Somersbe Sundivision– Should be changed from Mobile Home Park to Single Family
19. Northern tier of Sherwood Oaks – Should be changed from Multi-Family to Single Family
20. St. Marks, east side of Bypass north of E. 3rd St. – Should be shown as Church not Public Use/Institutional
21. Rogers Group 17th Street Property – Northern half should not be Multi Family
22. SW corner of Prow and Acuff – Small area shown as Water should be Church

Suggested Changes to the 2030 Land Use Map

A. All of the above referenced changes should also be reflected on the 2030 Map.
B. Attached are two maps for Developments known as the Sudbury Farm PUD and the Golf Course PUD. The maps break down the future approved land use for currently undeveloped portions of the projects.
C. Ooley Property - Large parcel should be changed from Upland Habitat to Multi-Family
D. Superior Lumber – Additional tracts north of the intersection of W. 17th Street and Crescent Road should be changed from Upland Habitat to Commercial
E. Hensonburg School site – Triangular area of Vernal Pike between SR37 and 11th Street should be changed from Public Use/Institutional to Commercial
F. County Juvenile Facility – Large tract east of Sudbury Farm PUD should be changed from Upland Habitat to Public Use/Institutional (see attached map for reference)

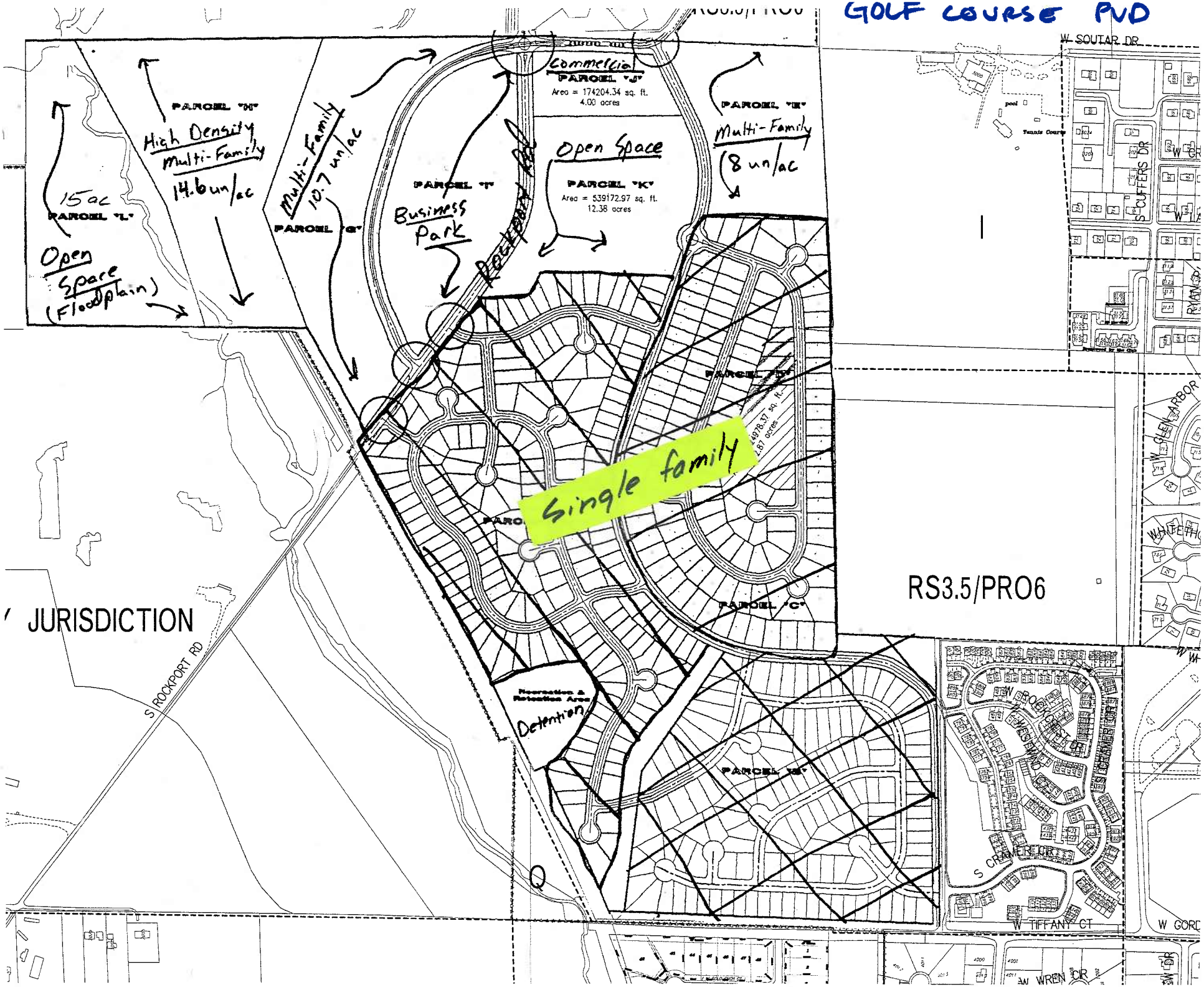
- Please note that the suggested changes are only those within the jurisdiction of the City of Bloomington Planning Department

- Feel free to contact me at 812.349.3423 if you have questions on individual suggestions

PUD
S BEECHTREE
S CORY LN
Industrial
W RCA RD (residential)
PUD
PUD
Schulte
Building #4
A
multi-family
C
E
Office/
Business
G
Com
H
I
Industrial
(res)
J
Commercial
ADDITIONAL AREA
SCHEMATIC BUILDING AND INTERNAL ROAD LAYOUT
DEDICATED AREA
COUNTY JUVENILE FACILITY
ACCESS EASEMENT
S WEIMER RD
W SUDBURY DR
ffice/
railhead
A1
THOMSON ROAD
F
multi-family
D
RM7
Single
Family/Duplex
B
APPROX. DETENTION
L
Office/
business
(res)
K
Commercial
Q
Industrial
(res)
PEDESTRIAN CONNECTION
PSI EASEMENT
Thomson Community Park
1400 W Thomson Park Dr
CITY PARK
QUARRY ST
W THOMSON PARK DR
RS
RS3.5/PRO6
N
RM6
Multi-Family
EASEMENT
APPROX. DETENTION
P
RM6/School
O
RM5.8/
School
CARDINAL CT
W COUNTRYSIDE LN
PUD
W KISSELL DR
Country View Apartments
RM15

SUDBURY PUD

GOLF COURSE PUD



Meeting Notes

I-69 Section 5 Project Office
One City Centre, Suite 106/108
120 W. 7th Street
Bloomington, IN 47404 U.S.A.
(812) 355-1390

I-69 Section 6 Project Office
7550 South Meridian Street, Suite B
Indianapolis, IN 46217
(317) 881-6408

Location	Section 5 Project Office	**Project:**	I-69 Second Tier EIS – Section 5
Date/Time	July 21, 2005	**Notes Prepared By:**	Kurt Weiss
Subject	Meeting with City of Bloomington Planning Staff		
Participants	**Bloomington Planning: Tom Micuda, Justin Wykoff, Joshua Desmond, Pat Martin** **Bloomington Public Works: Julio Alonso** **Baker: Wendy Vachet, Mary Keith Floyd, Mark McElwain, Brian Curtis, Kurt Weiss, Jim Peyton**		

Notes	**Action**
Tom Micuda (TM) and City Planning staff members visited the office to look at the new alternative access plan maps and “”cross section” graphics It was noted that the thee main current intersections at 3rd St., 2nd St., and SR 46 all retain interchanges in all three I-69 alternatives. “Choices” are shown for Tapp and Fullerton; Vernal (Over or Underpass); Acuff (Overpass or nothing); Kinser and College; Sample & Chambers (or both). TM asked about Right of Way (ROW) outside of SR 37; Wendy Vachet (WV) advised this has not yet been determined, but will be done soon; at this time, the goal is to get feedback on the interchanges and access roads, and functionality of the alternatives. TM pointed out that, regardless, the CD alternative will obviously require significant widening. TM asked if the CD option would encroach on the Wapehani mountain bike park; WV stated that no encroachment was planned, and that, to some degree, the roadway would be shifted to the west in this vicinity. TM asked what would drive decision-making on the alternatives (beyond traffic performance). Jim Peyton (JP) indicated significant importance would be placed on public input; if there is no support for a particular option, it is unlikely to be carried forward. TM asked who would be responsible for building the connecting road(s) related to Fullerton Pike and Rockport Road; he added that topography west of Fullerton also needs to be considered. He asked, in general, what INDOT’s position would be on helping with upgrades to local roads impacted by traffic from I-69. WV said these would be considered on individual basis once the alternatives are hammered down – each instance would require justification. WV also noted that there are already some different ideas being considered for the Fullerton Pike area based on discussions subsequent to the current	

drawings.

TM stated that he and his staff will be looking at the alternatives along with the Mayor's Office and will provided comments and recommendations.

TM asked about bicycle/pedestrian plans, particularly at 2nd and 3rd Streets. WV noted that safety concerns are a big issue and will drive all bike/ped plans; however, she noted there are many options that will be explored for each interchange. TM asked if he should provide comments from his staff regarding their opinions on the best locations for bike/ped improvement. WV suggested this would definitely be useful.

MM described some of the types of interchanges that might be possible at various locations

Regarding Vernal Pike, WV noted that an overpass would be very tall, but might be preferred for Bike/Ped access. JP pointed out that anything having to do with Vernal would need to be examined in terms of drainage due to the Lemon Lane Superfund site recharge area. The goal is to push any drainage northward, away from the site. TM suggested that the plans on the table might put a very large amount of traffic on 17th Street; however he added he did not disagree with eliminating access at Vernal Pike.

Regarding Maple Grove Road Rural Historic District, WV pointed out that direct impacts will be avoided by all alternatives; however, there is a possibility of impacts based on an Acuff Road overpass. Regarding Kinser and Walnut, WV noted that the choices is between one or the other, not both because they are too close together. She added that the alternatives do not really show using existing Kinser – it's really more of a southern version of Walnut. WV noted an interchange at Kinser would serve the planned TIF district between Kinser and Acuff on the east side of SR 37; however, a better design might be possible to lessen impacts – this will be evaluated, especially if the City wants it. TM suggested the community might not want to lose the "status quo" of an interchange at Walnut, but the city would not want to lose the economic development from the TIF district.

WV encouraged TM and staff to provide as much formal comments as possible.

MONROE COUNTY
BOARD OF COMMISSIONERS

JOYCE B. POLING, PRESIDENT
336-1813
HERB KILMER, VICE-PRESIDENT
332-8602
IRIS F. KIESLING, COMMISSIONER
332-5224

THE COURTHOUSE, ROOM 322
BLOOMINGTON, INDIANA 47404
TELEPHONE: (812)349-2550
FACSIMILE: (812)349-2959

August 15, 2005

Wendy Vachet, Project Manager
Michael Baker, Jr., Inc.
One City Center, Suite 106/108
120 W. 7th Street
Bloomington, Indiana 47404

RE: I-69, Section 5; Public Comments.

Dear Ms. Vachet:

Please be advised that we have reviewed the latest proposal for I-69, Section 5, in Monroe County and have discussed the latest alignments with Bill Williams, Monroe County Highway Director / Engineer, in detail.

In general, we agree with the local and overall goals as outlined by your office at the hearing. We concur with Mr. Williams' assessment of the impacts the attached memorandum describes and urge the Indiana Department of Transportation to strongly consider the recommendations as outlined by his report on this matter.

If you have any questions or comments, please feel free to contact us at your convenience.

Sincerely,

Monroe County Board of Commissioners

_____
Joyce Poling, President

_____
Herb Kilmer, Vice-President

_____
Iris Kiesling

JP/HK/IK/ww
Enclosure
Cc: Indiana Department of Transportation
Robert Cowell, Monroe County Plan Director
Bill Williams, Monroe County Highway Director / Engineer

I-69

Monroe County Road Impacts of Section 5

Comments for Tier 2, Public Information Meeting July 20, 2005

Prepared by:
Bill Williams
Monroe County Highway Engineer
August 15, 2005

Introduction

This report was prepared to use as a guide for the review of the impacts the construction of I-69, Section 5, will have on the road system of the Monroe County Highway Department. Unlike this Department's review of Tier 1, which reviewed all roads in the entire 2 mile wide Study Band and, in some instances, discussed possible affects on the road network outside of that study boundary, this report will focus on specific access issues to the interstate and the proposed grade separations and/or closures being proposed at this time and the impact on the local transportation network caused by these various alternatives. It should be used in conjunction with the Tier 1 report.

The report focuses on Section 5, from the proposed interchange near Victor Pike, at State Road 37, to the Monroe / Morgan County lines, with information provided to this office by the Indiana Department of Transportation and their consultant, Michael Baker, Jr., specifically maps titled "I-69 Evansville to Indianapolis Tier 2 Studies, Section 5, from SR 37 to SR 39", dated July 20th of 2005. The maps, as presented, were divided into three specific alternates in Monroe County.

The 2003 Tier 1 MCHD report did not originally select a preferred route in Monroe County, but discussed the traffic issues related to an area in or near the Study Band. This report comments further regarding the impacts the selected alternate, 3C, has on Monroe County.

As with most projects of this magnitude, it is anticipated that additional public comments will be afforded as the plans are developed once a route is chosen by the INDOT. This is in accordance with current Federal Highway Administration rules and regulations. We further anticipate being able to review and comment on the drainage impacts of a refined alignment will provide.

As was stated in the Tier 1 submittal by this Department and the Monroe County Board of Commissioners, we expect the Federal Highway Administration and the Indiana Department of Transportation to fund and construct frontage roads, grade separations and interchanges at critical locations in order to maintain a high degree of safety for the public and our emergency response personnel. Most of those locations have been identified in this report, however, due to Monroe County being a County that is continuing to develop at a rapid pace, this report is by no means conclusive and will require further study as construction plans are developed.

This report was submitted on behalf of the Monroe County Board of Commissioners. Comments regarding this report should be directed to Bill Williams, Monroe County Highway Engineer, Courthouse, Room 323, Bloomington, Indiana, 47404, by calling (812) 349-2555, or by e-mail at bwilliams@co.monroe.in.us.

MONROE COUNTY – Access Plan No. 1			
COUNTY ROAD NAME	**PROPOSED CONSTRUCTION**	**FUNCTIONAL CLASSIFICATION**	**COMMENTS**
Victor Pike	To be determined as detailed plans are prepared. NOTE: this intersection is in Section 4 but was included due to the impact on the possible interchange at Fullerton Pike.	Major Collector	The roadway is proposed to be undisturbed at this time, therefore, traffic movement changes are not anticipated. Consideration should be made to relocate the intersection to a point south of the existing intersection to allow for an increase in the length for weaving movements in anticipation of an interchange at Fullerton Pike, a proposal being considered in Section 5. Realignment of this roadway, from Dillman Road to SR 37, combined with reconstruction south of this point, along with improvements to Tramway Road, would also provide long term, improved access to the limestone industries located southwest of this interchange and help transportation of materials directly to the interstate or SR 37, depending on their destination, since Rockport Road will not have access to the interstate as proposed by Section 5. Truck traffic could be focused to a specific route by construction of these improvements, thus improving traffic safety in this area. (Section 4 Sheet 6 of 6)
State Road 37	Interchange NOTE: this intersection is in Section 4 but was included due to the impact on the possible interchange at Fullerton Pike.	Principal Arterial	The interstate connects at a point north of Victor Pike. As proposed in the Monroe County Thoroughfare Plan, a road segment from this interchange should be constructed to the east to connect to That Road, proposed to be closed with the construction of this alignment. This will improve traffic movements on the south side of Bloomington. If this is not done, then the interchange at Fullerton Pike should be constructed and Fullerton Pike constructed to the east to tie into Gordon Pike. It is anticipated that the interstate will utilize the existing Rights-of-Way of State Road 37, only needing to acquire more at the proposed new grade separations and interchanges, therefore, minimally impacting adjacent subdivisions along the west side of State Road 37 the proposed interstate. (Section 4 Sheet 6 of 6)
That Road	Closed	Major Collector	If this intersection is closed, the east side of the closed roadway should be realigned with a curve to promote adequate traffic flow north, to Rockport Road and Fullerton Pike, possibly extending to Tapp Road. A cul-de-sac should be constructed on the west

			side of the proposed interstate.
Rockport Road	Overpass	Major Collector	Support grade separation is extremely important to traffic flow in this area, given the closure of That Road at State Road 37. The frontage road system should continue north and south of this roadway to maintain traffic flow. (NOTE: Also see Victor Pike comments as it relates to truck traffic in this area.
Fullerton Pike	Interchange	Minor Arterial (east side of interstate) & Major Collector (west side of interstate)	The construction of an interchange at this location is vital to traffic movements to the interstate from the south side of Bloomington, especially since the Tapp Road intersection will not be connected to the interstate This will require special funding assistance from the INDOT to assure that the construction of Fullerton Pike, from the interstate to Walnut Street, is provided. (NOTE: Also see State Road 37 comments as it relates to this segment.)
Tapp Road	Overpass	Principal Arterial (east side of interstate) & Minor Collector (west side of interstate)	Support the proposed overpass.
SR 45 / 2nd Street	Interchange	Principal Arterial	Support the modified interchange. The construction of a frontage road system will assist with traffic flow in this area. The frontage road could utilize existing roads such as Liberty Drive, Gates Drive, Industrial Drive and a new road north of Vernal Pike, connecting to Curry Pike. This system is part of the Monroe County Thoroughfare Plan.
SR 48 / 3rd Street	Interchange	Principal Arterial	Support the modified interchange. (NOTE: See SR 45 / 2nd Street comments regarding frontage roads)
Vernal Pike	Underpass	Minor Arterial	This underpass will maintain east-west traffic flow but will have an adverse impact on those vehicles wanting to access the interstate as they do with State Road 37 today. The nearest interchanges to this roadway will be either State Road 46, which will increase traffic to State Road 45/46 Bypass, or south to State Road 48, which already has a capacity problem. Consideration should be given to a collector-distributor type design that would allow access to merge at or near the State Road 46 interchange. This would require modifications to bridges and interchanges north and south of this intersection. Support the proposal to realign Vernal Pike, and construct a new roadway to 17th Street, thus providing another east-west corridor to Bloomington. The impact of this closure could be remedied with the construction of a railroad bridge at Gates Drive / Industrial Drive, along with the continuation of said road to

			Curry Pike (see SR 45 comments).
SR 46	Interchange	Principal Arterial	Support the interchange.
Arlington Road	Overpass	Principal Arterial	Support the proposed overpass. Will assist with maintaining existing traffic flows and future development in this area.
Acuff Road	Closed	Major Collector	Not supportive of closure due to continuity of traffic flow concerns, existing and for future development of the area. Support an overpass at this location.
Kinser Pike	Overpass	Major Collector	The overpass will guarantee continued utility known during preconstruction. This will require improvements to Kinser Pike, north of the existing intersection.
Walnut Street / Business 37 North	Interchange	Minor Arterial	This interchange will remain with this proposal. It should be modified to accommodate traffic movements along the interstate wanting to traverse east or west of the interstate. This will serve the Bottom Road and Maple Grove Road areas if completed as proposed, providing another access route to the Ellettsville area.
Walnut Street to Sample Road	Frontage Road System	Local	There are a number of private accesses and public roads that connect to existing SR 37. The construction of a frontage road system along both sides of the interstate satisfies the concerns of traffic flow in this area. Support the proposed frontage road system as it further satisfies the Monroe County Thoroughfare Plan.
Sample Road	Interchange / Frontage Road System	Major Collector	Support construction of an interchange at this intersection with this alternative. This would be the logical location to connect frontage roads in this area of the County. Sample Road will need to be upgraded due to the anticipated increase in traffic to this roadway on the east side of the interstate and should be extended north to Norm Anderson Road to provide access to existing parcels along the west side of interstate.
State Road 37 Mainline Shift	Frontage Road System from Sample Road to Chambers Pike		Support shifting the mainline to serve as a frontage road due to a number of private accesses and public roads that connect to existing SR 37 along the east side. The use of the existing northbound lanes of a frontage road system along both sides of the interstate satisfies the concerns of traffic flow in this area. Support the proposed frontage road system as it further satisfies the Monroe County Thoroughfare Plan.
Chambers Pike	Overpass	Minor Collector	Support the overpass at this intersection with this alternate. If the grade separation and frontage roads are not constructed, it will adversely impact traffic movements and will

			require rerouted movements, impacting other County roads in this area and for *emergency response purposes.*
State Road 37 Mainline Shift	Frontage Road System from Chambers Pike to Bryants Creek Road		Support shifting the mainline to serve as a frontage road due to a number of private accesses and public roads that connect to existing SR 37 along the east and west side. The use of the existing northbound lanes as a frontage road system along with the construction of a new road to connect from Chambers Pike to Burma Road on the west side of the interstate satisfies the concerns of traffic flow in this area. Support the proposed frontage road system as it further satisfies the Monroe County Thoroughfare Plan.
Paragon / Pine	Interchange		Support the construction of an interchange at this location. This would promote continuity of traffic flow as they exist in the northern part of Monroe County provided Old 37 North is properly constructed to this interchange. This would deter traffic from using other substandard roads in this area to access the interstate. Should review with Morgan County Highway officials for future needs of *area.*
Liberty Church Road	Overpass		No comment due to no impact on Monroe County road system. Should review with Morgan County Highway officials for future needs of area.
SR 37 / 39	TBD		No comment due to no impact on Monroe County road system.

MONROE COUNTY – Access Plan No. 2			
COUNTY ROAD NAME	**PROPOSED CONSTRUCTION**	**FUNCTIONAL CLASSIFICATION**	**COMMENTS**
Victor Pike	To be determined as detailed plans are prepared. NOTE: this intersection is in Section 4 but was included due to the impact on the possible interchange at Fullerton Pike.	Major Collector	The roadway is proposed to be undisturbed at this time, therefore, traffic movement changes are not anticipated. Consideration should be made to relocate the intersection to a point south of the existing intersection to allow for an increase in the length for weaving movements *in anticipation of an interchange at* Fullerton Pike, a proposal being considered in Section 5. Realignment of this roadway, from Dillman Road to SR 37, combined with reconstruction south of this point, along with improvements to Tramway Road, would *also provide* long term, improved access to the limestone industries located southwest of this interchange and help transportation of materials directly to the interstate or SR 37, depending on their destination, since Rockport Road will not have access to the interstate as proposed by

			Section 5. Truck traffic could be focused to a specific route by construction of these improvements, *thus improving traffic safety in this* area. (Section 4 Sheet 6 of 6)
State Road 37	Interchange NOTE: this intersection is in Section 4 but was included due to the impact on the possible interchange at Fullerton Pike.	Principal Arterial	The interstate connects at a point north of Victor Pike. As proposed in the Monroe County Thoroughfare Plan, a road segment from this interchange should be constructed to the east to connect to That Road, proposed to be closed with the construction of this alignment. This will improve traffic movements on the south side of Bloomington. If this is not done, then the interchange at Fullerton Pike should be constructed and Fullerton Pike constructed to the *east to tie into Gordon Pike. It is* anticipated that the interstate will utilize the existing Rights-of-Way of State Road 37, only needing to acquire more at the proposed new grade separations and interchanges, therefore, minimally impacting adjacent subdivisions along the west side of State Road 37 the proposed interstate. (Section 4 Sheet 6 of 6)
That Road	Overpass	Major Collector	Support overpass, if this alternate is selected because it is extremely important to traffic flow in this area, given the closure of Rockport Road at State Road 37. The frontage road system should continue north of this roadway to maintain traffic flow. (NOTE: Also see Victor Pike comments as it relates to truck traffic in this area.
Rockport Road	Closed	Major Collector	If this intersection is closed, the east side of the closed roadway should be tied into a frontage road along the east side of the interstate, from That *Road to Tapp Road. A curve should* be constructed on the west side to promote traffic movements to a proposed roadway that will parallel the interstate, through an approved office park, to Fullerton Pike.
Fullerton Pike	Overpass	Minor Arterial (east side of interstate) & *Major Collector* (west side of interstate)	Offers little utility for traffic movements that exist today and those anticipated with future development. This proposal does not offer connection to Gordon Pike, thus not providing connection per Monroe County Thoroughfare Plan. If chosen, the collector-distributor system would assist with immediate area traffic movements but would overload Tapp Road, both east and west of interstate.
Tapp Road	Interchange	Principal Arterial (east side of	Would require improvements to Tapp Road due to capacity issues east

		interstate) & Minor Collector (west side of interstate)	and west of the interstate. Tapp Road should be constructed from its western terminus to SR 45 at the intersection of Airport Road to comply with Monroe County Thoroughfare Plan. This would assist with capacity issues at SR 45 interchange and other area roads and intersections on west side of interstate.
SR 45 / 2nd Street	Interchange	Principal Arterial	Support the modified interchange. The construction of a frontage road system will assist with traffic flow in this area. The frontage road could utilize existing roads such as Liberty Drive, Gates Drive, Industrial Drive and a new road north of Vernal Pike, connecting to Curry Pike. *This* system is part of the Monroe County Thoroughfare Plan.
SR 48 / 3rd Street	Interchange	Principal Arterial	Support the modified interchange. (NOTE: See SR 45 / 2nd Street comments regarding frontage roads)
Vernal Pike	Overpass	Minor Arterial	*Due to the existing terrain, primarily* on the west side of the interstate, this alternative at this location is not logical nor economical. Bicycle and pedestrian concerns can be addressed in an underpass design. This overpass will maintain east-west traffic flow but will have an adverse impact on those vehicles wanting to access the interstate as they do with State Road 37 today. The nearest interchanges to this roadway will be either State Road 46, which will increase traffic to State Road 45/46 Bypass, or south to State Road 48, which already has a capacity problem. Consideration should be given to a collector-distributor type design that would allow access to *merge at or near the State Road* 46 interchange. This would require modifications to bridges and interchanges north and south of this intersection. Support the proposal to realign Vernal Pike, and construct a new roadway to 17th Street, thus providing another east-west corridor to Bloomington. The impact of this closure could be remedied with the construction of a railroad bridge at Gates Drive / Industrial Drive, along with the continuation of said road to Curry Pike (see SR 45 comments).
SR 46	Interchange	Principal Arterial	Support the interchange.
Arlington Road	Overpass	Principal Arterial	Support the proposed overpass. Will assist with maintaining existing traffic flows and future development in this area.
Acuff Road	Overpass	Major Collector	Support the overpass with this alternative as it will maintain east-west traffic flows and provide for future development in this area.

Kinser Pike	Interchange	Major Collector	Support the proposed interchange at this location provided Walnut Street / Business 37 North is connected on the east approach and the west approach is extended to Bottom Road with grade satisfactory for truck movements. This will assist with maintaining existing traffic flows and future development in this area, inclusive of providing another route to the Ellettsville area.
Walnut Street / Business 37 North	Closed	Minor Arterial	With Kinser interchange, need will be minimal except for those immediately adjacent to Business 37 North.
Walnut Street to Sample Road	Frontage Road System	Major Collector	There are a number of private accesses and public roads that connect to existing SR 37. The construction of a frontage road system along both sides of the interstate satisfies the concerns of traffic flow in this area. Business 37 North would be tied into this system providing continuity of traffic flow. Use of Showers Road as part of the frontage road system will require reconstruction. Support the proposed frontage road system as it further satisfies the Monroe County Thoroughfare Plan.
Sample Road	Interchange	Major Collector	Support construction of an interchange at this intersection with this alternative. This would be the logical location to connect frontage roads in this area of the County. Sample Road will need to be upgraded due to the anticipated increase in traffic to this roadway on the east side of the interstate and should be extended north to Norm Anderson Road to provide access to existing parcels along the west side of interstate.
State Road 37 Mainline Shift	Frontage Road System from Sample Road to Chambers Pike	Major Collector	Support shifting the mainline to serve as a frontage road due to a number of private accesses and public roads that connect to existing SR 37 along the east side. The use of the existing northbound lanes of a frontage road system along both sides of the interstate satisfies the concerns of traffic flow in this area. Sample Road will need to be upgraded due to the anticipated increase in traffic to this roadway on the east side of the interstate and should be extended north to Norm Anderson Road to provide access to existing parcels along the west side of interstate. Support the proposed frontage road system as it further satisfies the Monroe County Thoroughfare Plan.
Chambers Pike	Interchange	Minor Collector	Support the construction of an interchange at this location for best traffic flows in this area. Also

			provides best access to area for emergency services.
State Road 37 Mainline Shift	No Frontage Road System	Major Collector	The extension of Burma Road to Dittemore Road / Chambers Pike interchange will provide for existing traffic flows and for future development of this area.
Bryants Creek Road	Overpass	Local	Support the overpass with this alternative as it will provide existing traffic flows and for future development in this area. Connects to Turkey Track Road on west side of interstate.
Paragon / Pine	Overpass		With the continuation of a frontage road from Old SR 37 North to the proposed interchange at Liberty Church Road, the overpass should adequately manage traffic flows from Bryants Creek Road in this area. Should review with Morgan County Highway officials for future needs of area.
Liberty Church Road	Interchange		Support construction of an interchange for maintaining existing traffic flows in this area. Should review with Morgan County Highway officials for future needs of area.
SR 37 / 39	TBD		No comment due to no impact on Monroe County road system.

MONROE COUNTY – Access Plan No. 3			
COUNTY ROAD NAME	**PROPOSED CONSTRUCTION**	**FUNCTIONAL CLASSIFICATION**	**COMMENTS**
Victor Pike	To be determined as detailed plans are prepared. NOTE: this intersection is in Section 4 but was included due to the impact on the possible interchange at Fullerton Pike.	Major Collector	The roadway is proposed to be undisturbed at this time, therefore, traffic movement changes are not anticipated. Consideration should be made to relocate the intersection to a point south of the existing intersection to allow for an increase in the length for weaving movements in anticipation of an interchange at Fullerton Pike, a proposal being considered in Section 5. Realignment of this roadway, from Dillman Road to SR 37, combined with reconstruction south of this point, along with improvements to Tramway Road, would also provide long term, improved access to the limestone industries located southwest of this interchange and help transportation of materials directly to the interstate or SR 37, depending on their destination, since Rockport Road will not have access to the interstate as proposed by Section 5. Truck traffic could be focused to a specific route by construction of these improvements, thus improving traffic safety in this area. (Section 4 Sheet 6 of 6)

State Road 37	Interchange *NOTE: this* intersection is in Section 4 but was included due to the impact on the possible interchange at Fullerton Pike.	Principal Arterial	The interstate connects at a point north of Victor Pike. As proposed in the Monroe County Thoroughfare *Plan, a road segment from this* interchange should be constructed to the east to connect to That Road, proposed to be closed with the construction of this alignment. This will improve traffic movements on the south side of Bloomington. If this is not done, then the interchange at Fullerton Pike should be constructed and Fullerton Pike constructed to the east to tie into Gordon Pike. It is anticipated that the interstate will utilize the existing Rights-of-Way of *State Road 37, only needing* to acquire more at the proposed new grade separations and interchanges, therefore, minimally impacting adjacent subdivisions along the west side of State Road 37 the proposed interstate. (Section 4 Sheet 6 of 6)
That Road	Overpass	Major Collector	Support overpass, if this alternate is selected because it is extremely important to traffic flow in this area, given the closure of Rockport Road at State Road 37. The frontage road system should continue north of this *roadway along both the east and* west side of the interstate to maintain traffic flow. (NOTE: Also see Victor Pike comments as it relates to truck traffic in this area.
Rockport Road		Major Collector	If this intersection is closed, the east side of the closed roadway should be tied into a frontage road along the east side of the interstate, from That Road to Tapp Road. A curve should be constructed on the west side to promote traffic movements to a proposed roadway that will parallel *the interstate, through* an approved office park, to Fullerton Pike.
Fullerton Pike	Interchange	Minor Arterial (east side of interstate) & Major Collector (west side of *interstate)*	The construction of an interchange at this location is vital to traffic movements to the interstate from the south side of Bloomington, especially since the Tapp Road intersection will not be connected to the interstate This will require special funding assistance from the INDOT to assure that the construction of Fullerton Pike, from the interstate to Walnut Street, is provided. (NOTE: Also *see State Road 37 comments as* it relates to this segment.)
Tapp Road	Overpass	Principal Arterial (east side of interstate) & Minor Collector (west side of interstate)	Support the proposed overpass.
SR 45 / 2nd Street	Interchange	Principal Arterial	Support the modified interchange. The construction of a frontage road system will assist with traffic flow in

			this area. The frontage road could utilize existing roads such as Liberty Drive, Gates Drive, Industrial Drive and a new road north of Vernal Pike, connecting to Curry Pike. This system is part of the Monroe County Thoroughfare Plan.
SR 48 / 3rd *Street*	Interchange	Principal Arterial	Support the modified interchange. *(NOTE: See SR 45 / 2nd Street comments regarding frontage roads)*
Vernal Pike	Underpass	Minor Arterial	This underpass will maintain east-west traffic flow but will have an adverse impact on those vehicles wanting to access the interstate as they do with State Road 37 today. The nearest interchanges to this roadway will be either State Road 46, which will increase traffic to State Road 45/46 Bypass, or south to State Road 48, which already has a capacity problem. Consideration should be given to a collector-distributor type design that would allow access to merge at or near the State Road 46 interchange. This would require modifications to bridges and interchanges north and south of this intersection. Support the proposal to realign Vernal Pike, and construct a new roadway to 17th Street, thus providing another east-west corridor to Bloomington. The impact of this closure could be remedied with the construction of a railroad bridge at Gates Drive / Industrial Drive, along with the continuation of said road to Curry *Pike (see SR 45 comments).*
SR 46	Interchange	Principal Arterial	Support the interchange.
Arlington Road	Overpass	Principal Arterial	Support the proposed overpass. Will assist with maintaining existing traffic flows and future development in this area.
Acuff Road	Overpass	Major Collector	Support the overpass with this alternative as it will maintain east-west traffic flows and provide for future development in this area.
Kinser Pike	Interchange	Major Collector	Support the proposed interchange at this location provided Walnut Street / Business 37 North is connected on the east approach and the west approach is extended to Bottom Road with grade satisfactory for truck movements. This will assist with maintaining existing traffic flows and future development in this area, inclusive of providing another route to the Ellettsville area.
Walnut Street / Business 37 North	Overpass	Minor Arterial	Support the overpass with this alternative as it will provide an additional route to the area north of Ellettsville for and provide for future development in this area.
Walnut Street to Sample	Frontage Road System	Major Collector	There are a number of private accesses and public roads that

Road			connect to existing SR 37. The construction of a frontage road system along both sides of the interstate satisfies the concerns of traffic flow in this area. Business 37 North would be tied into this system providing continuity of traffic flow. Use of Showers Road as part of the frontage road system will require reconstruction. Support the proposed frontage road system as it further satisfies the Monroe County Thoroughfare Plan.
Sample Road	Overpass	Major Collector	Does not provide for existing and future traffic and access to area businesses. Diverts traffic onto area's substandard roads.
State Road 37 Mainline Shift	Frontage Road System from Sample Road to Chambers Pike	Major Collector	Support shifting the mainline to serve as a frontage road due to a number of private accesses and public roads that connect to existing SR 37 along the east side. The use of the existing northbound lanes of a frontage road system along both sides of the interstate satisfies the concerns of traffic flow in this area. Sample Road will need to be upgraded due to the anticipated increase in traffic to this roadway on the east side of the interstate and should be extended north to Norm Anderson Road or Dittemore Road to provide access to existing parcels along the west side of interstate. Support the proposed frontage road system as it further satisfies the Monroe County Thoroughfare Plan.
Chambers Pike	Interchange	Minor Collector	Support the construction of an interchange at this location for best traffic flows in this area. Also provides best access to area for emergency services.
State Road 37 Mainline Shift	No Frontage Road System	Major Collector	The extension of Burma Road to Dittemore Road / Chambers Pike interchange will provide for existing traffic flows and for future development of this area.
Bryants Creek Road	Overpass	Local	Support the overpass with this alternative as it will provide existing traffic flows and for future development in this area. Connects to Turkey Track Road on west side of interstate.
Paragon / Pine	Interchange		Support the construction of an interchange at this location. This would promote continuity of traffic flow as they exist in the northern part of Monroe County provided Old 37 North is properly constructed to this interchange. This would deter traffic from using other substandard roads in this area to access the interstate. Should review with Morgan County Highway officials for future needs of area.

Liberty Church Road	Overpass		No comment due to no impact on Monroe County road system. *Should* review with Morgan County Highway officials for future needs of area.
SR 37 / 39	TBD		No comment due to no impact on *Monroe County road system.*

MARK KRUZAN
MAYOR

CITY OF BLOOMINGTON

OFFICE OF THE MAYOR

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August 22, 2005

AUG 2005
RECEIVED

Ms. Wendy L. Vachet
Section 5 Project Manager
Project Office Section 5
One City Centre
120 W. 7th St., Suite 106/108
Bloomington, IN 47404

RE: Proposed I-69 Section 5 Design Alternatives

Dear Ms. Vachet:

We submit comments on the I-69 Section 5 design alternatives reluctantly. It is the contention of the City of Bloomington and City Council that the community would be best served if the interstate was not constructed. City input into the planning of the project in no way reflects an acceptance of an inevitability that the interstate will be extended through our area.

That having been said, the City believes that whether I-69 is built or not, the State Road 37 corridor and what might be the interstate's path should be carefully considered. Discussion and planning needs to focus on frontage roads, overpasses, interchanges, the impact on mobility of motorists traveling west-east, pedestrian and bicycle accommodations, infrastructure improvements and other issues. In addition, the City wishes to work with the State of Indiana to minimize environmental impacts and the relocation of residences and businesses.

The City's comments focus on the portion of Section 5 between its southern terminus and the College Avenue interchange on the north side of Bloomington. The remaining portion of the corridor extends north through Monroe County, and any comments regarding the design alternatives for this segment are deferred to Monroe County officials.

General Concerns

The City has the following questions and concerns with regard to the design alternatives:

- Any I-69 road profile constructed through Bloomington should include a grass median. This is a high priority issue for the City.
- Wapehani Mountain Bike Park, a City of Bloomington facility located immediately east of State Road 37 between Tapp Road and State Road 45, should not be disturbed.

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The City is also concerned about drainage impacts to Lake Wapehani. Stormwater mitigation in this area should be included in the design and be submitted as early as possible to the Parks Department and Utilities Departments for review.

- The City would like to see a map that overlays projected right-of-way needs on the existing State Road 37 right-of-way.
- The City of Bloomington wants to work with the design consultant to facilitate bicycle and pedestrian accessibility on all existing and proposed interchanges and overpasses.
- The City recommends that 12 foot wide multiuse trails be constructed at the outer edges of the highway right-of-way to enhance north-south movement of bicycles and pedestrians. A similar design was used on an interstate project in Colorado.
- The City's Victor Oolitic Trail currently crosses beneath State Road 37 via an underpass near Victor Pike. This underpass should be preserved in the highway design.

Specific Interchange/Overpass Comments

That Road/Rockport Road

The City recommends that Rockport Road receive an overpass rather than That Road. Rockport has a higher street classification than That Road and serves a higher number of potential travelers. It should be noted that the Bloomington Fire Department has serious concerns and believes a That Road overpass would better enable the Department to serve the community. This issue merits further discussion with the Fire Department and the design consultant.

Fullerton Pike/Tapp Road

The City supports an interchange at Fullerton Pike rather than Tapp Road. It is our understanding that there cannot be an interchange at Tapp Road without a proposed collector/distributor roadway running parallel to the interstate. Such a system is inappropriate for our community.

The collector/distributor system of dividers within the travel lanes of the same direction creates a serious concern for emergency response to accidents, medical emergencies, spills, car fires and other issues on the highway. In a significantly urban setting, where fire stations are more abundant and can quickly access the "thru lanes" of the highway, this would not be an issue. In Bloomington, however, this is not the case.

One example is our west side fire station. If it was to respond to a southbound "thru lane" accident north of 3rd Street, firefighters would have to enter the highway at the State Road 46 bypass interchange to access the affected lane(s) – or they would be forced to shut the entire roadway down and literally have personnel hand equipment over and jump the divider to provide service. The City can ill afford the additional stations that would be needed to accommodate the collector/distributor proposal.

A Fullerton Pike interchange provides for more evenly spaced access and egress points for emergency response. Also, there will be a hospital at that location, thus it makes more sense to have an interchange providing access to a medical treatment facility.

Additionally, the City also recommends that non-local monies be invested to upgrade Fullerton Pike on both sides of the proposed interchange location so that it legitimately alleviates pressure from Tapp Road as an access point to the highway. This should include connecting Fullerton Pike with Gordon Pike east of the highway corridor.

State Road 45

The City prefers utilizing the existing interchange configuration at this location, as shown in Alternative 1. This configuration would minimize the impact on adjacent businesses and would be more conducive to east-west bicycle and pedestrian movement.

State Road 48

The City prefers the use of the "single-point" interchange configuration at this location. The right-of-way footprint for this configuration is smaller than the existing footprint, and would be a more efficient solution for the expected traffic volumes at this intersection.

Vernal Pike/17th Street

The City concurs with the elimination of the existing Vernal Pike intersection, and prefers the creation of an underpass configuration for 17th Street. If this connection is made, improvements to the 17th Street/Arlington Road/Monroe Street intersection should be made at the same time with non-local monies.

State Road 46

The existing interchange configuration at State Road 46 is appropriate.

Arlington Road (Old SR 46)

The existing overpass configuration at Arlington Road (Old State Road 46) is appropriate.

Acuff Road

The City does not recommend an overpass be installed at Acuff Road due to the possible impacts to the Maple Grove Historic District as well as the floodplain of Stoutes Creek. This lost access over the highway would be somewhat mitigated if there is an interchange at Kinser Pike. At the same time, the City does recognize the potential public safety benefits of having this additional east-west crossing point. The County should provide additional input on the preferred Acuff Road treatment, as the west side of the corridor in this area falls within their planning and roadway jurisdiction.

Kinser Pike vs. North Walnut Street Interchange

With great hesitation, the City suggests Kinser Pike as preferable to North Walnut Street for an interchange. North Walnut Street has long been the traditional gateway to the community for visitors traveling from the north. The loss of that access point gives the City pause. However, Kinser Pike is an interchange location that would likely benefit the nearby Tax Increment Finance District. This is an issue that particularly needs community input.

In terms of interchange design, the City would like the design consultant to minimize the right-of-way footprint as much as possible so that a maximum amount of developable land

is preserved within the adjacent TIF district. A more constrained configuration for this interchange should be investigated.

The City prefers the Alternative 3 scenario for North Walnut Street, including the proposed overpass and frontage road arrangements. The City wants to have direct input on the design of the new connector roadway that is proposed between Walnut Street and the new Kinser Pike Interchange.

Final Questions and Comments

- The fiscal impact to local taxpayers is of great concern. What precisely is the price tag of work that our citizens will be expected to pay for projects that are expected to be done at local expense?
- The burden on local government, both municipal and county, has yet to be defined. The City needs specific guidance about access and frontage roads with a very detailed explanation of who is expected to bear the costs. *CAVEAT: The City's comment on the I-69 project as requested is severely impaired by the lack of information as to what exactly and entirely local taxpayers are expected to pay.*
- Will the section between Bloomington and Evansville be designated as a toll road? Is the state going to convert any portion of existing State Road 37 that should become I-69 into a toll road? If tolls are imposed at any points along the proposed interstate, what will the cost be to motorists?

The City of Bloomington appreciates the opportunity to comment on the proposed Section 5 design alternatives, and is willing to work with INDOT on all issues related to this project. It must be emphasized that the input provided in this document reflects prioritization based on the facts as known at this time. Once issues are fully explained, the City may revise its input to better reflect community priorities.

Please do not hesitate to contact me should you have any questions about the comments provided in this letter.

Thank you,

Mark Kruzan, Mayor
City of Bloomington

WVV

MONROE COUNTY PLANNING COMMISSION
and offices of the
MONROE COUNTY BOARD OF ZONING APPEALS
Courthouse - Room 306
Bloomington, IN 47404
Telephone: (812)-349-2560 / Fax: (812)-349-2967
http://www.co.monroe.in.us/planning/index.htm

August 22, 2005

Wendy Vachet, Project Manager
Michael Baker, Jr., Inc.
One City Center, Suite 106/108
120 W. 7th Street
Bloomington, IN 47404

RE: I-69, Section 5, Tier II Comments on Preliminary Access Plan

Ms. Vachet:

The Planning Department will continue to work with the consultants through attendance at and participation in the Citizens Advisory Committee, The Land Use Panel, and public meetings, however formal comments on consultant findings and/or recommendations will only be forthcoming from the Monroe County Plan Commission. The Plan Commission has established a standing sub-committee that will serve, along with staff as an intermediary between the Plan Commission and the consultant. This sub-committee should be making contact with each of the appropriate consultants in the near future with any questions that they may have.

I appreciate the opportunity to discuss this important project with you and your team and look forward to continuing to participate in the development of the EIS. If you have any questions or need additional information please feel free to contact me at the number above or by e-mail at rcowell@co.monroe.in.us.

Sincerely,

Robert S. Cowell, Jr., AICP
Planning Director

City of MARTINSVILLE

Shannon L. Buskirk, Mayor

November 28, 2005

Mr. Tim Miller
I-69, Project Manager, Section 6
7550 So. Meridian St., Suite B
Indianapolis, IN 46217

Re: Proposed I-69 Interchanges Martinsville area

Dear Mr. Miller,

Mr. Voyles and I would like to thank you and Ms. Goins for taking the time on November 8th to discuss the interchanges in the Martinsville area with us. Based on our discussions following are the official recommendations and preferences of the City of Martinsville and Morgan County for interchange location and configuration.

SR 39 Interchange and Ohio Street Interchange

At SR 39 use Alternative 1-1 showing the interchange with access to Burton Lane together with Alternative 3-1 for Ohio Street showing the "Triple-T" intersection with Mahalasville Road and a connection to Burton Lane to the west.

SR 252/44 Interchange and Grand Valley

Alternative 1-2 with the following modifications: Single smaller radius at Cramertown Loop going to Grand Valley; Grade Separation connecting South St. to Grand Valley, include a bike and pedestrian path ; On the west side of I-69, reconfigure the access from Morgan Street to the interchange to provide more direct access to the hospital.

Liberty Church Road Interchange

The City and County **STRONGLY** recommend that the next interchange south of Indian Creek be placed as close as possible to the Liberty Church Road for the following reasons:

1. This area is currently served by Martinsville water and a 10-inch main, part of Martinsville's water improvement project which is under design and has been funded, will be constructed to Liberty Church in 2006.
2. This area is less than two miles from the Martinsville Waste Water Treatment Plant and can be served with sanitary sewers very economically.

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3. Due to the ready accessibility of water, sewer, level land and closeness to proposed I-69, we expect this area to experience rapid growth both in commercial and residential use in the near future.
4. There are large agricultural operations involving hundreds of acres on both sides of proposed I-69 it is not practical for these farmers to move large farming equipment along the narrow, hilly and twisting roads at Turkey Track Road. Liberty Church interchange would provide much better and safer access for the farmers.

Attached is a map of the Liberty Church area that shows over 1300 acres on the east side of proposed I-69 that is prime for commercial and residential development and over 600 acres on the west side of the proposed interstate which does include several hundred acres of prime farm land southeast of the 600 acres shown.

Teeters Road to Egbert Road and Henderson Ford Road to Cragen Road

Alternative 1-3 is recommended for the Teeters and Egbert Roads Section and Alternative 1-4 is recommended for the Henderson Ford to Cragen Road Section, except use Alternative 2-4 for Ennnis Road and Cragen Road access.

We firmly believe that these recommendations should be implemented and are in the best interest of our community. If you have any questions please contact me or Mr. Voyles.

Sincerely,

Shannon Buskirk

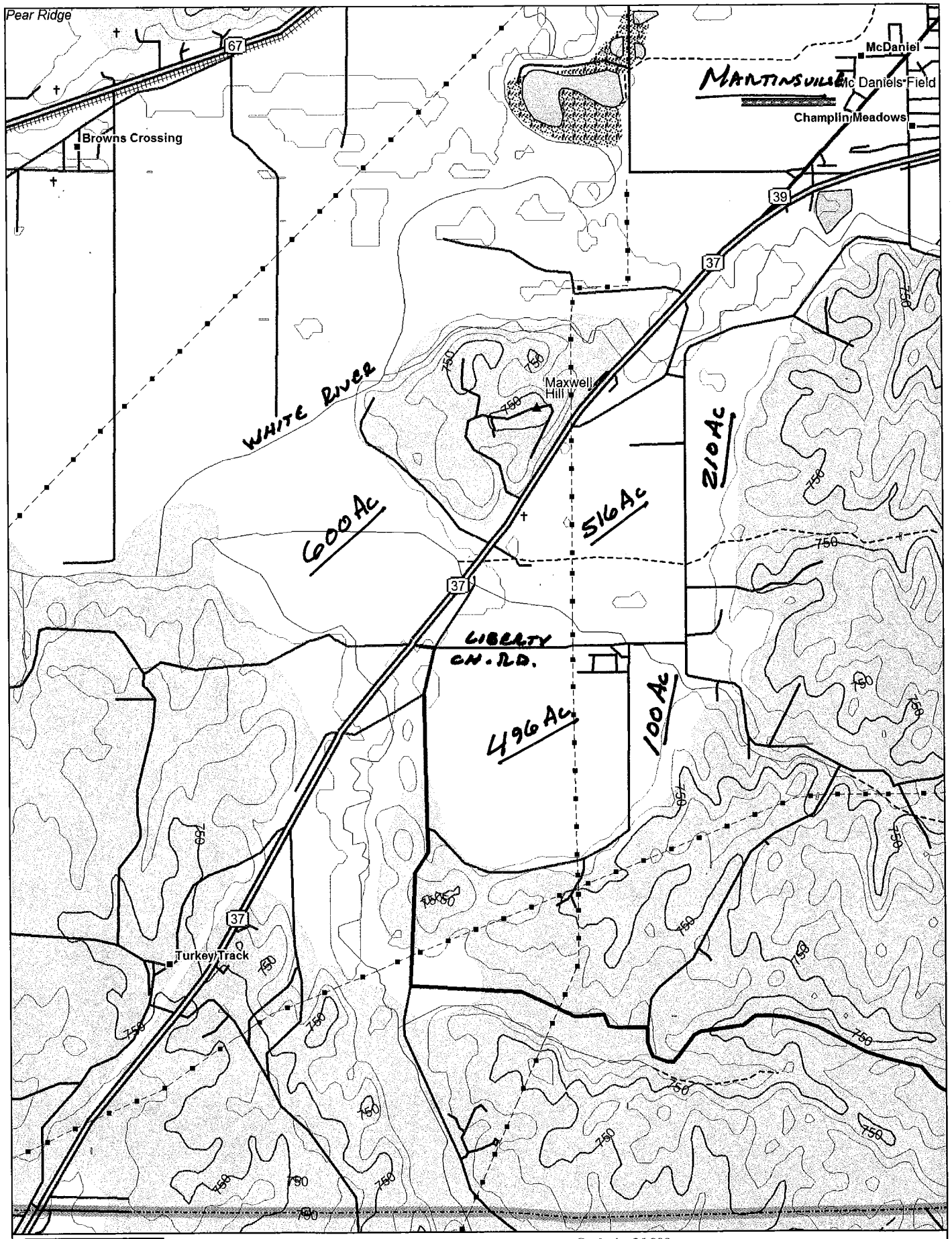
Mayor Shannon Buskirk
City of Martinsville

Norman Voyles

Commissioner Norman Voyles
Morgan County

Attachment: Liberty Road Area Map

Cc: Ross Holloway, City Engineer
Roger Laymon, City Superintendent
file



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Morgan County Park and Recreation Board
180 S. Main Street, Suite 112
Martinsville, IN 46151

March 16, 2006

MAR 2006
RECEIVED
MICHAEL BAKER JR., INC.

Mr. Kurt Weiss, Deputy Project Manager
Section 5: I-69 Evansville to Indianapolis Tier 2 Studies
One City Centre, Suite 106/108
120 W. 7th Street
Bloomington, IN 47404

Dear Mr. Weiss:

On March 8, 2006 I sent a letter similar to this to Mr. Brock Hoegh regarding Section 6 of the planned I-69 highway. For your information I have enclosed a copy.

I have summarized below some of the information that the Morgan County Park and Recreation Board (MCPRB) is working on to add to our approved Greenways plan (which includes bike/pedestrian (biped) paths and is part of our approved Five Year Master Plan for Parks and Recreation in Morgan County). Would you please confirm that you have received our letter and note what processes will be used to incorporate our requests into I-69 planning?

We (MCPRB) propose to designate as a greenway area that portion of the Indian Creek floodplain between the Burton Lane bridge near the Martinsville FOP lodge and the junction of Indian Creek and White River. This has also been discussed with Dan Goins, a member of the Martinsville Park Board. He spoke favorably of the concept. As it moves forward we will coordinate with the full Martinsville Park Board and other individuals and organizations. Linking up some of what we plan in the way of bike and pedestrian paths outside the city limits of Martinsville would mesh quite well with some very preliminary plans the city is considering, including the possibility of a path on the west side of Martinsville to the White River levee just north of SR 39 bridge. It would seem logical to link such a path with the INDOT-approved biped path along upgraded SR 39 by extending it under the planned upgraded/replacement of the White River Bridge on the east side of the river.

We propose to utilize the INDOT-approved SR 39 biped path and link it to the Indian Creek Greenway area biped paths. It is envisioned that the SR 39 path would be along the west side of SR 39 and cross under the north side of the existing SR 37 (I-69) bridge over Indian Creek. It would connect with the old SR 37 pavement on the north side of Indian Creek, cross the old iron bridge over Indian Creek, and extend to Jordan Road and Burton Lane on the south side of Indian Creek. Additional paths could be eventually placed on the north side of Indian Creek in the designated Indian Creek Greenway area. For example, a path running east to the large borrow pit lake would be quite useful.

Because of the Knobstone Trail, and the proposed Indian Creek Greenway, there is a logical need to connect the main portion of Martinsville to the south with a biped path at the proposed Burton Lane grade separation. There is a need to connect South Elementary School along Mahalasville Road with the main part of the city, logically in the vicinity of the Ohio Street/Mahalasville Road grade separation or interchange. Also, and quite important, is the need to connect a biped path between Burton Lane and Mahalasville Road, perhaps along an upgraded frontage road. This is needed to connect the biped users of Mahalasville Road with Burton Lane, the Knobstone Trail, Jordan Road, and the Indian Creek Greenway area.

Farther south, within the Section 5 portion of the I-69 planning effort, we see a definite need for biped access along the proposed grade separation/interchanges at Turkey Track Road and Liberty Church Road. A considerable number of people live on both sides of SR 37 in these areas and many bike riders from the local area (as well as from Monroe County) travel the scenic routes along Old SR 37 through Morgan Monroe State Forest and along Jordan Road to Martinsville.

We believe it likely that more and more people will want to engage in activities that promote their physical and mental health. Walking, hiking, and biking in the outdoors are certainly very good physical exercises. If the cost of fuel for automobiles continues to increase, and as these areas become more urbanized, there will be a natural tendency for many more people to engage in walking and bicycling to their relatively short-distance destinations.

We request that you consider another item. As we noted above, we are in the process of formally updating our greenways plan. One part of the plan is the designation of the Indian Creek Greenway. It would be most helpful to us if INDOT would seriously consider purchasing more land than just the bare minimum in this area. Then, we would ask that some of this land be made available to the city of Martinsville or the Morgan County Park and Recreation Board for a greenway. This could serve as an excellent example of how a state and local partnership could work for the improvement of the outdoor environment and the quality of life in Morgan County.

Sincerely,

William C. Herring

William C. Herring, President
Morgan County Park and Recreation Board

cc: Mr. Bob Williams, District Director, Seymour District, INDOT
Enclosure

c:\County Park Board\Letter to Kurt Weiss 03-16-06.doc

Morgan County Park and Recreation Board
180 S. Main Street, Suite 112
Martinsville, IN 46151

March 8, 2006

Mr. Brock Hoegh, Deputy Project Manager
Section 6: HNTB
I-69 Evansville to Indianapolis Tier 2 Studies
7550 South Meridian Street, Suite B
Indianapolis, IN 46217

Dear Mr. Hoegh:

Thank you and Tim Miller for meeting with Suzanne Mittenthal and me on February 2, 2006 at your office. As promised in our discussions, I have summarized below some of the information that the Morgan County Park and Recreation Board (MCPRB) is working on to add to our approved Greenways plan (which includes bike/pedestrian (biped) paths and is part of our approved Five Year Master Plan for Parks and Recreation in Morgan County). Would you please confirm that you have received our letter and note what processes will be used to incorporate our requests into I-69 planning?

We (MCPRB) propose to designate as a greenway area that portion of the Indian Creek floodplain between the Burton Lane bridge near the Martinsville FOP lodge and the junction of Indian Creek and White River. This has also been discussed with Dan Goins, a member of the Martinsville Park Board. He spoke favorably of the concept. As it moves forward we will coordinate with the full Martinsville Park Board and other individuals and organizations. Linking up some of what we plan in the way of bike and pedestrian paths outside the city limits of Martinsville would mesh quite well with some very preliminary plans the city is considering, including the possibility of a path on the west side of Martinsville to the White River levee just north of SR 39 bridge. It would seem logical to link such a path with the INDOT-approved biped path along upgraded SR 39 by extending it under the planned upgraded/replacement of the White River Bridge on the east side of the river.

We propose to utilize the INDOT-approved SR 39 biped path and link it to the Indian Creek Greenway area biped paths. It is envisioned that the SR 39 path would be along the west side of SR 39 and cross under the north side of the existing SR 37 (I-69) bridge over Indian Creek. It would connect with the old SR 37 pavement on the north side of Indian Creek, cross the old iron bridge over Indian Creek, and extend to Jordan Road and Burton Lane on the south side of Indian Creek. Additional paths could be eventually placed on the north side of Indian Creek in the designated Indian Creek Greenway area. For example, a path running east to the large borrow pit lake would be quite useful.

Because of the Knobstone Trail, and the proposed Indian Creek Greenway, there is a logical need to connect the main portion of Martinsville to the south with a biped path at the proposed Burton Lane grade separation. There is a need to connect South Elementary School along Mahalasville Road with the main part of the city, logically in the vicinity of the Ohio Street/Mahalasville Road grade separation or interchange. Also, and quite important, is the need to connect a biped path between Burton Lane and Mahalasville Road, perhaps along an upgraded frontage road. This is needed to connect the biped users of Mahalasville Road with Burton Lane, the Knobstone Trail, Jordan Road, and the Indian Creek Greenway area.

Another biped access is needed in the vicinity of existing SR 252 and SR 37. This will connect Martinsville and such facilities as Morgan Hospital, 4-H Fairgrounds, National Guard Armory, and the YMCA with a proposed large, multiple use park and recreation area a mile or two east of Martinsville. This park and recreation facility is shown in our approved Five Year Master Plan.

Additionally, there is a need for biped access along a proposed grade separation near the Grand Valley shopping center. This would accommodate students and others who desire to walk or bike to the restaurants and other businesses in Grand Valley. Also, people living near Cramertown Loop Road could easily walk or bike to the shopping center and high school areas along the upgraded street through the shopping center. Such a grade separation (versus just a pedestrian overpass) would also better accommodate the obvious need for more than one way for vehicles to get into and out of the shopping center.

Farther north we see the need for a biped path crossing SR 37 in the vicinity of Egbert Road. In this area there are many people living near Mapleturn and Egbert Roads. And, more housing developments have been approved for this area. A biped path at a grade separation at Egbert Road seems to be ideal. A secondary choice would be a biped crossing at Teeters Road.

Continuing north, we see the need for a biped crossing at a proposed Henderson Ford Road grade separation or interchange. Assuming an interchange, a connector biped path along the west side of I-69 from Henderson Ford Road to the south to Mapleturn Road/Old SR 37 near Egbert Road should work quite well. This will give biped path users from the Mapleturn Road area access to Henderson Ford Road, thus allowing them to cross White River without having to travel all the way north to Waverly.

Farther north, we see the need to use some of the old SR 37 highway for a biped path from the Waverly area south to Perry Road. Logically, the proposed grade separation at Perry Road would be a good place for one crossing. Another desirable crossing would be at a grade separation at Waverly Road or Whiteland Road. The Perry Road area and the Waverly Road/Whiteland Road area include existing housing subdivisions and several more will be built in the near future as the Indianapolis urban sprawl continues. It seems very reasonable to build biped crossings in these areas and make a large biped loop to better connect people living on both sides of SR 37/I-69.

We believe it likely that more and more people will want to engage in activities that promote their physical and mental health. Walking, hiking, and biking in the outdoors are certainly very good physical exercises. If the cost of fuel for automobiles continues to increase, and as these areas become more urbanized, there will be a natural tendency for many more people to engage in walking and bicycling to their relatively short-distance destinations.

We request that you consider another item. As we noted above, we are in the process of formally updating our greenways plan. One part of the plan is the designation of the Indian Creek Greenway. It would be most helpful to us if INDOT would seriously consider purchasing more land than just the bare minimum in this area. Then, we would ask that some of this land be made available to the city of Martinsville or the Morgan County Park and Recreation Board for a greenway. This could serve as an excellent example of how a state and local partnership could work for the improvement of the outdoor environment and the quality of life in Morgan County.

Sincerely,

William C. Herring

William C. Herring, President
Morgan County Park and Recreation Board

cc: Mr. Bob Williams, District Director, Seymour District, INDOT

c:\County Park Board\Letter to Brock Hoegh 03-08-06.doc

Meeting Notes

I-69 Section 5 Project Office
One City Centre, Suite 106/108
120 W. 7th Street
Bloomington, IN 47404 U.S.A.
(812) 355-1390

Location	Section 5 Project Office	**Project:**	I-69 Tier 2 EIS – Section 5
Date/Time	April 28, 2006, 2:30pm	**Notes Prepared By:**	Kurt Weiss
Subject	Meeting with Bloomington/Monroe MPO & Planners RE: Preliminary review of New Alternatives		
Participants	Larry Gale (LG), Jim Peyton (JP), Kurt Weiss (KW) – Baker; Patrick Martin (PM) – Bloomington Planning Department; Toni McClure (TM) – Bloomington Public Works Dept.; Adrian Reid (AR) – Bloomington Engineering Dept.; Bill Williams (BW) – Monroe County Highway Dept.		

Notes	**Action**
Following introductions, LG opened the meeting noting the purpose was to provide the City and County planning and engineering folks with a look at Section 5's revised alternatives for I-69 in relation to the Long Range Plan recently issued by the MPO. The meeting was not meant to serve as a public presentation as parts of the revised plans are still awaiting review from INDOT & FHWA.	
JP indicated there are several particular areas of interest; one of the most important being Alternatives for an interchange at Fullerton Pike and existing SR 37/I 69. A newly planned Tax Increment Financing (TIF) District has been proposed for parcels in the undeveloped southeast quadrant and the southwest quadrant where the Hospital is under construction. BW outlined the proposed TIF parcels on the Alternative figures. PM indicated that a new medical park and retail zoning has also been requested in the northeast quadrant; however, the planning commission had indicated that the developers' preliminary traffic study had not accounted for I-69 and they were asked to revise their study and plans accordingly.	
JP briefly discussed some of the other differences between the new alternatives and ones previously shown to the public. JP noted that the Collector/Distributor (CD) system originally shown in Alternative 2 is no longer being considered under any scenario; however, both new alternatives show a Fullerton Pike interchange. The interchange type is still being considered – could be a partial or fully folded diamond, or a tight diamond. Both types avoid the planned hospital, but the ramp could affect the new TIF. The I-69/SR 37 Interchange in Section 4 will effect what interchange designs are appropriate for the Fullerton alternatives.	
JP noted that previous input from the City and County (and others, including the CAC and members of the public) had indicated a desire for a Tapp Road interchange, but that had been considered to be too close to the 2nd Street interchange; however, a "split" diamond interchange had since been engineered that would connect Tapp and 2nd St/SR45 via	

frontage roads on the east and west. LG added that it would work from a traffic standpoint, would avoid Wapehani park and the apartments on the east side. Improvements/widening on Tapp would extend half way to Leonard Springs with an interchange, but would extend to Leonard Springs Road with an overpass at Tapp.

PM noted that the MPO had sent written comments to Section 5 and he would compare that with what they were seeing here; the MPO had recognized the spacing problem presented by a Tapp Road interchange, so this new design looked workable.

PM briefly discussed the MPO's new LRP. He noted that two alternatives are presented regarding SR 37: One is an "upgraded" SR 37, and the other includes I-69 with assumptions in the comment letter referred to earlier. PM added that a "free" road was assumed.

JP noted the Section consultants will be evaluating both toll and non-toll alternatives. Tolls would be fully electronic, using gantries (i.e., no toll booths), so the footprints of toll and non-toll alternatives are expected to be similar. JP added that no toll fee structure had been released at this time. PM indicated that, in his opinion, any type of toll road would be problematic.

JP discussed three possible combinations for interchanges to the north of the urban areas, as shown on the new maps: 1) Interchanges at both Kinser Pike and Sample Road, with overpasses at Walnut Street and Chambers Pike; 2) Overpasses at Kinser Pike and Sample Road, with interchanges at Walnut Street and Chambers Pike; and 3) Interchanges at Walnut and Sample, with overpasses at Kinser and Chambers. JP indicated part of the rationale for # 3 is that a Kinser Pike interchange is problematic in many ways. JP added that Bridge 913, a historic structure, is incorporated as part of the frontage with a Walnut interchange. Also, the goal with a Walnut interchange is to maintain, and possibly enhance, this as a "Gateway" to Bloomington. Finally, JP noted that a newly developed interchange design is much tighter than previously shown and would result in far less floodplain/floodway impacts.

JP noted that the topography at Sample Road is much more conducive to an interchange than Chambers Pike; however, the spacing between Sample Road and Walnut Street is only 2.5 miles, which is less than FHWA spacing guidance for rural areas. If interchanges at Walnut and Sample are important to the MPO and others, then they should voice their support. PM inquired about the traffic levels with this scenario. JP indicated that the Section 5 traffic engineer found it provided more even distribution than other scenarios.

PM indicated that the City had been reluctant to lose access at Walnut (based on the first round of alternatives which had indicated it might not work as an interchange point due mainly to floodway/plain impacts). PM added that the City's comment letter had therefore reluctantly indicated a preference for a Kinser Pike interchange (based on providing access to

the TIF district there), so this is a good solution. LG added the hydrology has also been looked at in the Walnut Street area and that the interchange/frontage road designs can be worked out. LG added that the area is also a good spot for mitigation, including possible greenway projects (not associated with the I 69 NEPA studies). PM indicated it would be advisable to continue collaborating with bike groups (and others) regarding trails and trail connections. BW indicated he would like to spend additional time looking at the new maps; all were invited to return to do so. LG indicated that Section 5 had permission to begin showing individual portions of the maps to members of the public whose properties or businesses might be directly affected, but that some areas are still pending review. The meeting ended at approximately 4:30 pm	

MONROE COUNTY
BOARD OF COMMISSIONERS

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332-5224
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332-8602

THE COURTHOUSE, ROOM 322
BLOOMINGTON, INDIANA 47404

TELEPHONE: (812)349-2550
FACSIMILE: (812)349-2959

July 23, 2006

Mr. Michael Grovak, Project Manager
Bernardin, Lochmueller and Associates, Inc.
6200 Vogel Road
Evansville, Indiana 47715

RE: I-69 Tier 1 Re-evaluation Report Comments.

Dear Mr. Grovak:

Pursuant to the public informational meeting conducted in Bloomington regarding the Re-evaluation Report of the I-69 Tier 1 Draft FEIS, please be advised that the Monroe County Board of Commissioners have been advised of the report and have concerns regarding the proposal as it relates to impacts on Monroe County and other communities in or near along the corridor of the proposed interstate. Therefore, we offer comments regarding the information relayed to the public at the meeting.

At the meeting, it was stated the re-evaluation asks two key questions – would tolling have changed the Tier 1 choice and, secondly, does tolling have significant impacts not considered in the Tier 1 FEIS?

We believe that tolling would not have changed the selection of 3C as the corridor of choice. We believe this corridor's performance is supported due to the travel time savings, increased personal accessibility, an increase in higher education, savings of truck hours traveled, reduction in personal injury and property damage accidents, increase in personal income and permanent jobs. This will most definitely be realized without a fee to the public for use.

We do, however, believe that tolling this corridor will have impacts beyond the corridor as it relates to other local and state roads. The areas of concern that were reviewed as it relates to the re-evaluation were traffic, environmental justice, air quality, noise and indirect and cumulative impacts. We offer concerns on these matters as it relates to this area;

Traffic - Traffic will increase over time on State Road 45 and other local roads due to the public not willing to pay a toll to use I-69, especially on the segment of State Road 37 that is to be converted to interstate standards. It is anticipated that many people will use local roads in order to avoid paying the toll, therefore, defeating the purpose of creating a toll road. If I-69 were a free road and accessibility to the interstate were allowed near the Greene / Monroe County line, the Indiana Department of Transportation could potentially save funds from the anticipated $23.5 million project of improving State Road 45 as planned in the INDOT's Long Range Transportation Plan, scheduled for 2010. Additionally, State Road 67, west of Monroe County, will provide this area with the only opportunity of a free road which will be used in order to avoid paying the toll, again creating problems for local communities, such as Spencer, Gosport and Martinsville in these areas due to an increase in traffic. As it is written in current legislation, I-69 would be a free road from Morgan County to I-465. If the Levels of Service are impacted by increased traffic on the local road systems, which we anticipate they will be, it should be the responsibility of the State to improve said roadways at a cost to the INDOT, not the local communities.

Environmental Justice – As you state, this will be evaluated in Tier 2 studies. There is no question that a toll road will have an effect on the low-income citizens that could use this route otherwise.

Air Quality – We concur with your findings as it relates to this issue however, it is believed that only by decreasing the traffic by tolling along the corridor, vehicles will use alternate routes thus impacting air quality in other areas of the State.

Noise – Again, we concur with your findings as it relates to the corridor but believe, as you related to in your presentation to the public, an increase in traffic noise will most definitely be realized due to vehicles utilizing other routes.

Indirect and Cumulative Impacts – These impacts will not be seen immediately however, we believe that development will occur in areas that are closer to the free roadway system in this area of the State, thus increasing development in the northwest quadrant of Monroe County. This area is readily accessible to State Road 67, another route to Indianapolis, which, as described above, will likely realize increase usage if a toll road is created through Monroe County.

We also are re-submitting, as part of our comments on this re-evaluation, the concerns and requests that had been previously submitted on this corridor as submitted on Tier 2, of Sections 4 and 5, including the support for an interchange at the Greene / Monroe County lines, which would improve accessibility and address emergency response concerns for this area of the State. Said interchange on the Greene County side would satisfy this situation and the commitments previously made in Tier 1 and, to date in Tier 2, as it relates to construction of interchanges in Karst areas.

It is anticipated that the Indiana Department of Transportation and their design consultants will cooperatively work with Monroe County on minimizing the affect an interstate would have on the traffic flow in and around our County. Specifically, we expect the Federal Highway Administration and the Indiana Department of Transportation to fund and construct frontage roads, grade separations and interchanges at critical locations in order to maintain a high degree of safety for the public and our emergency response personnel.

Thank you for the opportunity to submit this information and hope that it will be of benefit to the INDOT, FHWA and Monroe County in future discussions on this project. If you have any questions or comments, please contact any of us or Bill Williams, Monroe County Highway Director / Engineer, at your convenience.

Sincerely,

Monroe County Board of Commissioners

Joyce Poling, President | Herb Kilmer, Vice-President | Iris Kiesling

JP/HK/IK/bow

Cc: Thomas Sharp, Commissioner, Indiana Department of Transportation
Bill Williams, Monroe County Highway Director/Engineer

City of Bloomington
Planning Department

September 14, 2006

SEP 2006
RECEIVED
MICHAEL BAKER JR., INC.

Mary Jo Hamman
I-69 Section 5 Office
One City Centre, Suite 106/108
120 W. 7th St.
Bloomington, IN 47404

RE: Follow-up to Proposed I-69 Section 5 Design Alternatives

Dear Ms. Hamman:

Last August, in a letter dated August 2005, the City of Bloomington submitted comments on the I-69 Section 5 design alternatives. This letter detailed specific comments the City had regarding the proposed design of I-69 through the City's jurisdiction. These comments addressed issues such as frontage roads; the location of interchanges, overpasses, and underpasses; pedestrian and bicycle accommodations; mitigation of environmental impacts; and the relocation of residences and businesses.

Since the August 2005 letter, City staff reviewed refinements to the latest corridor designs in a meeting that took place on June 16, 2006. We are pleased that the Section 5 office has continued to include a center grass median in the design. We are also pleased that the Section 5 office has shown consideration for other design issues important to the City. As you know, Mayor Kruzan and the City Council do not support the I-69 project. The input the Planning Department is providing is in no way a reflection of an acceptance of the inevitability that the interstate will be extended through our community. With that stated, we would like to continue working with the Section 5 office to mitigate impacts of the proposed interstate. Specifically, we would respectfully request that the following elements be incorporated into the interstate designs:

Proposed Fullerton Pike Interchange – The Planning Department prefers a Fullerton Pike interchange to one at Tapp Road. In addition, the depicted frontage road intersection with Fullerton Pike should be relocated as far west as possible to minimize environmental impacts to the 90 acre parcel owned by Bill C. Brown. This would necessitate a tighter interchange design than currently represented on the design plans.

Tapp Road Overpass – The Planning Department recommends an overpass rather than a split diamond interchange at Tapp Road.

401 N. Morton Street • Bloomington, IN 47404 City Hall Phone: (812) 349-3423 • Fax: (812) 349-3535
www.bloomington.in.gov
e-mail: planning@bloomington.in.gov

Kinser Pike Interchange – While North Walnut Street has long been the traditional gateway into Bloomington, Kinser Pike is preferred by the Planning Department for an interchange due to the presence of vacant land south of Kinser Pike that has been designated as part of a Tax Increment Finance (TIF) district. Without the certainty of interchange access, this acreage cannot be realistically utilized in the future for economic development purposes. Additionally, the Planning Department requests that such an interchange utilize a minimum amount of right-of-way to preserve as much developable acreage as possible south of the possible interchange location. Finally, any Section 5 designs for a connecting roadway between Kinser Pike and North Walnut Street should be coordinated with the Planning Department to minimize environmental impacts.

Bicycle/Pedestrian Accommodations – The Planning Department recommends that sufficient right-of-way be set aside for all proposed grade separated crossings as well as proposed interchanges to allow adequate bicycle and pedestrian improvements. Specific designs should be reviewed by City Planning staff and should be coordinated to tie into existing alternative transportation facilities.

Additionally, the Planning Department recommends that Section 5 strongly consider the incorporation of 12' wide multi-use trails running north-south along the outer edge of the proposed interstate highway corridor. There is precedent for such alternative transportation accommodations: a 16-mile segment of Interstate 70 in the state of Colorado through Glenwood Canyon incorporates such trail features.

On behalf of the City of Bloomington, I appreciate your continued willingness to work with our department on this project. Thank you for your consideration.

Sincerely,

Thomas B. Micuda

Tom Micuda, AICP
Planning Director

MONROE COUNTY PLANNING COMMISSION
and offices of the
MONROE COUNTY BOARD OF ZONING APPEALS
Courthouse - Room 306
Bloomington, IN 47404
Telephone: (812)-349-2560 / Fax: (812)-349-2967
http://www.co.monroe.in.us/planning/index.htm

December 4, 2006

TO: **I-69 Tier II Study Project Manager, Sections 4 and 5**

FROM: **Robert S. Cowell, Jr., AICP**
Planning Director

CC: **Monroe County-City of Bloomington MPO, Indiana Department of Transportation**

RE: **Monroe County I-69 Corridor Study for Alternative Transportation**

On November 21, 2006 the Monroe County Plan Commission entered into contract (copy enclosed for reference) with The Schneider Corporation to conduct an analysis of the proposed I-69 corridor and its impact on alternative transportation (bicycle, pedestrian, etc) movement across the corridor. The result of the study will include design recommendations for specific overpasses/underpasses and interchanges to enable accommodation of alternative transportation modes. We request that both Section 4 and Section 5 project offices include reference to this project in the Tier II EIS Study in a manner that would permit inclusion of the design of such projects concurrent with the design of the I-69 overpasses/underpasses and interchanges without requiring amendment or revision of the I-69 EIS.

We have built into the contract continuous communication with INDOT and with the Section Project Managers and will of course keep you apprised of the progress and conclusions of the project.

I appreciate the assistance provided by both offices in the past and trust that this request can be readily accommodated. If you have any questions or need additional information, please feel free to contact me at the number above or by e-mail at rcowell@co.monroe.in.us. Thank you.

City of Bloomington
Planning Department

July 23, 2007

JUL 2007
RECEIVED
MICHAEL BUSER JR., DIR.

Mary Jo Hamman
Section 5 Project Manager
Project Office Section 5
One City Centre
120 W. 7th St., Suite 106/108
Bloomington, IN 47404

RE: Response to Tier 2 Section 5 Alternatives Screening Report (May 2007)

Dear Ms. Hamman:

The City of Bloomington Planning Department has reviewed the Tier 2 Section 5 Alternatives Screening Report (May 2007), and would like to take this opportunity to provide some additional feedback concerning the remaining decision points in the design for Section 5.

Decision Element Comments
The following comments are provided in response to the decision elements listed in the Alternatives Screening Report. Comments on the Paragon Road and Liberty Church Road interchange decisions are not provided, as these locations are within the purview of Monroe County.

Tapp Road
The Planning Department maintains its preference for an overpass at Tapp Road as shown in Alternative 4.

2nd Street/SR 45
The Planning Department advocates for the "Tight Diamond" interchange at 2nd Street/SR 45 as shown in Alternative 4. Assuming that an overpass at Tapp Road is implemented, the "Split Interchange" would no longer be required at 2nd Street/SR 45.

3rd Street/SR 48
The Planning Department prefers a "Single Point" interchange at 3rd Street/SR 48. INDOT has begun construction to widen SR 48 to 4/5 lanes west of Curry Pike, and within two years the City will begin construction to widen 3rd Street to 4 lanes east of SR 37. Given the significant volume of east/west traffic that is anticipated at this interchange, it is the Planning Department's position that a single point interchange would be the most effective approach to manage traffic safely through the intersection.

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www.city.bloomington.in.us
e-mail: planning@city.bloomington.in.us

Kinser Pike

In previous communications, the City has expressed a preference for an interchange at Kinser Pike, as opposed to Walnut Street. After further evaluation of the latest design alternatives, the Planning Department remains in support of having a full-access interchange at Kinser Pike. Lack of direct access at Kinser Pike would be detrimental to the City's planned business park to the east of SR 37 between Acuff Road and Kinser Pike.

Walnut Street

In keeping with the Kinser Pike recommendation above, the Planning Department recommends the construction of an overpass at Walnut Street rather than a full-access interchange.

Additional Comments

The Planning Department wishes to emphasize, as we have done in previous communications, our commitment to providing safe crossing facilities for bicyclists and pedestrians at all overpasses and interchanges along the Section 5 route through Bloomington. We are in the process of completing a study, performed in conjunction with the Monroe County Planning Department, which recommends specific alternative transportation design treatments for each overpass and interchange. Upon its completion, this study will be submitted to the Section 5 office for inclusion in the Tier 2 Study.

The City of Bloomington Planning Department appreciates the opportunity to comment on the proposed Section 5 design alternatives, and remains willing to work with INDOT on all issues related to this project. Please do not hesitate to contact me should you have any questions about the comments provided in this letter.

Sincerely,

Thomas Micuda, AICP
Planning Director
City of Bloomington

cc. Josh Desmond, AICP, Assistant Planning Director

OFFICE OF
MONROE COUNTY COMMISSIONERS
The Courthouse, Room 322
BLOOMINGTON, INDIANA 47404

Telephone 812-349-2550
Facsimile 812-349-2959

Patrick Stoffers, President *Iris F. Kiesling, Vice President* *Joyce B. Poling, Member*

February 15, 2008

Mary Jo Hamman, PE
Michael Baker Jr., Inc.
8888 Keystone Crossing
Suite 1300
Indianapolis, IN 46240

RE: I-69, Section 5; Interchange at Walnut Street / College Avenue in Monroe County.

Dear Ms. Hamman:

This letter is being sent to reiterate our statement regarding access to Walnut Street / College Avenue and northern Monroe County from a proposed interchange onto I-69. As was mentioned, by this office, in a letter to the Indiana Department of Transportation, during the Tier 1 and Tier 2 phases of this segment of the project, the portion of the letter, a part of the INDOT's Environmental Impact Statement for Tier 1 and 2, stated, as it relates to Walnut Street / Business 37 North, "This interchange will remain with this proposal. It should be modified to accommodate traffic movements along the interstate wanting to traverse east or west of the interstate. This will serve the Bottom Road and Maple Grove Road areas if completed as proposed, providing another access route to the Ellettsville area." Any change from this location would be contrary to previous conversations and plans provided for our review and comment.

The support for this location are for several purposes. Emergency access to this part of the County could be improved with direct interchange access at this intersection. Bloomington Township Fire Department has a station approximately 2 miles from this area and could enter the interchange at this location to assist with a crash that may occur on this new segment of interstate.

Also, as mentioned above, by locating the interchange at the original location of Walnut Street / College Avenue, the impacts to traffic flow in the northern part of Monroe County and the Ellettsville area will be maintained. By connecting access to the west, it provides another route to Ellettsville via Bottom Road and Maple Grove Road. Also, by maintaining this location, access to the existing businesses north of either proposed location, such as Hoosier Energy, will be better served by the proposed frontage road.

Another reason for providing access to the interstate at this location is that it would decrease traffic that uses Kinser Pike, a substandard roadway, traversing to Bloomington. If an interchange were to be constructed here, it would eliminate the need to improve Kinser Pike, which is currently residential and recreational in nature, as well as the location of a local high school.

In summary, we request that your firm investigate the selection of the location of the interchange at the existing Walnut Street / College Avenue area. We believe the location of the interchange at this location by far provides the best benefits for the community and the traveling public as a whole, be it Bloomington, Ellettsville, and Monroe County. We appreciate your assistance with this request. If you have any questions or comments, please contact this office at (812)349-2550 or Bill Williams, Monroe County Highway Director / Engineer at (812)349-2555, at your convenience.

Sincerely,

Monroe County Board of Commissioners

Patrick Stoffers, President

Iris Kiesling, Vice-President

Joyce B. Poling

PS/IK/JP/bw

Cc: Bill Williams, Monroe County Highway Department
Gregg Zody, Monroe County Planning Director

MONROE COUNTY PLANNING COMMISSION
and office of the
MONROE COUNTY BOARD OF ZONING APPEALS
Courthouse - Room 306
Bloomington, IN 47404
Telephone: (812)-349-2560 / Fax: (812)-349-2967
http://www.co.monroe.in.us/planning

Director: Gregg Zody, AICP
Assistant Director: Jason Eakin, AICP

March 3, 2009

Michael Reed, Commissioner
INDOT Management Team
100 North Senate Avenue
IGCN Room N755
Indianapolis, Indiana 46204

The Monroe County Plan Commission is undertaking the preparation of a new Comprehensive Land Use Plan for Monroe County, Indiana. Over the past twelve months, the Commission has identified goals, strategies, and objectives. It is now time for the Commission to focus on implementation actions, including a detailing of the Thoroughfare Plan component of the Comprehensive Plan.

In accordance with State statute, the Thoroughfare Plan component will set forth relevant short and long range plans for the location, general design, and prioritization of thoroughfare construction within the County. The purpose of those plans is to promote the development of a system of major public ways that allow for effective vehicular movement, that encourage effective land use, and that make economic use of public funds. Certainly, the location and construction of I-69 in Monroe County will have a significant impact on how the other elements of our local system of major public ways are designed, constructed, and assigned funding priority.

For that reason, the Plan Commission respectfully requests that the Indiana Department of Transportation ("INDOT") provide it with the following information, which it believes is necessary to prepare the new Plan: any existing alignment, intersection, frontage road, and environmental data and information (including, without limitation, maps, reports, studies, memoranda, etc.), gathered to date by, or on behalf of, INDOT related to the Tier 1 and Tier 2 DEIS Studies for Section 4 and Section 5 of the I-69 Evansville to Indianapolis Corridor. If the data and information is not yet in completed report form, the Plan Commission requests any and all memorandums or raw field studies that INDOT or any of its agents, contractors, consultants, or employees have in their possession concerning I-69 planning in Monroe County, Indiana.

The Indiana General Assembly has long recognized the necessity of obtaining and sharing this type of information. Specifically, Indiana Code 36-7-4-505 states:

(a) *When the plan commission undertakes the preparation of a comprehensive plan, the commission may request any public or private officials to make available any information, documents, and plans that have been prepared and that provide any information that relates to the comprehensive plan.*

(b) *All officials and departments of state government and of the political subdivisions operating within lands under the jurisdiction of the plan commission shall comply with requests under subsection (a).*

(c) *All officials of public and private utilities operating within lands under the jurisdiction of the plan commission shall comply with requests under subsection (a) to furnish public information.*

The General Assembly expressly requires state officials and departments to provide "any" information that relates to the comprehensive plan. The Commission believes the information it is requesting from INDOT relates to the legislatively recognized comprehensive plan elements set forth in Indiana Code 36-7-4-502(3) and Indiana Code 36-7-4-503(6).

Citizens rightly expect the different levels of their government to work hand-in-glove on important issues of mutual concern. Doing so saves time and makes the most of the taxpayers' money by reducing the duplication of effort and by reducing the likelihood of costly, near-term plan revisions. With your assistance, the Commission will be able to meet those expectations and to produce a comprehensive plan that meets the needs of its citizens.

If you have concerns regarding the use and custody of the requested materials, the Plan Commission will gladly work with you to alleviate those concerns. The Commission would appreciate the opportunity to discuss the format and cost of the requested materials prior to delivery. The Commission's ability to pay for materials is limited by County Council appropriation. If you have questions or concerns regarding this request, please contact Monroe County Planning Director Gregg Zody at (812) 349-2560.

Sincerely,

Jerry M. Pittsford

Jerry Pittsford, President
Monroe County Plan Commission

OFFICE OF
MONROE COUNTY COMMISSIONERS
100 West Kirkwood Avenue
The Courthouse Room 322
BLOOMINGTON, INDIANA 47404

Telephone 812-349-2550
Facsimile 812-349-7320

Patrick Stoffers, President ***Iris F. Kiesling, Vice President*** ***Mark Stoops, Member***

April 24, 2009

Ms. Mary Jo Hamman
Michael Baker Jr. Inc.
3802 Industrial Blvd.
Unit 2
Bloomington, IN 47403

Mr. Tom Molt
DLZ Indiana
3802 Industrial Blvd.
Unit 2
Bloomington, IN 47403

RE: Proposed I-69 Sections 4 and 5 Corridor
Monroe County Corridor Plan

Dear Ms. Hamman and Mr. Molt

We are writing to request additional data and clarifications on a few important issues related to the project:

1. Please provide us with county population projections for after I-69 is built.
2. Please provide us with county road traffic count projections for after I-69 is built.
3. Please clarify if and how INDOT intends to abide by the Karst Memorandum of Understanding (MOU) from October 1993. Of special concern to us is the design of hazardous materials traps addressed in the MOU. Please supply copies of any details proposed for these traps that have been prepared.
4. Please clarify if INDOT will require full compliance with Rule 5 stormwater regulations within for all work associated with I-69 through Monroe County.
5. Please clarify if INDOT will require full compliance with Monroe County storrnwater quality and quantity regulations for all work associated with I-69 through Monroe County.
6. Please clarify how will INDOT address wildlife crossings for the Monroe County portion of the I-69 route. Note that the county is interested in continuing wildlife corridor protections beyond the right of way through local ordinances. Please supply the locations of all proposed crossings so that the corridor plan can lay the groundwork for this issue in our corridor plan.
7. Please provide maps of any locations where forest replacement and/or protection been identified as part of forest mitigation requirements in Monroe County? Please also clarify if forests

disturbed in Monroe County be mitigated in adjacent Monroe County properties, or if other locations outside the immediate area of impact will be considered. Again, this issue is important to this study as it impacts our wildlife corridor protection plan concepts.

8. Please supply GIS data for the current I-69 route alternatives so that this information can be incorporated into planning for this project, but also for ongoing county planning efforts.
9. Please provide an update on the current intentions for interchange and grade separation locations through Monroe County. Specifically, please identify any preliminary or final decisions reached since the November 2005 plans for Section 4 were released, and since the April 2007 plans for Section 5 were released. Furthermore, associated with this, please provide updated plans for the interchanges at SR 37 and the County Line (SR 45/445).
10. Please identify proposed detour routing during I-69 closures. Specifically, there is concern that there are no suitable alternative highways or local roads between Bloomington and Martinsville in the event of a closure in that area. Will continuous frontage roads between Bloomington and Martinsville be provided to accommodate this need?

Finally, we would again request that you and/or representatives from INDOT attend our next planning meeting to pursue a dialog about these questions. The next meeting is on June 1, 2009 at 10:00 am at the Monroe County Courthouse.

Thank you for your time and assistance.

Sincerely,

Patrick Stoffers, President

Iris Kiesling, Vice-President

Mark Stoops

PS/IK/MS/bw

Cc: Bill Williams, Monroe County Public Works Direct/Highway Engineer
Gregg Zody, Monroe County Planning Director

U.S. Department of Transportation
Federal Highway Administration

Indiana Division

575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

May 18, 2009

In Reply Refer To:
HDA-IN

MAY 2009
RECEIVED
MICHAEL BAKER JR., INC.

The Honorable Baron P. Hill
Member of Congress
House of Representatives
223 Cannon House Office Building
Washington D.C. 20515-1409

Dear Representative Hill:

Your office requested a written response concerning the possible closure of a ramp into a shopping center in Bloomington, Indiana. Specifically the request involves the area where I-69 will interact with the existing right-in/right-out access serving Whitehall Crossing Shopping Center. Whitehall Crossing is immediately north and west of the Third Street (State Road 48) interchange with State Road 37. Mr. Gates, the developer, requested that the right-in/right-out be allowed to remain when S.R. 37 becomes I-69.

The right-in/right-out along the eastern boundary of the shopping center currently provides direct access to southbound S.R. 37, a multi-lane urban arterial roadway. S.R. 37 as it exists today has partially controlled limited access with a minimal number of access points, generally only at interchanges or signalized intersections as S.R. 37 passes through the more heavily urbanized section of the City of Bloomington.

Per the Indiana Department of Transportation (INDOT), the existing right-in/right-out was included as part of a project permitted by INDOT in August of 1997. This permit was submitted by Gates, Inc. in tandem with the development plan for the Whitehall Crossing Shopping Center. At that time, there was a significant review of the operational characteristics of the S.R. 37 and S.R. 48 area with the inclusion of the anticipated traffic from the shopping center. The right-in/right-out access point was granted as part of the permit. INDOT also required that the right-in/right-out access point be designed to be compatible with a future Collector/Distributor (C/D) system. Supporting documentation (see attached) from INDOT to the City of Bloomington Planning Department states:

> "In the event that the current alignment of S.R. 37 is upgraded to interstate level, INDOT has indicated that they would consider the C/D system as one of the alternatives to the transportation network of the area Since the subject right-in/right-out drive onto S.R. 37 is being designed to be compatible with a future C/D system, and that this drive is to be a dedicated public roadway, INDOT believes that this drive would receive consideration to

> remain in place if the C/D alternative were selected in the planning phase of a project. Not withstanding the above comment, INDOT will retain ultimate authority over all access onto S.R. 37 including the subject drive cuts."

As part of the Tier 2 Environmental Impact Study (EIS) for I-69, Section 5, INDOT is investigating alternatives for the alignment of I-69 as it traverses through the Bloomington area. The design standards being utilized are those for an interstate highway facility. Interstate standards are generally higher than those associated with an urban arterial roadway, especially in terms of access control. Each roadway in a transportation network is tasked with providing a level of access and mobility, interstates having the highest level of mobility with a corresponding limited amount of access.

The American Association of State Highway and Transportation Officials (AASHTO), 'A Policy on Design Standards – Interstate System,' states:

> "Access to the interstate system shall be fully controlled. The interstate highway shall be grade separated at all railroad crossings and selected public crossroads. At-grade intersections shall not be allowed. To accomplish this, the intersecting roads are to be grade separated, terminated, rerouted, and/or intercepted by frontage roads. Access is to be achieved by interchanges at selected public roads."
>
> "As a rule, minimum spacing (of interchanges) should be 1.5 km (1 mile) in urban areas and 5 km (3 miles) in rural areas, based on crossroad to crossroad spacing. In urban areas, spacing of less than 1.5 km (1 mile) may be developed by grade-separated ramps or by collector-distributor roads."

When S.R. 37 is upgraded to I-69, the existing interchanges at Second Street (S.R. 45) and Third Street (S.R. 48) will need to be reconstructed to accommodate a wider mainline cross-section than what exists today (three lanes in each direction, as compared to the existing two lanes in each direction; this includes a grass median). Note that the S.R. 46 interchange was recently reconstructed to incorporate the third lane needed for I-69. Additional interchanges are being considered north and south of this area. The interchange spacing requirements noted above preclude allowing any type of direct access to I-69 from the existing Whitehall Crossing right-in/right-out, given its proximity to the Third Street (S.R. 48) interchange. Access to I-69 via a C/D system could allow a modified access, depending on the operational needs of the surrounding transportation network.

During the EIS alternatives screening process, three initial alternatives – Alternatives 1, 2, and 3 – were developed by combining the mainline alignments with various combinations of interchanges and grade separations. Small sections of frontage and local service roads were developed for each alternative between the interchanges. While these frontage and local service roads would connect individual parcels and roads that would otherwise be disconnected from I-69, only one alternative had a parallel system along S.R. 37. This alternative (Alternative 2) incorporated the use of a C/D system in the attempt to provide a more direct access to those businesses and residences along the S.R. 37 corridor while maintaining non-local traffic flow on the main travel lanes of the interstate.

The C/D system was planned to begin at Third Street (S.R. 48) and continue south to Fullerton Pike. Note that consideration was given to extending this feature north to Vernal Pike/Seventeenth Street, but the topography in the area, the CSX Railroad Crossing and the Lemon Lane Landfill Superfund Site were of significant concern. The proximity of the Whitehall Crossing outlots (as well as those on the east side of S.R. 37) and the impact a wider highway footprint would have on those businesses were also important factors in the decision to not extend the C/D system north of Third Street.

INDOT advanced these three alternative alignments at a Public Information Meeting held in July of 2005. Comments from all interested parties were accepted and included in the alternative screening process. The alternative screening process focused on reducing construction costs, right-of-way needs, and environmental impacts, as well as community and traffic impacts by:

- Reducing interchange size/type and location (based on traffic needs and impacts); Reducing the number of mainline lanes based upon refined traffic modeling and level of service (LOS) evaluations;
- Using existing roadways/access points;
- Locating frontage roads closer to the I-69 mainline to reduce new impacts;
- Reducing the length of local service roads;
- Relocating access roads to reduce farm and parcel splits;
- Evaluating property acquisition costs versus access road/overpass costs and impacts;
- Incorporating input from local governments, emergency service providers, Community Advisory Committees (CACs), utility representatives, and public comments; and
- Identifying potential conservation and mitigation areas.

Ultimately, INDOT eliminated the C/D system from future consideration for the following reasons:

- The C/D system would not allow for an interchange at Fullerton Pike due to the close proximity to the SR 37 Interchange. (The Fullerton Pike area along I-69 is where the C/D system roads would merge with the mainline, providing the separated traffic a merge zone onto and off of the C/D system.)
- Providing a Fullerton Pike interchange would necessitate carrying the C/D road through the SR 37/I-69 interchange, which would result in a more complex and costly interchange with more right-of-way impacts.
- The C/D system would make the mainline about 80' wider than the alternatives that do not include a C/D system (Alternatives 1 and 3). This would result in more right-of-way impacts than for Alternatives 1 and 3.
- For Alternatives 1 and 3 (which do not include the C/D system), the volume on the mainline would be approximately 68,000 vehicles per day (vpd). Alternative 2 also carries 68,000 vpd, but the volume is evenly split between the mainline and C/D roads, each carrying 34,000 vpd.
- The City of Bloomington recommended elimination of the C/D system. The city stated it would not want to "trade-off" the additional community impacts associated with the proposed C/D system for the interchange at Tapp Road. The city further stated it believed that the proposed Fullerton Pike interchange would better serve its needs.
- Monroe County stated a preference for an interchange at Fullerton Pike rather than at Tapp Road if Fullerton Pike is extended across Clear Creek and connected with Gordon

Pike to provide direct access into downtown Bloomington. Traffic forecasts for 2030 show 5,700 vpd would travel via this new connection.

The alternative screening process has resulted in two alternatives which are being carried forward for further review, referenced as Alternatives 4 and 5. As it stands today, the entrance to Whitehall Crossing from SR 37 would be closed under both alternatives. Access to and from Whitehall Crossing would occur via the reconstructed S.R. 48 interchange and then the intersection of S.R. 48/Gates Drive.

The Gates Drive entrance to Whitehall Crossing is immediately adjacent to the interchange within 500-600 feet and currently serves as access into the development. Capacity analyses show that the conceptual design of the interchange as shown in Alternative 4 (tight diamond design) and Alternative 5 (single point urban interchange) will adequately accommodate the forecast traffic volumes for 2030. All movements at the interchange for both AM and PM peak hours are expected to operate at LOS D or better (most operate at LOS C or better) which is the threshold level of service for urban areas. Likewise the turn movements at the intersection of SR 48 and Gates Drive also are expected to operate at an acceptable LOS D or better under both alternatives. Improvements to this intersection are proposed as part of either interchange design.

The resulting access to Whitehall Crossing under both Alternatives 4 and 5 is on par with access provided to all other developments along proposed I-69 and those on other interstates within Indiana. Direct property access from interchange ramps is not permitted by FHWA and INDOT policies.

Given the above discussions of the AASHTO interchange spacing policy, the restrictions on the length of C/D system in the original Alternative 2 scenario, the impact reduction evaluations carried out during the alternative screening process, and the subsequent elimination of the Alternative 2 C/D system as part of the alternatives screening process, the existing right-in/right-out serving Whitehall Crossing Shopping Center is not being considered for inclusion in any of the I-69 alternatives.

If you have further questions concerning the analysis process or other pertinent facts concerning this portion of the proposed I-69 project, please do not hesitate to contact Ms. Janice Osadczuk of our office at 317-226-7486.

Sincerely,

Robert F. Tally, Jr.

Robert F. Tally, Jr., P.E.
Division Administrator

Enclosure

from: INDOT

The petitioner's application for the subject right-in/right-out access drive onto southbound S.R. 37 is hereby approved for construction based on the submitted design.

INDOT has reviewed this project's site plan and will review the design to verify that the right-in/right-out access drive would be compatible with a highway facility that would utilize a southbound C/D system within a freeway type system. It is INDOT's understanding that this driveway access would be a dedicated public street. INDOT is still awaiting the formal permit application for the driveways onto S.R. 37 and onto S.R. 48, which should include all the final design plans and revised traffic impact study. Furthermore, INDOT finds the project's right-in/right-out access drive onto S.R. 37 to be acceptable subject to a review of the final design meeting all current AASHTO requirements. Allowing this right-in/right-out access allows the intersection of S.R. 48 and the Whitehall Plaza/Whitehall Crossing Drives to operate at a greater level of service.

In the event that the current alignment of S.R. 37 is upgraded to interstate level, INDOT has indicated that they would consider the C/D system as one of the alternatives to the transportation network of the area. Since the subject right-in/right-out drive onto S.R. 37 is being designed to be compatible with a future C/D system, and that this drive is to be a dedicated public roadway, INDOT believes that this drive would receive consideration to remain in place if the C/D alternative were selected in the planning phase of a project.

Not withstanding the above comments, INDOT will retain ultimate authority over all access onto S.R. 37 including the subject drive cuts.

Post-it® Fax Note 7671	Date 3/4/97	# of pages ▶ 1
To Don Hastings	From Jim Poturalski	
Co./Dept. Bloomington	Co. INDOT	
Phone # 812-349-3535	Phone # 317-232-5226	
Fax #	Fax # 317-233-4929	

RECEIVED
By_____

SR 37 Corridor Plan
Meeting with INDOT Representatives

June 17, 2009

I. Introductions

II. Meeting Goals

III. Queries from Monroe County

- ❑ County population projections for after I-69 is built.

- ❑ County road traffic count projections for after I-69 is built.

- ❑ Clarify if and how INDOT intends to abide by the Karst Memorandum of Understanding (MOU) from October 1993. Of special concern to us is the design of hazardous materials traps addressed in the MOU. Please supply copies of any details proposed for these traps that have been prepared.

- ❑ Clarify if INDOT will require full compliance with Rule 5 stormwater regulations within for all work associated with I-69 through Monroe County.

- ❑ Clarify if INDOT will require full compliance with Monroe County stormwater quality and quantity regulations for all work associated with I-69 through Monroe County.

- ❑ Clarify how will INDOT address wildlife crossings for the Monroe County portion of the I-69 route. Note that the county is interested in continuing wildlife corridor protections beyond the right of way through local ordinances. Please supply the locations of all proposed crossings so that the corridor plan can lay the groundwork for this issue in our corridor plan.

- ❑ Provide maps of any locations where forest replacement and/or protection been identified as part of forest mitigation requirements in Monroe County? Please also clarify if forests disturbed in Monroe County be mitigated in adjacent Monroe County properties, or if other locations outside the immediate

area of impact will be considered. Again, this issue is important to this study as it impacts our wildlife corridor protection plan concepts.

- ❑ Supply GIS data for the current I-69 route alternatives so that this information can be incorporated into planning for this project, but also for ongoing county planning efforts.

- ❑ Provide an update on the current intentions for interchange and grade separation locations through Monroe County. Specifically, please identify any preliminary or final decisions reached since the November 2005 plans for Section 4 were released, and since the April 2007 plans for Section 5 were released. Furthermore, associated with this, please provide updated plans for the interchanges at SR 37 and the County Line (SR 45/445).

- ❑ Identify proposed detour routing during I-69 closures. Specifically, there is concern that there are no suitable alternative highways or local roads between Bloomington and Martinsville in the event of a closure in that area. Will continuous frontage roads between Bloomington and Martinsville be provided to accommodate this need?

- ❑ Preliminary grading specs; route profile elevations and cross sections; cut and fill areas; bridging requirements over Bean Blossom and Indian Creeks; borrow areas.

- ❑ I-69 storm water conveyance system plans; potential impacts to the county's storm water conveyance systems.

IV. Additional Questions

V. Next Steps

Monroe County SR 37 Corridor Plan
Meeting Notes

Date: Wednesday, June 17, 2009 @ 8:30 a.m.

Location: I-69 Offices (DLZ / Michael Baker Jr offices) in Bloomington

Attendees: Scott Burgins, SDG

Jason Eakin, Monroe County Planning

Kevin Enright, Monroe County Surveyor

Mary Jo Hamman, Michael Baker Jr.

Richard Martin, Monroe County Plan Commission

Tom Mott, DLZ Indiana

Jim Peyton, Michael Baker Jr.

Erin Shane, SDG

Mark Stoops, Monroe County Commissioners

Bill Williams, Monroe County Highway Department

NOTE: This document began as a written record of the June 17th meeting, but it purpose has since changed. All the parties involved were given a chance to review and make editing suggestions, and during that process some of the original material was expanded upon. Rather than attempt to recreate who said what and when, this document should simply be viewed as an up-to-date (as of July 2009) accounting of the status of planning for I-69 in Monroe County, as recounted by INDOT's engineering representatives.

Richard opened meeting stating the county was updating their comprehensive plan. Their intent is to align the I-69 corridor plan efforts with the comprehensive plan, utilizing the most up to date information available. He referenced letter sent to INDOT with request for additional information.

He referenced a letter sent to INDOT with request for additional information, which Jim, Tom and Mary Jo stated they had not received. They noted receipt of the previous letter from March 3, 2009, but not the most recent. They responded that this meeting would cover most of the issues addressed in the April 27, 2009 letter to the extent possible, but some of the specific requests are outside of the information the environmental consultants are able to share. Upon receipt of the unsigned email copy and meeting agenda on June 16, 2009, Jim and Mary Jo had forwarded both communications to INDOT.

Monroe County indicated that a big concern was having the corridor plan study completed on time to be evaluated as part of the Section 4 Environmental Impact Study (EIS). Tom indicated that the timeframe for the Section 4 EIS is to release a draft version in late 2009 with release of the final version in the first

quarter of 2010. Monroe County's corridor plan will be reviewed as long as the plan is submitted to INDOT by end of summer. Sections 5 and 6 have no construction funding identified at this time; therefore, the timeline for the EIS has not been presented.

Richard asked what criteria were used for designing the corridor. Jim noted that Project Management Consultant (Bernardin Lochmueller & Associates/BLA) provided modeling for the entire state and corridor, which was then used by all of the section teams. He noted that recent changes in the economy and upcoming census results may affect some of the predications already made. Jim stated that, unlike Sections 1 through 4, Section 5 (and most of Monroe Counties work) is an upgrade of SR 37. Existing infrastructure restricts what they can do, especially through Bloomington.

Richard asked about the planning area that is used for the corridor and at interchanges. Jim noted that depending on the impact they may go pretty far out. A lot of things go into how far they look and it's different for rural and urban areas.

Jim stated that INDOT is and will abide by the Karst memo of understanding – they are using the MOU for evaluating development in karst areas. He noted that hazmat traps will be used as part of the design, and there will be best management practices for all of these issues. He confirmed that the karst areas were still being researched and reviewed.

Kevin asked about the release of INDOT's GIS data for their planning efforts. Jim noted that the shape files may be released but there is sensitivity associated with some of the features, such as mine openings, etc. INDOT makes final decision on release of GIS data.

Scott asked what the Tier 2 EIS will not include. Tom stated that preferred alignment, interchanges and grade separations may or may not be identified in the draft EIS. He said that there may be a few remaining alternatives in the draft, which will, following public hearing and agency feedback, be evaluated before releasing the final version.

Mark left at 9:45 a.m.

Scott proposed going over the corridor by using the maps provided by SDG/HWC. Tom provided a summary of Section 4 as follows:

- In order to alleviate traffic at 45/445, the preferred alternative may connect at 45/445, or north of that point, as shown on F1 or F3 alignment in original plans provided at the November 16, 2005 public meeting.
- SDG/HWC new terrain maps looks OK.
- Breeden Road and Birch Road as shown on SDG/HWC maps are OK.
- Evans Road on the map should be Evans Lane. Evans Lane will be a proposed grade separation in the Section 4 DEIS. Tom did see a connection from Evans Lane to Harmony Road, in which one Monroe County document projected 380 cars a day. . Bill will re-evaluate and will get back to Tom.

- Roads proposed to be closed in Monroe County include Carter Road, and West Evans Road just west of Rockport Road.

- Harmony is OK on maps.

- The existing SR 37 at-grade crossing of W. That Road will be eliminated, and W. That Road will become a cul-de-sac on the west side of SR 37. W. That Rd. would be connected to Rockport Road via a frontage road on the east side of I-69/SR 37.

- Only an interchange is being considered for SR 37. The interchange will be loop design and maintain Victor Pike as it is today. Signal will be maintained – full control. The DEIS will have projected traffic counts for the area. There are limestone interests in the area.

- On SDG / HWC maps, re-label mineral extrication on item No. 25 to 24 on the new terrain map. Also keep proposal for greenways on maps as shown so INDOT can include on their exhibits.

Jim and Mary Jo discussed Section 5 with the following comments:

- Section 5 has two alternatives being considered for further review. For all practical purposes, the mainline is identical. The differentiation between the two options has to do with access. The preferred alternative will likely be a hybrid of Alternatives 4 & 5.

- Design issues for this section included a wide variety of existing features, including but not limited to: cemeteries, Superfund sites, historic bridges, existing infrastructure, and the desire to stay w/in the existing ROW, to the extent possible. As a general rule, the design tries to maintain the existing SR37 profile grade.

- Rockport Road is provided an overpass in both alternatives. No access to I-69 will be provided.

- Alignment of I-69 shifts a bit east of the current SR37 alignment at Fullerton Pike. Access to the interstate will include a folded diamond interchange at this location with a loop ramp being provided as the entrance to southbound I-69. The folded diamond gives the most separation from the SR37 interchange to the south. Multi- use and separated bike/pedestrian paths will be on both sides are desired by county. Fullerton is the first urban interchange in Monroe County.

- Richard noted the county will recommend INDOT extend Fullerton farther east since INDOT is removing a significant portion of the land designated as a commercial TIF, south of Fullerton Pike and straddling SR37. Proceeds from this TIF District had been planned to fund the extension. It should be noted that the shift of the Fullerton interchange to the east has been consistently shown and was presented at the July 2005 Public Information Meeting.

- Tapp Road has two distinct options. One alternative provides for a grade separation carrying Tapp Road over I-69 with no access to the interstate. This option requires additional enhancements to Tapp Road west to Leonard Springs Road due to increased traffic. The other alternative provides for a split diamond interchange between Tapp Road and Second Street which allows for more evenly distributed traffic along southwest Bloomington at 1) Fullerton, 2) Tapp, and 3) 2nd Street. This interchange requires elongated ramps which act as frontage roads

between Tapp and 2nd Street. Ample signage would be required for directing traffic. This area will have guardrail and retaining walls. The split interchange reduces impacts on Fullerton and Second. Details of the proposal are on an Alternative Screening Report recently sent to Monroe County on a CD. HWC/SDG maps will need to reflect the split interchange option as well as the grade separation.

- The interchange at Second Street (SR45) will be reconfigured and Second Street realigned to provide for a "tight diamond" interchange. The county will recommend that the residual area occupied by the existing folded diamond interchange be maintained as open space with drainage – especially for SR 45.

- Whitehall Pike (SR48) interchange will be reconstructed in its current location. Associated improvements will be the elimination of the right-in/right-out access to the shopping center in the northwest quadrant, the closure of the existing Vernal Pike intersection, and the construction of an underpass at 17thSt. The State Police offices are now out of the former juvenile detention center and will not have good access to the highway. Section 5 is showing either a tight diamond (2 lights) or single point interchange (1 light) at Whitehall/Third St.

- There are no significant changes proposed to the SR46 interchange.

- Arlington Road would be an overpass with no access to the interstate.

- There will be no access or cross traffic at Acuff Road with a cul-de-sac to be constructed on the east side. The Maple Grove Rural Road Historic District limits construction options on the west side of the interstate. Section 5 staff has been in coordination with Bill Williams about this restriction and there may be an opportunity to eliminate a small section of this road after coordination with the adjacent property owner.

- A big decision point will be whether to provide an interchange at Kinser Pike with a grade separation at Walnut Street or a grade separation at Kinser Pike with an interchange at Walnut Street.

    - If the interchange is constructed at Kinser Pike, additional construction of a local road between Kinser and Walnut (in the vicinity of Bayles Road) would have to provide a new floodway crossing. The City of Bloomington has expressed a written preference that the interchange be constructed at Kinser Pike.

    - The county has some concerns about the use of existing Kinser Pike to accommodate the traffic it may see if it is developed as the northernmost interchange into Bloomington (specifically the condition of the existing road, several 90° bends, and Bloomington North High School).

    - Walnut Street connects to SR37 via an existing partial interchange, but also is in a floodway. The existing Walnut Street access is seen as a gateway to the City of Bloomington and it was mentioned that this would be a good location for some kind of context sensitive treatment.

    - Costs are about equal without land acquisition expense.

- Jim stated staff now has a small preference for Walnut.

- No frontage road is proposed on the west side of I-69 through the Bean Blossom Valley in either scenario. However a frontage road will be constructed from Sample Road to just south of Griffey Cemetery. It will not be extended to connect to Bottom Road.

- A frontage road will be provided along the east side of I-69 between Walnut Street and Sample Road.

- A standard diamond interchange is proposed at Sample Road. In an urban scenario there is a minimum 1-mile separation required between interchanges. In rural areas there is a 3-mile limitation. However, Section 5 has secured a waiver from FHWA to allow interchanges at both Sample Road & Walnut Street (approximately 2.5 mile separation)should Walnut Street be identified as the preferred access point..

- The alignment for I-69 will shift slightly to the west after the highway passes Griffey Cemetery, allowing the existing northbound SR37 lanes to function as the eastern frontage road between Sample Road and Chambers Road. Local travel along the west side of I-69 between these two roads will be provided by some minor spot improvements connecting to the existing local road network.

- No additional frontage road construction is proposed north of Chambers Pike.

- Morgan-Monroe Forest is not a natural resource issue. Jim noted that they have focused on conservation of the forest instead of access to the forest (reduce the ROW area and no interchange at Chambers Pike). The existing bifurcation area will be maintained with the use of guardrail and steeper slopes to minimize the impact to the forest.

- Bryant's Creek Road will not be provided access as part of the I-69 construction, nor will Cooksey Lane. Bryant's Creek Road has connectivity to Old SR37 further to the east, although there are a small number of property owners who will have to cross existing fords that currently do not have to. Access issues & impacts will have to be addressed in final design for these persons. Cooksey Lane will be eliminated and the properties along this road will need to be acquired by the state.

Other comments related to the corridor included:

- Richard asked how the engineers propose to deal with emergency response. INDOT met with emergency responders to let them know of the proposed road closures. They have tried to maintain grade separations to service all areas. Section 4 has been instructed by INDOT to meet again with emergency responders to discuss potential road closures and grade separations.

- INDOT and FHWA have not furthered consideration of an emergency responder only access at Breeden Road. No discussion of this type of access is planned for the Section 4 DEIS.

- Jason would like to see connections on frontage roads with alternative modes of transport. Section 5 has reviewed the Alternative Transportation Corridor Study prepared in June 2007 and the proposed roadway cross-sections are in general agreement with those identified in that document (all roadways with sidewalks or multi-use path in the Alternative Transportation Plan include such features in the I-69 preliminary design, although widths of the sidewalks or paths may vary slightly).

- INDOT will use best management practices for storm water. Jason noted that the county wants to see *quality* engineering practices in addition to quantity - maybe CSS design solutions.

- Mitigation for drainage will be done at the development stage.

- Noise – there will not be a Section 4 stand alone tech report; however, a noise analysis will be built into the DEIS. Preliminary locations for possible noise abatement will be identified in the DEIS, but no commitments to mitigate noise will be made until the actual final design phase. The Section 4 noise analysis has not yet been conducted.

- Alternative emergency detour routes (such as Old SR 37) will be addressed in the maintenance of traffic report (MOT).

- Section 5 will review the maps prepared by SDG and will provide feedback and proposed edits as appropriate.

- SDG is working towards finalizing there graphics for presentation at their public meeting, date TBD.

The meeting ended at 11:45 am.

U.S. Department of Transportation
Federal Highway Administration

Indiana Division

575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

June 24, 2009

In Reply Refer To:
HDA-IN

Mr. Tom Micuda, Planning Director
Bloomington Area Metropolitan Planning Organization
401 N. Morton, Suite 160
Bloomington, IN 47404

Dear Mr. Micuda:

We have been asked to provide technical information and assistance to clarify the federal planning regulations as they pertain to a proposed Hardship Acquisition for a property located at the southwest corner of Tapp Road and SR 37 in Bloomington, Indiana. It is our understanding that on June 12, 2008, the property owner of said property requested consideration for the purchase of her property under INDOT's Hardship Acquisition Policy (HAP). On September 23, 2008, INDOT agreed with the property owner that her property was eligible for acquisition under their HAP. In February 2009, INDOT requested that a project to acquire the property be amended into the Bloomington Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP) to allow for the funding to be approved for the acquisition of this property under their HAP. The amendment request was approved by the MPO Technical Advisory Committee and by the Citizen's Advisory Committee on February 25, 2009. When this amendment was brought before the MPO Policy Committee, it was denied on March 13, 2009. We are aware that this project has been resubmitted to the Policy Committee for their consideration during their next scheduled meeting that will occur on June 26, 2009.

To be clear, the Federal Highway Administration (FHWA) must reiterate that we are neither an advocate for nor against this or any other project. Our role is to ensure that Federal laws and regulations are complied with and to ensure that all parties are aware of and carry out their respective roles and responsibilities and that any ramifications for non compliance are fully understood.

According to Federal laws and regulations, projects in metropolitan areas must be included in a TIP to be advanced. This is especially true with projects that are defined as "regionally significant," regardless of whether Federal funds are used to fund them or not. This is based partially upon the following Federal regulations:

23 CFR 450.104 includes definitions for both a "Regionally Significant" project and the "Transportation Improvement Program," as follows:

RECOVERY.GOV

"*Regionally significant project* means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulation (40 CFR part 93)) that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. ***At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.*** ***[emphasis added]***

"*Transportation improvement program (TIP)* means a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, ***consistent with the metropolitan transportation plan***, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53." ***[emphasis added]***

23 CFR 450.324 (d) further clarifies what the TIP must include:

"(d) ***The TIP shall contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53*** (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53). For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, ***as well as all regionally significant projects to be funded with non-Federal funds.*** ***[emphasis added]***

Ordinarily, the acquisition of properties for a federally assisted project does not begin before the completion of the environmental review process. However, in extraordinary cases or emergency situations, an acquiring agency may request that FHWA approve Federal participation in acquiring a particular parcel or a limited number of particular parcels within the limits of a proposed highway corridor prior to such completion. The reason for such requests includes: A request from a property owner alleging an undue hardship caused by the impending project due to his or her inability to sell the property at fair market value within a time period typical for similar properties not affected by the project. Undue hardship, in such cases, means a hardship particular to the owners/parcels in question and not shared in general by all the owners of property to be acquired for the project.

23 CFR 710.503 states that, prior to the State Department of Transportation (DOT) obtaining environmental approval; a State DOT may request FHWA agreement to provide reimbursement for advance acquisition of a particular parcel or a limited number of parcels to alleviate hardship to a property owner, provided:

a. The project is included in a currently approved statewide transportation improvement program (STIP),
b. The agency has complied with applicable planning and environmental public involvement requirements in 23 CFR parts 450 and 771,
c. A determination has been made for any property subject to 23 U.S.C. 138, preservation of parkland, and
d. Procedures are completed for historic properties.

For clarification, the stipulations above apply to the "project," which for this situation is defined as the project to acquire a single parcel of property under the HAP and not the I-69 project as was alluded to during the last MPO Policy Board meeting.

Therefore, based on the above regulations, definitions and interpretations, FHWA has determined that the property owner's request meets the requirements to be eligible for acquisition through the Hardship Acquisition process. The justification to acquire this property is based on the potential to be included in a regionally significant project. Therefore, FHWA has determined that the only means by which this property can be acquired is through a revision of the Bloomington MPO TIP to include the "project" to acquire the property. Once revisions to the TIP have been approved by the MPO and the Governor of the State of Indiana, they become part of the STIP by reference.

In addition to the above, FHWA is providing the following citations regarding the Federal planning requirements for States, which can be found in 23 CFR 450.206. This citation requires States to plan and prepare planning documents in a manner that is cooperative in a statewide manner, but which by definition involves metropolitan as well as non-metropolitan areas:

> "(a) Each State shall carry out a continuing, cooperative, and comprehensive statewide transportation planning process that provides for consideration and implementation of projects, strategies, and services that will address the following factors:
>
> (1) Support the economic vitality of the United States, the States, metropolitan areas, and non-metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;"

Federal regulations are written so that both MPOs and State agencies must work together to advance projects. According to 23 CFR 324 (a), TIPs must be approved by both the MPO and the Governor, in order to take effect:

> "(a) The MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area. ***The TIP shall cover a period of no less than four years, be updated at least every four years, and be approved by the MPO and the Governor***. However, if the TIP covers more than four years, the FHWA and the FTA will consider the projects in the additional years as informational. The TIP may be updated more frequently, but the cycle for updating the TIP must be compatible with the STIP development and approval process. The TIP expires when the FHWA/FTA approval of the STIP expires. Copies of any updated or revised TIPs must be provided to the FHWA and the FTA." ***[emphasis added]***

At the March MPO Policy Board meeting, questions regarding the ramifications for not approving this project amendment request were requested. As we stated above, the FHWA is neither an advocate for nor against this or any other proposed project, however, FHWA expects that the continuing, cooperative, and comprehensive planning requirements for States and Metropolitan areas are met. This is verified through our certification reviews which may be conducted annually or as appropriate.

The MPO Policy Board and INDOT should be aware that 23 CFR 630.112 (c) (2) contains provisions that States may be subject to having to pay back Federal funds, if any project does not advance as follows:

> "(2) *Preliminary engineering project.* In the event that right-of-way acquisition for, or actual construction of, the road for which this preliminary engineering is undertaken is not started by the close of the tenth fiscal year following the fiscal year in which the project is authorized, the [State] will repay to the FHWA the sum or sums of Federal funds paid to the transportation department under the terms of the agreement. The State may request a time extension for any preliminary engineering project beyond the 10-year limit with no repayment of Federal funds, and the FHWA may approve this request if it is considered reasonable."

The MPO Policy Board should also be aware that the Governor of the State of Indiana, or his representative, retains approval authority over the MPO's TIP as follows:

23 CFR 450.324 (a) states:

> "(a) The MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area. The TIP shall cover a period of no less than four years, be updated at least every four years and ***be approved by the MPO and the Governor." [emphasis added]***

23 CFR 450.326 (b) states:

> "(b) After ***approval by the MPO and the Governor***, the TIP shall be included without change, directly or by reference, in the STIP required under 23 U.S.C. 135. ***[emphasis added]***

Due to the population of the Bloomington urbanized area being less than 200,000, the Bloomington metropolitan area is designated as a non-Transportation Management Area (non-TMA). As a non-TMA, the Bloomington MPO Policy Board should understand that:

23 CFR 450.330 (b) states:

> "(b) In metropolitan areas not designated as TMAs, projects to be implemented using title 23 U.S.C. funds shall ***be selected by the State*** and/or the public transportation operator(s) in cooperation with the MPO from the approved metropolitan TIP." ***[emphasis added]***

It is also important for the Bloomington MPO Policy Board to recognize that Federal funds are not suballocated to non-TMAs. Funding to non-TMAs is made through the State to the non-TMAs at the discretion of the State of Indiana. It is therefore important that metropolitan and state agencies communicate well and understand the roles of each other as they work together. Both need to be aware of each other's responsibilities and authorities so that projects can be advanced in a manner that provides the maximum benefits to the taxpayers in both metropolitan areas, and statewide.

The most important aspect of this project request that the MPO Policy Board should recognize is that it involves a distressed property owner who has requested and been deemed eligible to have their property acquired through the Hardship Acquisition process. It is expected that all levels of government cooperate together to ensure that rights and benefits due to this citizen are not jeopardized without appropriate justification. In this situation, the MPO's denial of INDOT's request has resulted in a negative impact to this distressed property owner without a clear understanding of the justification for the denial.

We hope that this additional information helps you to understand the federal planning requirements and authorities provided to the State of Indiana. Should you need any additional information, please feel free to contact Janice Osadczuk who is the FHWA Planning/ Environmental Specialist assigned to your area and to the INDOT Seymour District.

Sincerely,

Robert F. Tally, Jr. P.E.
Division Administrator

cc:
Commissioner Michael W. Reed, INDOT
Mr. Joe Gustin, Deputy Commissioner of Planning, INDOT, Room N-758
Mr. Jim Stark, Seymour District Deputy Commissioner, 185 Agrico Lane, Seymour, IN 47274
Ms. Janice Osadczuk, FHWA, Indiana Division Office

MONROE COUNTY PLANNING COMMISSION
and office of the
MONROE COUNTY BOARD OF ZONING APPEALS
Courthouse - Room 306
Bloomington, IN 47404
Telephone: (812)-349-2560 / Fax: (812)-349-2967
http://www.co.monroe.in.us/planning

Director: Gregg Zody, AICP
Assistant Director: Jason Eakin, AICP

July 29, 2009

Mr. Thomas H. Seeman, PE
Indiana Department of Transportation
100 N. Senate Ave., Room N642
Indianapolis, IN 46204

Dear Mr. Seeman;

On behalf of the Monroe County Plan Commission I am requesting information that we were not able to obtain during our recent visit to the I-69 Project Office in Bloomington, Indiana. This information is critical to our understanding of the thoroughfare planning issues we must consider as part of our current Monroe County Comprehensive Plan revision effort. The project personnel with whom we met indicated that this kind of information was beyond the scope of their activities, which are limited to engineering aspects of the conceptual design.

As background, I am enclosing letters dated March 3, 2009, and April 24, 2009, concerning requests for information and our meeting agenda and notes for our June 17, 2009, meeting in the Bloomington office that supports the Tier 2 DEIS preparation for Section 4 and Section 5 of the I-69 project.

All of these information requests are formed as questions with respect to the current I-69 Tier 2 DEIS effort regarding the corridor in Monroe County.

What are the Monroe County population and demographic assumption values that are being used in the travel demand model associated with I-69 macro-design planning? What is the source of these values, how often are they updated, for which points in time do they estimate?

What are the specific stakeholder concerns that are being addressed by the interchange placement and configurations for I-69 in Monroe County? Which conceptual design elements (expected utilization, maintenance frequency, expense, etc.) address each of those concerns? (The project office was only able to address a subset of expressed concerns within the scope of our Comprehensive Plan revision effort.)

What criteria and criteria values are being used to determine if an existing intersection with SR 37 is to be a grade separation, interchange, or closed?

What criteria and criteria values are being used to determine in the new terrain section if an existing road is to have a grade separation, interchange or closed?

What provision exist for local jurisdictions to acquire funding for new projects that must be implemented outside of the I-69 planning corridor to maintain existing levels of service for residents of Monroe County as a result of I-69 route and intersection decisions?

Respectfully,

Jerry Pittsford
President,
Monroe County Plan Commission

Richard A. Martin
Vice President,
Monroe County Plan Commission
and Working Group for Revision of
Monroe County Comprehensive Plan

Enc: Copy of March 3, 2009 letter from J. Pittsford to M. Reed
Copy of April 24, 2009 letter from Monroe County Commissioners to Ms. Hamman and Mr. Molt
Meeting agenda for June 17, 2009
Meeting notes for June 17, 2009

Cc: Ms. Janice Osadczuk, Federal Highway Administration, Indiana Division
Mr. Tom Moat, Section 4 Project Office, Bloomington, Indiana
Ms. Mary Jo Hamman, Section 5 Project Office, Bloomington, Indiana

Hamman, Mary Jo

From: Hamman, Mary Jo
Sent: Wednesday, August 05, 2009 4:21 PM
To: micudat@bloomington.in.gov
Cc: Peyton, James; dbutts@indot.in.gov; Weiss, Kurt
Subject: Follow-up from Aug. 5, 2009 Meeting

Tom,

Good to meet with you this morning. Hope you were able to gain the information you needed as you consider the County's request.

As you left, I promised to pass along three things. Please remember that we are still in the preliminary stages and that refinements can, and many times do, occur as a project matures from the preliminary to final design stages.

1) The web site location of Section 5's Alternative Screening Packet -- This can be found at http://www.i69indyevn.org/PDF/Section5/Report_PreAltAnalysis.pdf Many of the issues we discussed this morning are also detailed in this report. Please don't hesitate to let me know if this document promotes further questions. Note that the maps by themselves can be viewed at http://www.i69indyevn.org/PDF/Section5/Map_PreAltAnalysis.pdf

2) The planned Typical Section for Fullerton Road -- In both Alternative 4 & 5, we are currently including a 4 lane roadway (2 lanes in each direction w/ a 16 ft raised center median, 5 ft bike lanes along the outside travel lanes, with curb & gutter). As we discussed, that section reverts back to a 2 lane section west of the intersection at the county hospital. We currently carry the wider section east through the Rockport Rd. intersection, but will need to coordinate with the Fullerton/Gordon/Rhorer project as that project develops, overseen by the County.

3) The approximate length of the Tapp Road bridge over I-69 -- At this point, our bridge length is estimated between 225 feet and 240 feet for this crossing.

Please feel free to pose any additional questions as you get deeper into the materials.

Regards, Mary Jo

Mary Jo Hamman
Indiana Director of Transportation
Michael Baker Jr., Inc.
8888 Keystone Xing, Suite 1300
Indianapolis, IN 46240

317-581-8592 office
317-581-8593 fax
317-517-9584 mobile

MINUTES OF MEETING

7550 South Meridian Street, Suite B * Indianapolis IN 46217 (317) 881-6408 * Fax: (317) 917-5211

Meeting Subject: Update on I-69 in Martinsville

Meeting Location: Mayor's Office, Martinsville

Date/Time: August 24, 2009, 11am – noon

Meeting Attendees: Phil Deckard, Mayor of Martinsville
Sharyn Kersey, Mayor's Office
John Elliott, City Superintendent, City of Martinsville
Ross Holloway, City Engineer

Meeting Discussion:

Tim explained that during the past several months, a significant amount of effort has been directed on the south end of the project (Sections 1-2-3). Work is still proceeding with Sections 5 and 6 but not on pace with Sections 1-2-3. No construction timetable currently exists for Sections 5-6. Although traditional funding mechanisms are still available for Sections 5-6, other funding may come about as part of the reauthorization. At this time, all potential funding options are on the table and being investigated.

Mr. Holloway inquired about the construction timetable of Sections 2 and 3. Tim responded that segments of 2 & 3 are likely to begin construction in 2010. Since $700 million has already been identified through the Major Moves legislative program to construct the majority, if not all of Sections 2 and 3, (up to at least Crane), construction of all of Sections 2 and 3 will occur over the next few years. Land acquisition will be a critical path.

Mayor Deckard asked for an estimated timetable for Section 4. The Mayor recognizes that even though Section 5 and Section 6 have no construction timetable, once Section 4 is completed, existing SR37 basically becomes I-69, with or without constructing Sections 5-6. {Following the meeting, Tim informed Ross and Sharyn that there is not a construction schedule for Section 4 at this time. The June 2007 Long-Range Transportation Plan gives the years 2016-2020 as a "placeholder" The actual timing will be determined once funding is identified.}

Tim mentioned that Sam Sarvis has been appointed the INDOT Major Program Director and will focus on I-69. Sharyn acknowledged that she met Sam as the Chamber meeting last month.

Mr. Holloway and Mayor Deckard noted the Comp Plan is before the Council tonight and I-69 will most likely be brought up in discussion. Ross noted that the Plan contains a statement that the city of Martinsville did not support I-69 but understands planning must proceed since it most likely will ultimately be constructed. Tim noted that he and others are willing to provide the Council updates but all agreed that at this time, it is not needed unless specifically requested. No need to stir emotions.

Tim asked what "big" questions still were out there. All agreed that the final interchange locations were still an item that needs to be answered. The Section 6 interchange locations have been relatively constant for years so few questions focused on Section 6 interchange locations. Ross noted that their biggest question was the location of the northern-most interchange in Section 5.

The city prefers a location at or near Legendary Hills. They noted that they are going to be annexing much of that area (Legendary Hills) in the near future. {Following the meeting, Tim updated Section 5 of the city's preference and Mary Jo Hamman offered the following comments: "Section 5 does include a potential interchange location at Godsey Road/Liberty Church Road, the first intersection south of Legendary Hills. This interchange is included in "Alternative 5." An overpass at Godsey Road/Liberty Church Road (with an interchange further south at Paragon Road/Pine Road), is also under consideration for further review as part of "Alternative 4". As expressed in the meeting, the city's preference would lie with Alternative 5."}

Discussions took place on the number of demolitions that will be taking place by the end of the year. Ross is under the impression that INDOT acquired 22 homes. Tim thought that number might be a bit higher but will verify. The Mayor also wanted to know if the demolition contracts will be one contract or multiple contracts. Tim noted that he would find out and get information to Ross/Sharyn. {Following meeting, Tim confirmed with David Butts that there are a total of 39 homes will be razed in Martinsville. The first 24 have a RFC date of October 2009. INDOT is currently appraising an additional 15 for a total of 39. An additional 17 will be razed in Morgan County for a grand total of 56 homes in the Martinsville area.}

Action Items

1. Tim to update Ross on Section 4 – this task has been completed.
2. Tim to confirm timing, number, and methodology of INDOT acquisitions/demolitions due to spring 08 flooding/early acquisition event – this task has been completed.

Morgan County Board of Commissioners
180 S. Main Street Suite 112
Martinsville, IN 46151
www.MorganCounty.in.gov

September 4, 2009

SEP 2009
RECEIVED
MICHAEL BAKER JR., INC.

Mary Jo Hamman PE
Project Manager
Section 5 Project Office
3802 Industrial Blvd Unit 2
Bloomington, IN 47403

Dear Ms. Hamman:

The Morgan County Board of Commissioners has had several conversations with previous Section 5 project managers regarding preferences of I-69 interchange locations in Morgan County. We would like to put in writing our strong preference for a Liberty Church Road / Godsey Road interchange and an overpass located slightly north of the present Paragon Road/ Pine Blvd. intersection to make use of existing topography at that location. We do not feel that an interchange at Paragon Road / Pine Blvd. Would serve the community, especially the agriculture sector, nearly as well as a Liberty Road / Godsey Road area interchange.

Your assistance in this matter would be greatly appreciated.

Respectfully,

Morgan County Board of Commissioners

Norman Voyles, Chairman

Brian Goss

Don Adams

STATE OF INDIANA
HOUSE OF REPRESENTATIVES
THIRD FLOOR STATEHOUSE
INDIANAPOLIS, INDIANA 46204

PEGGY WELCH
2802 ST. REMY CIRCLE
BLOOMINGTON, IN 47401
812/323-7978

COMMITTEES:
Ways and Means
Ways and Means, Budget Subcommittee, Vice-Chair
Public Health, Vice Chair
Family, Children and Human Affairs

September 9, 2009

SEP 2009
RECEIVED
MICHAEL BAKER JR., INC.

Tom Micuda
Bloomington Planning Department
401 North Morton Street
Bloomington, Indiana 47404

Dear Tom:

Recently, I was made aware of a situation involving a constituent and her request to INDOT to have her property purchased through a hardship acquisition after she had met all of the state requirements. It is my understanding that this constituent was transferred out of state for work and has been unable to sell her home through traditional means due to INDOT's future plans to purchase the property as part of the conversion of State Road 37 to I-69.

I am aware that there are many issues regarding I-69 that will come before the MPO, but it is my hope that this singular situation may be resolved so that this constituent can have closure regarding the sale of her property.

Again, please accept my support to include this hardship acquisition in the local Transportation Improvement Plan so that this constituent can continue with the sale of her property to INDOT.

Sincerely,

Peggy Welch

Peggy Welch
State Representative
District 60

cc: Chairman Kent McDaniel, Ms. Sharon Martin, I-69 Section 5 Project Office

PW/mr

STATE OF INDIANA
HOUSE OF REPRESENTATIVES
THIRD FLOOR STATEHOUSE
INDIANAPOLIS, INDIANA 46204

PEGGY WELCH
2802 ST. REMY CIRCLE
BLOOMINGTON, IN 47401
812/323-7978

COMMITTEE:
Ways and Means
WAYS AND MEANS Medicaid and Health Subcommittee, Chair
Public Health, Vice Chair
Family, Children and Human Affairs

RECEIVED
OCT X 5 REC'D

October 1, 2009

Commissioner Michael Reed
Indiana Department of Transportation
100 North Senate Avenue, IGCS
Indianapolis, Indiana 46204

Sam S. ✓
Zier-Info

Dear Commissioner Reed:

I write today in the hopes that you will review the information I have enclosed from a constituent regarding an access issue with the proposed plan for the I-69 corridor through Bloomington. Currently, this constituent believes he will lose a vital right-in, right-out to a shopping center adjacent to State Road 37.

It is my hope that INDOT will do it's best to remedy such situations during the final planning of the I-69 corridor project. I understand that many instances are bound to cause difficulty due to entry/exit constraints that will significantly impact business and travel along this stretch of State Road 37. I simply wasn't sure what impact the previous agreement between the parties has on I-69 planning. According to the constituent, this agreement in 1996 will not be honored with the upcoming project.

If I can be of any further help in explaining this situation in depth, please let me know.

Sincerely,

Peggy

Peggy Welch
State Representative
District 60

Dave,
Could you ask Mary Jo.

PW/mr

INDIANA DEPARTMENT OF TRANSPORTATION
100 North Senate Avenue
Room N755
Indianapolis, Indiana 46204-2249
(317) 232-5533 *FAX: (317) 232-0238*

EVAN BAYH, Governor
STAN C. SMITH, Commissioner

Writer's Direct Line:

RECEIVED
JUL 08 1996

July 3, 1996

Seymour District
P.O. Box 550
Seymour, IN 47274
(812) 522-5649

File original

Mr. Jerry Gates
Gates, Inc.
542 South College Avenue
Bloomington, IN 47402

Dear Mr. Gates:

This letter will serve as confirmation that the Indiana Department of Transportation (INDOT) will grant a right in/right out access drive on State Road 37 at the proposed Whitehall Crossing development. The design shall meet all the requirements as set forth in "A Policy on Geometric Design of Highways and Streets" dated 1984, which was developed by the American Association of State Highway and Transportation officials. All plans relevant to the proposed access must be approved before a permit will be granted.

Feel free to call if you have any further questions.

Sincerely,

James K. Ude

James K. Ude
Seymour District Development Engineer

JKU/gms

xc: J. Poturalski
File

WHITEHALL
CROSSING
SHOPPING CENTER

November 5, 2008

Mary Jo Hamman, PE
Project Manager/ I-69 Section 5
INDOT
3802 W. Industrial Blvd, Suite 2
Bloomington, IN 47403

Dear Ms. Hamman,

It was a pleasure meeting you last week. Thank you for taking the time to talk with us regarding our right-in/right-out at Whitehall Crossing Shopping Center in Bloomington.

Please find enclosed, various documents related to our right-in/ right-out. Enclosure #1 is the Deed showing the original right-in/right-out. Enclosure #2 is the applicable page from our 1996 traffic study. The study shows that without the right-in/right-out, the southbound approach and the intersection fail during the PM peak and has the potential of traffic backing up onto State Road 37 (I-69). With the increase in traffic since 1996 to the present, this could be a very significant problem if the right-in/right-out is removed. This is a major concern to us and to the City of Bloomington. This concern is stated by the City in Enclosure #3. Enclosure #4 shows that, in addition to the right-in/right-out, we were required to make major improvements to State Road 48 and 3 of the 4 interchanges on State Road 37.

We feel that since the right-in right-out was designed and constructed to meet interstate standards and since its removal will create a hazardous traffic situation on the exit ramp to SR 48, not to mention that it is essential to the survival of the shopping center, we respectfully request the our right-in/right-out be allowed to remain when SR 37 becomes I-69.

Please feel free to call if you need any further information.

Sincerely,

Jerry W. Gates
Managing Member

Whitney A. Gates
Member

Enclosures
Cc: Governor Mitchell E. Daniels Jr.

WHITEHALL CROSSING, LLC.
542 South College Ave.
P. O. Box 209
Bloomington, IN 47402
Phone: (812) 334-2837
Fax: (812) 331-9405

Jerry W. Gates
jwgates@gatesdevelop.com

Whitney A. Gates
wgates@gatesdevelop.com

BOOK 195 72

31

#97

23232

WARRANTY DEED

Project F-893(7)
Code 0890
Parcel 20

This Indenture Witnesseth, That Jerry W. Gates, Roberta E. Gates, Adult Husband & Wife - Harold A. Harrell, Kay Beth Harrell, Adult Husband and Wife - David R. Stipp, Linda P. Stipp, Adult Husband and Wife,

of Monroe County, in the State of Indiana Convey and Warrant to

the STATE OF INDIANA for and in consideration of Thirteen Thousand and Eighty ($13,080.00) Dollars,

the receipt whereof is hereby acknowledged, the following described Real Estate in MONROE County in the State of Indiana, to wit:

A PART OF THE NORTHWEST QUARTER AND A PART OF THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 31, TOWNSHIP 9 NORTH, RANGE 1 WEST, MONROE COUNTY, INDIANA, DESCRIBED AS FOLLOWS: BEGINNING SOUTH 0 DEGREES 22 MINUTES 30 SECONDS EAST 2,494.17 FEET (ALONG THE EAST LINE OF SAID HALF-QUARTER SECTION) AND NORTH 82 DEGREES 51 MINUTES 30 SECONDS WEST 2,550.80 FEET (ALONG THE NORTHERN LINE OF THE MONON RAILROAD (ALSO KNOWN AS THE LOUISVILLE, NEW ALBANY AND CHICAGO RAILWAY)) FROM THE NORTHEAST CORNER OF THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 31; (1) THENCE NORTH 82 DEGREES 51 MINUTES 30 SECONDS WEST 482.06 FEET ALONG SAID NORTHERN LINE; (2) THENCE NORTH 47 DEGREES 00 MINUTES 30 SECONDS EAST 329.36 FEET; (3) THENCE NORTH 35 DEGREES 41 MINUTES 54 SECONDS EAST 101.98 FEET; (4) THENCE NORTH 47 DEGREES 00 MINUTES 30 SECONDS EAST 600.00 FEET; (5) THENCE NORTH 55 DEGREES 32 MINUTES 21 SECONDS EAST 253.63 FEET TO AN EASTERN LINE OF THE OWNERS' LAND; (6) THENCE SOUTH 6 DEGREES 30 MINUTES 30 SECONDS WEST 689.00 FEET ALONG SAID EASTERN LINE; (7) THENCE SOUTH 59 DEGREES 00 MINUTES 39 SECONDS WEST 457.26 FEET TO THE POINT OF BEGINNING AND CONTAINING 8.808 ACRES, MORE OR LESS.

TOGETHER WITH THE PERMANENT EXTINGUISHMENT OF ALL RIGHTS AND EASEMENTS OF INGRESS AND EGRESS TO, FROM, AND ACROSS THE LIMITED ACCESS FACILITY (TO BE KNOWN AS S.R. 37 AND AS PROJECT F-893(7)) TO AND FROM THE OWNERS' ABUTTING LANDS EXCEPT ALONG THE SOUTHWESTERN 50.56 FEET OF THE NORTHEASTERN 101.95 FEET OF COURSE (5) DESCRIBED ABOVE. THIS RESTRICTION SHALL BE A COVENANT RUNNING WITH THE LAND AND SHALL BE BINDING ON ALL SUCCESSORS IN TITLE TO THE SAID ABUTTING LANDS.

SUBJECT TO AN EASEMENT CONVEYED APRIL 11, 1957, BY EDWIN STEPHENSON TO INDIANA GAS AND WATER CO., INC. BY VIRTUE OF AN INSTRUMENT RECORDED APRIL 11, 1957, IN DEED RECORD 123, PAGE 417, IN THE OFFICE OF THE RECORDER OF MONROE COUNTY, INDIANA.

Paid by Warrant No. A-296183
Dated 2-4-1970

CLOSURE ERR
0.0052'
N 22°45'W

RECORDED
Bk 3:25 o'clock P M
MAR 12 1970
Ewe Sutherlin
RECORDER MONROE CO., IND.

REAL ESTATE TRANSFER
VALUATION AFFIDAVIT FILED
MAR 12 1970
Louise L. Goodman
Auditor Monroe County, Ind.

SCU 12-3-69

R. Perry

Page 1

This Instrument Prepared by John W. Brossart

TOTAL P.02

Whitehall Pike & White Plaza Drive/Whitehall Crossing Drive

1. This intersection is currently operating a level of service B in the AM Peak Hour and level of service C in the PM Peak Hour.

2. When the proposed development generated traffic volumes are added to the intersection, the level of service will continue to operate at level of service B in the AM Peak Hour with or without the right-turn exit onto S.R. 37.

3. When the proposed development generated traffic volumes are added to the intersection in the PM Peak Hour, the intersection and the southbound movement will fail without the right-turn exit onto S.R. 37. If the right-turn exit is constructed, the southbound approach will be level D and the intersection will be level C.

Therefore, it is recommended that the right-turn exit onto S.R. 37 be constructed. In addition, it is recommended that the southbound approach to Whitehall Pike be constructed with three approach lanes. Two lanes for left-turns and one lane for a combination of right-turns and through traffic.

3

DRAFT

MEMORANDUM

TO: Jerry Gates

FROM: Don Hastings, Director - City of Bloomington Planning Department

SUBJECT: Draft INDOT Drive Cut Permit Wording

DATE: February 4, 1997

The petitioner's application for the subject right-in/right-out access drive onto southbound S.R. 37 is hereby approved for construction based on the submitted design.

INDOT has reviewed this project's site plan and acknowledges that the project has been designed to accommodate a C/D compatible ramp system and access drive that would meet current AASHTO standards and therefore would be compatible with a future interstate system that utilizes a southbound C/D lane design.

Furthermore, INDOT finds the project's right-in/right-out access drive to be necessary to ensure safe traffic movement along the S.R. 48 corridor and to prevent certain links on S.R. 48 from falling below acceptable levels of service.

Therefore, in the event that the current alignment of S.R. 37 is upgraded to interstate level, the state can offer reasonable assurance that the subject right-in/right-out can be integrated into the interstate system based on the following conditions:

1) That the right-in/right-out is reconstructed to AASHTO standards for a C/D system and connected to a future C/D southbound lane system; or,
2) The right-in/right-out is modified to meet AASHTO freeway standards in all design respects except one: the required minimum distance between interchanges. In this case INDOT will coordinate with the city and the FHWA to secure approval of the modified ramps as a component of the interstate system on the basis that a variance is warranted due to the critical need and the peculiar conditions of Bloomington's east/west access over S.R. 37.

Notwithstanding the above provisions, the state will retain ultimate authority over all access onto S.R. 37 including the subject drive cuts.

DRAFT

(4)

BLOOMINGTON PLAN COMMISSION
PRELIMINARY REPORT
Location: 3000 W. Third St. (Whitehall Crossing)

CASE NO.: PUD-91-96
DATE: Nov. 7, 1996

PETITIONER: Name : Jerry Gates
Address: 542 S. College

COUNSEL: Name : Bynum Fanyo & Assoc., Inc.
Address: 528 N. Walnut

PRELIMINARY HEARING DATE: Nov. 7, 1996
FINAL HEARING DATE: Nov. 18, 1996

REQUEST: The petitioner is requesting final plan approval of the Whitehall Crossing commercial development. Preliminary plat approval of a nine lot subdivision for the eight outlots and the main commercial parcel is also requested. Waiver of second hearing is also requested.

REPORT SUMMARY: In 1995, the Plan Commission/Common Council approved a Planned Unit Development (PUD) creating approximately 70 acres of retail zoning along SR 37 and another 70 acre plus parcel of industrial land accessing to Curry Pike. This petition was approved under case # MC/BA/PCD-81-94. Since that approval, the petitioner received subdivision approval of the industrial parcel and final plan approval for Lot #3 on said parcel.

At this time, the petitioner requests final plan approval of the commercial portion of this PUD along with subdivision to create the eight outlots and the main center parcel. This is a very detailed and complicated petition. In this report staff will divide the project into several main categories. These categories are: access and road improvements, parking and circulation, landscaping/tree preservation, stormwater detention/utilities, architecture and signage, and compliance with the preliminary plan conditions of approval.

ISSUES:

Access and Road Improvements: The approved preliminary plan showed three major access points into the PUD. These access points were State Road 48 (across from the entrance to Whitehall Plaza), State Road 37, and Curry Pike. Detailed analysis was performed at preliminary plan stage concerning the impact of additional traffic flows that would accompany the development of the site. As a result, traffic entrance designs were submitted and approved for State Road 48 and Curry Pike.

Curry Pike Design: The Curry Pike design will feature large accel/decel tapers, designated turn lanes on Curry Pike, and a signalized intersection. The proposed entrance area to Curry Pike has been designed to accommodate two exit lanes and one entrance lane. A passing blister is not necessary because the entrance lines up with the existing entrance to General Electric.

This design for this improvement has been reviewed and approved by City and County Engineering.

State Road 48 Design: The State Road 48 entrance design will feature a seven lane configuration. Two right-in only turn lanes will be added to SR 48. An additional entrance lane will allow exchange of traffic from Whitehall Plaza. Four exit lanes will be created that will allow signalized right and left turns as well as thru-traffic into Whitehall Plaza. This design has been reviewed and approved by the State.

State Road 37 Access and Improvements: The submitted preliminary site plan approved by both the Plan Commission and the Common Council showed an access cut to State Road 37, although the subject was not discussed at the approval hearings. With this final plan, the petitioners propose a right-in/right-out access configuration off of the State Road. This configuration has been reviewed by the State; a permit for the access has not been issued but a letter of confirmation is included in the packet. Accel/decel tapers for the access cut and the distance between the State Road 48 exit lane and the petitioner's accel lane onto the Highway must be approved to meet the safety standards of the state. As part of State approval for the proposed access cut, the petitioner will be required to widen both the State Road 48 exit ramp and the northbound on-ramp at the interchange.

Internal Access Improvements: The petitioner will be constructing three main internal roadways within the PUD. With previous approval of the industrial subdivision, the petitioner has committed to constructing the roadway from Curry Pike into the retail component of the PUD. Secondly, the petitioner is also required to extend the entrance roadway from State Road 48 to the railroad tracks on the north edge of the site. The petitioner has recorded a 60 foot wide access easement north of the railroad track to the cul-de-sac at the end of Industrial Drive. This will facilitate the connectivity of the frontage road. A $150,000 bond is required to be posted for roadway construction over the railroad tracks. This was a condition of preliminary plan approval. The proposed roadway will act as a future frontage road connecting State Road 48 with Vernal Pike. The road will meet city standards for that of a secondary collector thoroughfare. A final internal roadway will be constructed from State Road 48 to the petitioner's proposed access from State Road 37. This roadway will act as an internal street separating the outlots from the commercial center.

Circulation and Parking: Staff has reviewed the internal circulation network of the commercial center and proposes that the outlots have limited access cuts onto the east frontage road. Specifically, outlots 1 and 2 should utilize the proposed access cut between outlots 2 & 3. Outlots 4 & 5 should utilize the proposed access cut between outlots 4 & 5. Outlot 6 will have an access drive directly from the interior traffic lanes. Outlot 8, 9 & 16 should be limited to a single cut onto the east frontage

April 8, 2009

Mr. Jerry W. Gates
Whitehall Crossing LLC
542 South College Ave.
P.O. Box209
Bloomington, IN 47402

RECEIVED
APR 23 2009
BY:

Re: Right-in/Right-out Access at Whitehall Crossing Shopping Center

Dear Mr. Gates,

Thank you for your inquiry regarding the future I-69 alignment through Bloomington. You specifically addressed the existing State Road 37 right-in/right-out access serving Whitehall Crossing Shopping Center. This is immediately north and west of the Third Street (State Road 48) interchange with S.R. 37. You have requested that this right-in/right-out access remain when S.R. 37 is upgraded to a fully access-controlled freeway, I-69.

As was discussed in your visits to the I-69 Section 5 Project Office, this right-in/right-out access along the eastern boundary of the shopping center currently provides direct access to southbound S.R. 37, a multi-lane urban arterial road. S.R. 37 has partially controlled access with a minimal number of access points in the urbanized section of Bloomington.

The subject right-in/right-out access was permitted by the Indiana Department of Transportation (INDOT) in August, 1997. This permit was submitted by Gates, Inc. with the development plan for the Whitehall Crossing Shopping Center. At that time, there was a detailed review of traffic operations in the S.R. 37/S.R. 48 area, analyzing anticipated traffic from the shopping center. The right-in/right-out access point was granted as part of the permit. INDOT also required that the right-in/right-out access be compatible with any future Collector/Distributor (C/D) system. During the permit analysis, the petitioner was informed that even with this compatibility provided, the preferred alternative for I-69 may not utilize a C/D system in its final design. In that case, the access from S.R. 37 would be closed with no compensation to the petitioner. Supporting documentation is attached.

> In a facsimile from INDOT to the City of Bloomington Planning Department dated March 4, 1997: "In the event that the current alignment of S.R. 37 is upgraded to interstate level, INDOT has indicated that they would consider the C/D system as one of the alternatives to the transportation network of the area. Since the subject right-in/right-out drive onto S.R. 37 is being designed to be compatible with a future C/D system, and that this drive is to be a dedicated public roadway, INDOT believes that this drive would receive consideration to remain in place if the C/D alternative were selected in the planning phase of a project. Not withstanding the above comment, INDOT will retain ultimate authority over all access onto S.R. 37 including the subject drive cuts."

I-69 Tier 2, Section 5 3802 Industrial Boulevard, Unit #2 Bloomington, IN 47403

> In the Special Provision included with the executed permit dated August 12, 1997: "Entrance on S.R. 37 to be closed at no compensation to the permittee if S.R. 37 becomes I-69 in the future."

In the Tier 2 Study for I-69, Section 5, INDOT is analyzing alternatives for I-69 through Bloomington. The design standards are for an interstate highway. Interstate standards are higher than those for an urban arterial roadway, especially regarding access control.

The American Association of State Highway and Transportation Officials (AASHTO) publication, 'A Policy on Design Standards – Interstate System, January, 2005' states:

> "Access to the interstate system shall be fully controlled. The interstate highway shall be grade separated at all railroad crossings and selected public crossroads. At-grade intersections shall not be allowed. To accomplish this, the intersecting roads are to be grade separated, terminated, rerouted, and/or intercepted by frontage roads. Access is to be achieved by interchanges at selected public roads." (AASHTO 2005, ***Right-of-Way, Control of Access***, p. 2)

> "As a rule, minimum spacing (of interchanges) should be 1.5 km (1 mile) in urban areas and 5 km (3 miles) in rural areas, based on crossroad to crossroad spacing. In urban area, spacing of less than 1.5 km (1 mile) may be developed by grade-separated ramps or by collector-distributor roads." (AASHTO 2005, ***Interchanges***, p. 5)

In addition, the AASHTO's 'A Policy on Geometric Design of Highways and Streets, 5th Edition, 2004' states in the discussion of ***Functional Highway Systems in Urbanized Areas*** (p. 11) that direct access between a freeway facility and local land use may not be provided. It states:

> "For principal arterials, service to abutting land is subordinate to travel service to major traffic movements. Only facilities within the subclass of other principal arterials are capable of providing any direct access to land, and such service should be purely incidental to the primary functional responsibility of this class of roads."

When S.R. 37 is upgraded to I-69, the existing interchanges at Second Street (S.R. 45) and Third Street (S.R. 48) must be reconstructed to accommodate a wider mainline cross-section than exists today (three lanes in each direction with a grass median, as compared to the existing two lanes in each direction). The S.R. 46 interchange was recently reconstructed to accommodate the third lane needed for I-69. Additional interchanges are being considered north and south of this area. The interchange spacing requirements noted above preclude any direct access to I-69 from the existing Whitehall Crossing right-in/right-out, given its proximity to the Third Street (S.R. 48) interchange.

During the alternatives screening process for the I-69 Tier 2 Study in Section 5 (which includes all of I-69 within Bloomington), three initial alternatives – Alternatives 1, 2, and 3 – were

developed. These alternatives combined mainline alignments with combinations of interchanges and grade separations. Each alternative included small sections of frontage and local service roads between interchanges. These provide access to individual parcels that otherwise would lose public road access. Only one alternative had a parallel system along S.R. 37. This alternative (Alternative 2) incorporated a C/D system to provide a more direct access to businesses and residences along the S.R. 37 corridor.

That potential C/D system began at Third Street (S.R. 48) and continued south to Fullerton Pike. Consideration was given to extending it north to Vernal Pike/Seventeenth Street; however, topography, the CSX Railroad Crossing and the Lemon Lane Landfill Superfund Site were significant impediments. The proximity of the Whitehall Crossing outlots (as well as those on the east side of S.R. 37) and the impact a wider highway footprint would have on those businesses were also important factors in the decision to not extend the C/D system north of Third Street.

INDOT presented these three alternatives at a Public Information Meeting in July, 2005. Comments from all interested parties were considered in the alternative screening process. This screening process focused on reducing construction costs, right-of-way needs, and environmental impacts, as well as community and traffic impacts by:

- Reducing interchange size/type and location (based on traffic needs and impacts);
- Reducing the number of mainline lanes based upon refined traffic modeling and level of service (LOS) evaluations;
- Using existing roadways/access points;
- Locating frontage roads closer to the I-69 mainline to reduce impacts;
- Reducing the length of local service roads;
- Relocating access roads to reduce farm and parcel splits;
- Evaluating property acquisition costs versus access road costs and impacts;
- Incorporating input from local governments, emergency service providers, Community Advisory Committees (CACs), utility representatives, and public comments; and
- Identifying potential conservation and mitigation areas.

The C/D system was eliminated from future consideration for the following reasons:

- The C/D system would not permit an interchange at Fullerton Pike due to the close proximity to the S.R. 37 Interchange. (The Fullerton Pike area is where the C/D system roads would merge with the mainline.)
- Providing a Fullerton Pike interchange would require continuing the C/D road through the S.R. 37/I-69 interchange, which would result in a more complex and costly interchange with more right-of-way impacts.
- Alternative 2's C/D system requires an 80' wider mainline than the alternatives that do not include a C/D system (Alternatives 1 and 3).
- For Alternatives 1 and 3 (which do not include the C/D system), the volume on the mainline would be approximately 68,000 vehicles per day (vpd). Alternative 2 also serves

68,000 vpd, but the volume is evenly split between the mainline and C/D roads, each carrying 34,000 vpd.

- The City of Bloomington recommended elimination of the C/D system. It did not favor the additional community impacts of the proposed C/D system.
- Monroe County stated a preference for an interchange at Fullerton Pike rather than at Tapp Road (which would be required if a C/D system were provided) if Fullerton Pike is extended across Clear Creek to connect with Gordon Pike. This provides direct access into downtown Bloomington. Traffic forecasts for 2030 show 5,700 vpd would travel via this new connection.

The alternative screening process resulted in two alternatives (Alternatives 4 and 5) carried forward for detailed study. The direct access to Whitehall Crossing from S.R. 37 will be closed under both alternatives. Access to and from Whitehall Crossing is provided via the reconstructed S.R. 48 interchange and the intersection of S.R. 48/Gates Drive.

The Gates Drive entrance to Whitehall Crossing is within 500-600 feet of the S.R. 48 interchange. It now provides access into the development. Capacity analyses show that the conceptual design of the S.R. 48 interchange for both alternatives will accommodate the forecasted traffic volumes for 2030. Likewise the intersection of S.R. 48 and Gates Drive will accommodate the forecasted traffic volumes under both alternatives.

– the need is higher than not

Access to Whitehall Crossing under both Alternatives 4 and 5 is identical to access provided to other developments along I-69 and those on other interstates within Indiana. INDOT is not including direct access to future I-69 at Whitehall Crossing in any of the Tier 2 Section 5 Alternatives being carried forward for evaluation and design.

Thank you for your inquiry into this matter. Any additional information or suggestions regarding this specific access issue or others related to the I-69 Section 5 Tier 2 Environmental Studies are welcome and will be considered during our ongoing evaluations.

Sincerely,

James M. Poturalski

James M. Poturalski
Deputy Commissioner of Highway Management

cc: File
Mr. Whitney A. Gates
Mr. David Butts, INDOT
Mr. Chris Kiefer, INDOT
Ms. Janice Osadczuk, FHWA
Governor Mitchell E. Daniels Jr.
Congressman Baron Hill/Mr. John Zody

DRAFT of letter to INDOT

July 22, 2009

Mr. James Poturalski
Deputy Commissioner of Highway Management
INDOT
3802 Industrial Boulevard, Unit #2
Bloomington, IN 47403

Dear Mr. Poturalski,

We are in receipt of your letter dated April 8, 2009. It is true, as you state in your letter, that "INDOT also required that the right-in/right-out access be compatible with any future Collector/Distributor (C/D) system" if S.R. 37 was upgraded to I-69. To facilitate compatibility to I-69, in addition to building our right-in/right-out to interstate specifications, we upgraded three of the four ramps serving S.R. 48 and put in an extra south bound lane on S.R. 37 from the right-in/right-out to S.R. 48. We also changed our entire internal road network to accommodate the frontage road system that would be required by the upgrade of S.R. 37 to I-69. These changes cost us millions of dollars that we would not have spent had we been told we couldn't keep the right-in/right-out if S.R. 37 became I-69.

After conducting a thorough review of your letter and our files, we strongly disagree with several of the assertions made in your letter:

You state that we were informed that "even with this compatibility provided, the preferred alternative for I-69 may not utilize a C/D system in its final design," but the correspondence you reference is from INDOT to the City of Bloomington Planning Department, not to us. More importantly, the "compatibility" issue doesn't square with your statement that "in the Special Provision included with the executed permit dated August 12, 1997: "Entrance on S.R. 37 to be closed at no compensation to the permittee if S.R. 37 becomes I-69 in the future." There would have been no need for compatibility with I-69 if the right-in/right-out were going to be closed anyway. Also, if the "Special Provision" was included with our permit, why isn't it referenced in the Special Provisions box in the Permit? (see attached). We find no reference to any "Special Provision" in any documentation that we have. We were not made aware of its existence until we met with Mary Jo Hamman on November 12, 2008.

You mention in your letter "the interchange spacing requirements noted above preclude any direct access to I-69 from the existing Whitehall Crossing right-in/right-out, given its proximity to the Third Street (S.R. 48) interchange." Again, this doesn't square with your earlier statements regarding compatibility. At no time was it ever mentioned to us that the current configuration would preclude us from keeping the right-in/right-out. Mary Jo Hamman also first explained this to us during our November 12, 2008 meeting.

You also state in your letter "Capacity analyses show that the conceptual design of the S.R. 48 interchange for both alternatives will accommodate the forecasted traffic volumes for 2030. Likewise the intersection of S.R. 48 and Gates Drive will accommodate the forecasted traffic volumes under both alternatives." We don't see how this is possible when our traffic study from 1996 (which INDOT reviewed and accepted) states "When the proposed development generated traffic volumes are added to the intersection in the PM peak hour, the intersection and the southbound movement will **fail** (emphasis added) without the right-turn exit onto S.R. 37" (see enclosed). This was ultimately the reason INDOT and the City of Bloomington supported and approved the right-in/right-out in the first place. It is even more surprising, given INDOT's own traffic counts (see enclosed). These counts show that from 1995 to 2002, traffic increased by 7,100 cars per day on S.R 37 at S.R. 48 and 6,640 per day on S.R. 48 at S.R. 37. That means, by 2009, the counts would have increased roughly to another 7,000 cars per day on S.R. 37 alone. If it was failing without the right-in/right-out in 1996, it has to fail miserably when adding over 14,000 more cars per day (a 40% increase) to the system. These volumes can only increase when S.R. 37 becomes I-69.

In closing, the main reason we were allowed to construct the right-in/right-out (increased traffic causing the southbound interchange and intersection on S.R. 48 to fail) hasn't changed. If the intersection fails without the right-in/right-out, as our 1996 traffic study anticipates, then ultimately, the shopping center will fail and the tax revenue that it generates will be lost. Again, we would not have spent millions of dollars making sure our right-in/right -out was compatible with I-69 if we were not going to be allowed to keep it.

We must be allowed to keep our right-in/right-out and will work with INDOT to facilitate this.

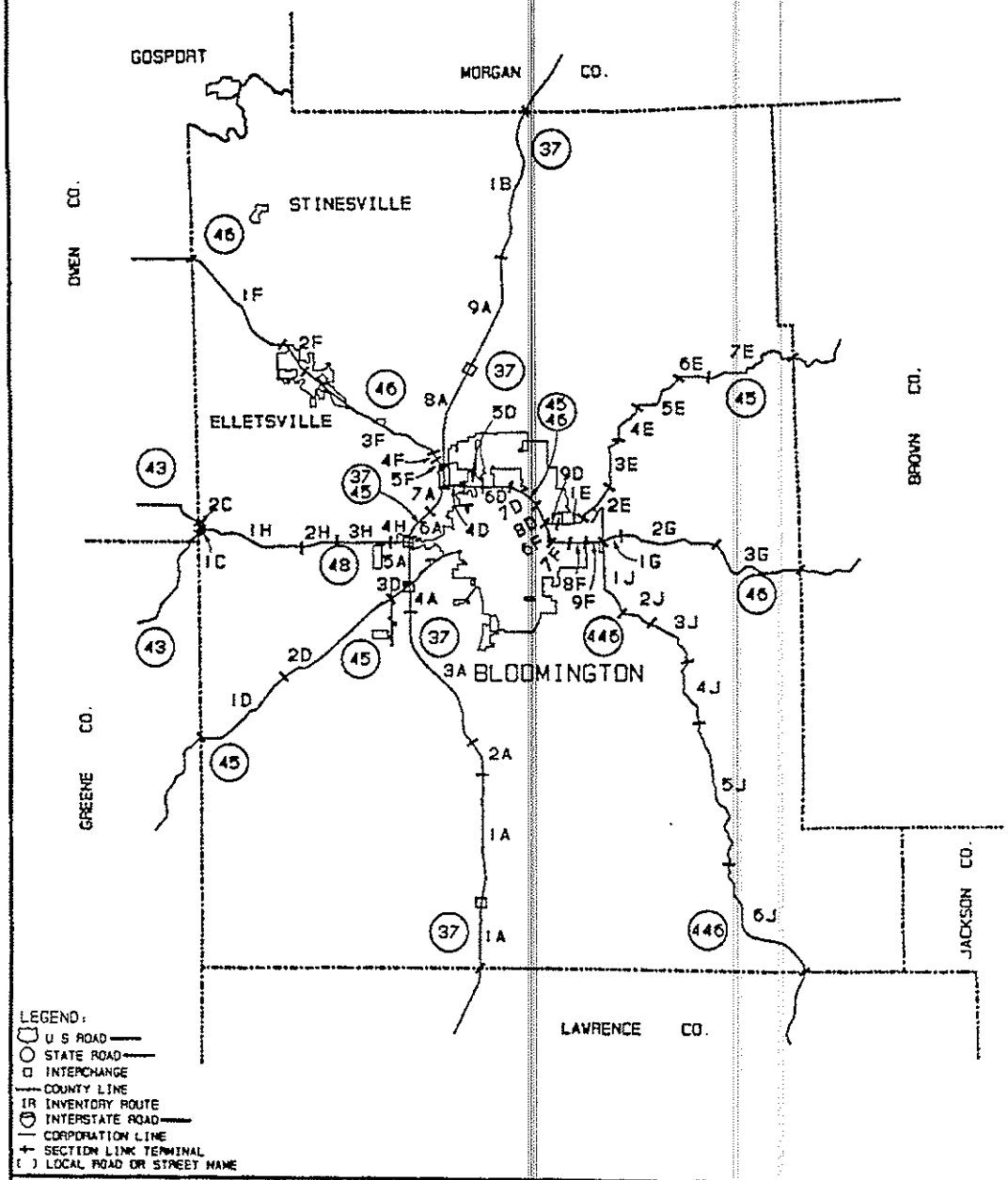
Sincerely,

Jerry W. Gates
Managing Member

Whitney A. Gates
Member

Enclosures

MONROE



ROAD NO.	CODE NO.	TRAFFIC VOLUME	SECTION LINK TERMINI
SR-37			Lawrence County Line
	1A	17530	IR-112 Interchange
			IR-446 (350 S.)
	2A	19130	IR-51 (Old SR-37)
	3A	16840	IR-74 (Tapp Rd.)
	4A	24360	SR-45 (Jct South)
	5A	34820	SR-48 (Jct.West)
	6A	29830	SR-45 (Jct.N) & SR-46 (Jct E)
	7A	25930	SR-46 (Jct.West)
	8A	16570	IR-549 (Old SR-37)
	9A	24130	IR-292 (800 N)
	1B	19420	Morgan County Line
SR-43			Owen County Line
	1C	1530	SR-48
	2C	2940	Owen County Line
SR-45			Greene County Line
	1D	11650	IR-5 (Gerrison Chapel Rd.)
	2D	14650	Curry Pike (Bloomington)
	3D	25090	SR-37 (Jct.North)
			(SR-45 follows over SR-37)
			SR-37 (Jct South)
	4D	19580	Kinser Dr (Bloomington)
	5D	25880	Dunn St (Bloomington)
	6D	21330	Matlock Rd./ Fee St
	7D	18900	IR-504 (17th St)
	8D	26540	SR-46 (Jct East)
	9D	20340	Range Rd (Bloomington)
	1E	10810	Smith Rd (Bloomington)
	2E	5740	IR-214 (Mt Gilead Rd)
	3E	4350	IR-18 (Bethel Ln.)
	4E	4200	IR-256 (Earl Young Rd)
	5E	3590	IR-125 (560 E)
	6E	2230	IR-327 (Shuffle Creek Rd)
	7E	790	Brown County Line

ROAD NO.	CODE NO.	TRAFFIC VOLUME	SECTION LINK TERMINI
SR-46			Owen County Line
	1F	13740	IR-93 (Redhill Rd)
	2F	16540	Matthews Dr.(Ellettsville)
	3F	25620	IR-257 (Smith Rd)
	4F	18790	IR-377 (Arlington Pl.)
	5F	10800	SR-37
			(SR-46 follows over SR-37 then over SR-45)
			SR-45 (Jct East)
	6F	26610	3rd St /College Mall Rd
	7F	28350	Pleasant Ridge Rd
	8F	20290	Smith Rd.
	9F	18630	SR-446
	1G	10050	IR-80 (Kerr Creek Rd)
	2G	7990	IR-39 (Betty Creek Rd)
	3G	7190	Brown County Line
SR-48			SR-43
	1H	3950	IR-227 (Cave Rd)
	2H	7050	IR-15 (Hartstraight Rd)
	3H	13780	IR-257 (Curry Pike Rd)
	4H	32430	SR-37
SR-446			SR-46
	1J	5130	Old SR-446
	2J	3620	IR-135 (Sweetz-Smithville Rd)
	3J	3040	IR-12 (Knight Ridge Rd)
	4J	2430	IR-142 (Salt Creek Rd)
	5J	1870	IR-20 (Allens Creek Rd)
	6J	1270	Lawrence County Line

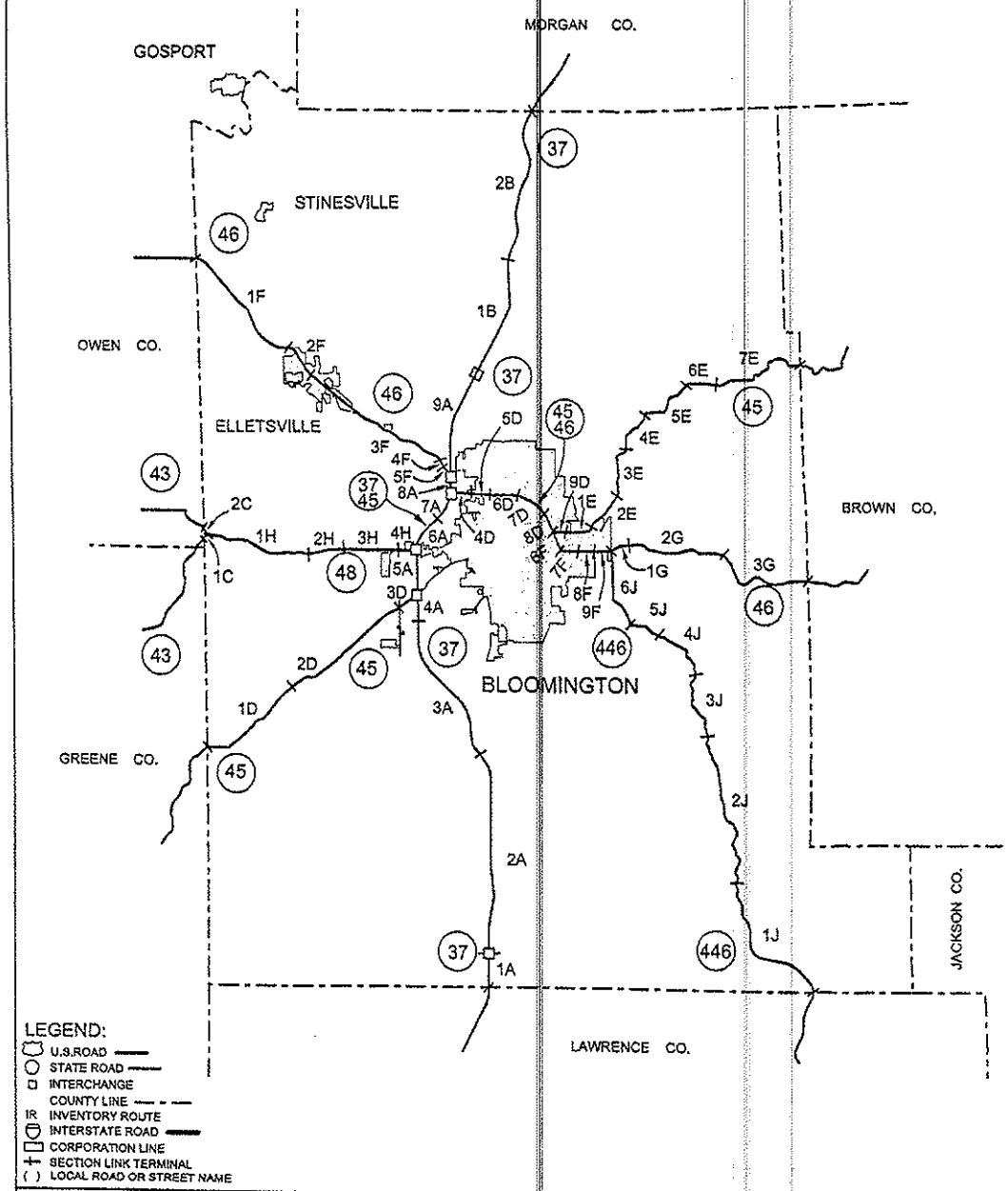
NOTE:Volumes Are Adjusted For Three Or More Axles.

INDIANA DEPARTMENT OF TRANSPORTATION

1995 ANNUAL AVERAGE DAILY TRAFFIC

MONROE COUNTY
SHEET 1 of 1

MONROE



ROAD NO.	CODE NO.	TRAFFIC VOLUME	SECTION LINK TERMINI
SR-37	1A	18440	Lawrence County Line
	2A	20020	IR-112
	3A	22050	IR-51 (Old SR-37)
	4A	32340	IR-3 (Rockport Rd.)
	5A	41920	SR-45 (Jct.South)
	6A	36360	SR-48 (Jct.West)
	7A	25870	IR-2 (Vernal Pike)
	8A	25490	SR-45 (Jct.N) & SR-46 (Jct.E)
	9A	17390	SR-46 (Jct.West)
	1B	24860	IR-549 (Old SR-37)
	2B	23840	IR-292 (800 N.)
			Morgan County Line
SR-43	1C	1720	Owen County Line
	2C	2760	SR-48
			Owen County Line
SR-45	1D	12010	Greene County Line
	2D	15460	IR-5 (Garrison Chapel Rd.)
	3D	23560	Curry Pike (Bloomington)
			SR-37 (Jct.South)
			(SR-45 follows over SR-37)
	4D	17760	SR-37 (Jct.North)
	5D	24550	Kinser Pike (Bloomington)
	6D	22360	Dunn St. (Bloomington)
	7D	20680	Matlock Rd./ Fee St.
	8D	24780	IR-504 (17th St.)
	9D	14290	SR-46 (Jct.East)
	1E	8910	Range Rd.(Bloomington)
	2E	6300	Smith Rd.(Bloomington)
	3E	4890	IR-214 (Mt.Gilead Rd.)
	4E	4530	IR-16 (Bethel Ln.)
	5E	3360	IR-256 (Earl Young Rd.)
	6E	2210	IR-125 (560 E.)
	7E	500	IR-327 (Shuffle Creek Rd.)
			Brown County Line

ROAD NO.	CODE NO.	TRAFFIC VOLUME	SECTION LINK TERMINI
SR-46	1F	11850	Owen County Line
	2F	15970	IR-93 (Redhill Rd.)
	3F	22570	Matthews Dr.(Ellettsville)
	4F	20820	IR-257 (Smith Rd.)
	5F	10270	IR-377 (Arlington Pl.)
			SR-37
			(SR-46 follows over SR-37 then over SR-45)
			SR-45 (Jct.East)
	6F	16970	3rd St./College Mall Rd.
	7F	20500	Pleasant Ridge Rd.
	8F	19060	Smith Rd.
	9F	12610	SR-446
	1G	9240	IR-80 (Kerr Creek Rd.)
	2G	7550	IR-39 (Getty Creek Rd.)
	3G	6680	Brown County Line
SR-48	1H	3620	SR-43
	2H	6180	IR-227 (Cave Rd.)
	3H	16930	IR-15 (Hartstraight Rd.)
	4H	39070	IR-257 (Curry Pike Rd.)
			SR-37
SR-446	1J	1490	Lawrence County Line
	2J	2290	IR-20 (Allens Creek Rd.)
	3J	3070	IR-142 (Salt Creek Rd.)
	4J	3840	IR-12 (Knight Ridge Rd.)
	5J	4150	IR-135 (Swartz-Smithville Rd.)
	6J	6580	IR-116 (Old SR-446)
			SR-46

INDIANA DEPARTMENT OF TRANSPORTATION

2002 ANNUAL AVERAGE DAILY TRAFFIC

MONROE COUNTY
SHEET 1 of 1

LA/RW

Approved by State Board of Accounts — 1990

State of Indiana
Department of Transportation
DRIVEWAY PERMIT

Type of Permit:

☐ Private Driveway Class _____ ☐ Minor Commercial Driveway Class _____ ☒ Major Commercial Driveway Class IV

District Seymour Subdistrict Bloomington Subdistrict Telephone (812) 332-1411

Driveway Location ±2130' North of the Highway 37 and the State Road 48 overpass.

West side

(101+00)

☒ Legal Description of Parcel is Attached (All Driveway Applications)

☒ 20 Year Certified Title Search or Title Insurance is Attached (All Commercial Driveway Applications)

Present Use of Parcel(s) 130 acres of vacant ground and 10 acres of developed industrial ground.

~~Proposed Use of Parcel(s) Including Adjacent Parcels Owned and/or Controlled by Applicant~~

~~Approximately 70 acres of commerical development and approximately 70 acres of industrial development.~~

Bond Required: ☒ Yes, Penal Sum $ ~~57,000~~ 1,077,760.00, Bond Number ~~7H0 [illegible]~~ Auto Owners Ins. ☐ No

APPLICATION FEE: $ 300.00 Check or Bank Draft Payable to "Indiana Department of Transportation".

Special Provisions:

THE APPLICANT AGREES TO INDEMNIFY, DEFEND, EXCULPATE, AND HOLD HARMLESS THE STATE OF INDIANA, ITS OFFICIALS AND EMPLOYEES FROM ANY LIABILITY DUE TO LOSS, DAMAGE, INJURIES, OR OTHER CASUALTIES OF WHATSOEVER KIND, OR BY WHOMSOEVER CAUSED, TO THE PERSON OR PROPERTY OF ANYONE ON OR OFF THE RIGHT-OF-WAY ARISING OUT OF, OR RESULTING FROM THE ISSUANCE OF THIS PERMIT OR THE WORK CONNECTED THEREWITH, OR FROM THE INSTALLATION, EXISTENCE, USE, MAINTENANCE, CONDITION, REPAIRS, ALTERATION, OR REMOVAL OF ANY EQUIPMENT OR MATERIAL, WHETHER DUE IN WHOLE OR IN PART TO THE NEGLIGENT ACTS OR OMISSIONS (1) OF THE STATE, ITS OFFICIALS, AGENTS, OR EMPLOYEES; OR (2) OF THE APPLICANT, HIS AGENTS OR EMPLOYEES, OR OTHER PERSONS ENGAGED IN THE PERFORMANCE OF THE WORK, OR (3) THE JOINT NEGLIGENCE OF ANY OF THEM; INCLUDING ANY CLAIMS ARISING OUT OF THE WORKMEN'S COMPENSATION ACT OR ANY LAW, ORDINANCE, ORDER, OR DECREE. THE APPLICANT ALSO AGREES TO PAY ALL REASONABLE EXPENSES AND ATTORNEYS FEES INCURRED BY OR IMPOSED ON THE STATE IN CONNECTION HEREWITH IN THE EVENT THAT THE APPLICANT SHALL DEFAULT UNDER THE PROVISIONS OF THIS PARAGRAPH.

Kimberly D. Davis
INVESTIGATOR

[illegible]
PERMIT APPLICANT SIGNATURE

DISTRICT REGULATORY SUPERVISOR

Pita Inc.
NAME OF COMPANY OR ORGANIZATION

James K. Vee
DISTRICT DIRECTOR

Box 209 Bloomington, IN. 47402
POST OFFICE ADDRESS

Donald W. Fuchs

(812) 334-2839
TELEPHONE

4 Copies — Submit all copies

White — District
Canary — Subdistrict
Pink — Applicant
Gold — Surety

NOTE: READ GENERAL PROVISIONS ON BACK OF FORM

State Form 1945 (R5/4-92)

APPLICATION NUMBER

ROAD NUMBER 37

COUNTY NO. 53

EXPIRATION DATE

ISSUE DATE

PERMIT NUMBER

RECEIVED
NOV 1 2 2008
BY:

SPECIAL PROVISIONS

Application # CD-52-95-8

S.R. 37, Monroe County

1.) Entrance on S.R. 37 to be closed at no compensation to the permittee if S.R. 37 becomes I-69 in the future.

Hamman, Mary Jo

From: "Micuda, Tom" <micudat@bloomington.in.gov>
Sent: Thursday, October 15, 2009 11:03 AM
To: Hamman, Mary Jo
Cc: Desmond, Josh; "Hess, Raymond"
Subject: Interstate 69 interchanges

Hello, Mary Jo. Hope this email finds you doing well. After you and I had the opportunity to meet in your office on August 6th to discuss the current plans for I-69, I was able to meet with City officials to discuss three particular locations along the proposed I-69 route. Specifically, we discussed the Tapp Road corridor, the Kinser Pike corridor, and the North Walnut St. corridor. The purpose of these discussions was to re-examine the City's previous recommendations for possible future interchange/overpass locations. Based on the results of these discussions, the City's current recommendations for these three locations are as follows:

Tapp Road – The City now prefers the interchange option rather than the overpass alternative. We also respectfully request that the Tapp Road widening improvements shown west of the proposed interstate corridor under the overpass alternative be evaluated and incorporated into the interchange option.

Kinser Pike – The City now prefers the overpass option at this location rather than the interchange alternative.

North Walnut St. – The city now prefers the interchange option at this location rather than the overpass alternative.

Please let me know if you want to discuss this matter further or need clarification on any of these recommendations.

Take care, Mary Jo.

Tom Micuda, AICP
Planning Director

INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N751
Indianapolis, Indiana 46204-2216 (317) 232-5533 FAX: (317) 232-5144

Mitchell E. Daniels, Jr., Governor
Michael W. Reed, Commissioner

November 25, 2009

Jerry Pittsford, President
Monroe County Plan Commission
301 North College Ave
Courthouse - Room 306
Bloomington, IN 47404

Dear Mr. Pittsford,

Thank you for your formal public records request. The Indiana Department of Transportation (INDOT) has investigated your request. Each question that was included in your request is listed below. A response has been provided at the conclusion of each question. All information being provided is pursuant to IC § 5-14-3 *et seq*.

1. What are the Monroe County population and demographic assumption values that are being used in the travel demand model associated with I-69 macro-design planning? What is the source of these values, how often are they updated, for which points in time do they estimate?

   - Methodology used to develop the I-69 Corridor Travel Demand Model can be found in Appendix B of the Section 3 Draft Environment Impact Statement (DEIS). Part 4 of the Technical Memorandum (Traffic Analysis Zone Development) should provide you with the requested methodology. While Section 3 is not located within Monroe County, the described methodology is being applied consistently for all Tier 2 sections, including Sections 4 and 5 that are located within Monroe County. It can be found on the I-69 Tier 2 website at http://www.deis.i69indyevn.org/DEIS_Sec3/3D_Appendix_B.pdf.

2. What are the specific stakeholder concerns that are being addressed by the interchange placement and configurations for I-69 in Monroe County? Which conceptual design elements address each of those concerns?

   - Chapter 3.4 – Community Outreach, Agency Coordination, and Scoping Process of the Section 5 Screening of Alternatives Report discuss public input and the decision-making process by which interchange locations were selected. It is located on the I-69 Tier 2 website at http://www.i69indyevn.org/PDF/Section5/Report_PreAltAnalysis.pdf.

3. What criteria and criteria values are being used to determine if an existing intersection with SR 37 is to be a grade separation, interchange, or closed?

    - Chapters 3.3. – Tier 2 Section 5 Access Locations of the Section 5 Screening of Alternatives Report discuss criteria for access locations along SR 37. It is located on the I-69 Tier 2 website at http://www.i69indyevn.org/PDF/Section5/Report_PreAltAnalysis.pdf.

4. What criteria and criteria values are being used to determine in the new terrain section if an existing road is to have a grade separation, interchange or closed?

    - Chapter 3.3.1 – Mainline Alignments of the Section 4 Screening of Alternatives Report discusses potential grade separations and interchange locations in Section 4. It is located on the I-69 Tier 2 website at http://www.i69indyeven.org/PDF/Section4/Report_PrelimAltAnalysis.pdf. Further detailed study of criteria values will be available in the Section 4 Draft Environmental Impact Statement (DEIS). It is anticipated to be released in spring, 2010.

5. What provision exists for local jurisdictions to acquire funding for new projects that must be implemented outside of the I-69 planning corridor to maintain existing levels of service for residents of Monroe County as a result of I-69 route and intersection decisions?

    - At this point, INDOT does not have a policy for assisting communities with funding for local road improvement projects that are needed as a result of INDOT transportation projects. However, INDOT would be willing to discuss funding sources that might be available for local road improvement projects as the I-69 project development process continues.

If you have additional questions, INDOT encourages you to visit the Section 5 project office. It is located at 3802 Industrial Blvd., Unit 2 in Bloomington, IN, 47403. Office hours are conducted from 8 am – 5 pm on Wednesdays. Additional appoint times are available upon request.

INDOT looks forward to maintaining a continuing, cooperative and comprehensive planning process with the Monroe County Plan Commission.

Sincerely,

Tom Seeman
opm

Tom Seeman, PE
I-69 Project Manager
INDOT
(317) 232-5336
tseeman@indot.in.gov

INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204-2216 (317) 232-3166 FAX: (317) 232-0238

Mitchell E. Daniels, Jr., Governor
Michael W. Reed, Commissioner

December 8, 2009

DEC 2009
RECEIVED
MICHAEL BAKER JR., INC.

The Honorable Peggy Welch
2802 St. Remy Circle
Bloomington, IN 47401

RE: Record ID #34458
Drive Issues at Whitehall Crossing

Dear Representative Welch:

Thank you for your letter dated October 1, 2008 regarding the access from Whitehall Crossing Shopping Center in Bloomington, Indiana. The Indiana Department of Transportation (INDOT) is aware of the constituent's concerns. In fact, INDOT representatives have met with Mr. Gates multiple times over the course of the last year to explain the change in facility type which necessitates the removal of the access point currently known as Whitehall Crossing Boulevard.

When the shopping center was under consideration for development, Mr. Gates petitioned INDOT for access onto existing State Road 37 (SR 37). At that time, there were discussions regarding the future plan to modify the facility type of this roadway from an arterial highway to an interstate. Those discussions evolved into the Environmental Impact Study for the Interstate 69 (I-69) project and, as was anticipated at the time of the petition, require a fundamental change in the way this roadway is utilized.

Highways serve a number a purposes, two of the most notable being the access and mobility needs of those drivers using the roadway and the communities they serve. Interstates provide the highest level of mobility, with the most restrictive controls to access. Arterial roadways, although still evoking some restrictions, provide more opportunity for access to the highway, with a lesser level of mobility when compared to an interstate. As SR 37 is converted from an arterial to an interstate as part of the I-69 project, access will be converted so that it will be provided from interchanges only. No at-grade intersections will be included as part of the planned improvements.

Mr. Gates was informed of this possibility when he chose to locate his commercial development in its current location. INDOT did issue a permit for the access point at Whitehall Crossing Boulevard, requiring the construction of the right-in/right-out access to SR 37. This permit was based on the traffic expected to be generated by the development and the capacities of the existing roadway system surrounding the development. INDOT also recognized that if SR 37 was converted to I-69, the interchange at SR 48 would likely be perpetuated, with necessary capacity improvements to be constructed at that time.

As part of the permit review many scenarios were considered, including the impact of the development upon adjacent SR 37, SR 48 (Third Street) and the local road network. Significant capacity enhancements to the adjacent roads, beyond what was required at Whitehall Crossing Boulevard, could have been prescribed based on the additional traffic to be generated by the development, including additional travel lanes on the bridge carrying SR 48 over SR 37. INDOT recognized it would be unrealistic to require the petitioner to provide such capital improvements along SR 48 as it was considering plans to convert SR 37 to an interstate facility. The most cost-effective manner to provide efficient traffic flow to and from the development with the arterial roadway in place (at the time of permitting) was to permit the right-in/right-out access (Whitehall Crossing Boulevard) and some minor capacity enhancements to the local roadways.

The department also required that this right-in/right-out access be compatible with any future Collector/Distributor system (C/D) which may be constructed as part of the conversion of SR 37 to I-69. However the petitioner was informed that even with this compatibility provided, the preferred alternative for I-69 may not utilize a C/D system in its final design. In that case, the access to/from SR 37 would be closed with no compensation to the petitioner. The April 8, 2009 letter to Mr. Gates, attached with your inquiry, describes these issues in greater detail. As was noted in that communication, neither of the two alternatives being carried forward for further review during the environmental studies include the direct access (right-in/right-out) at Whitehall Crossing Boulevard.

Both alternatives being carried forward will accommodate the forecasted traffic volumes for the year 2030. As part of the planned future improvements which will be constructed as SR 37 is converted to I-69, a number of enhancements to the roadways surrounding Whitehall Crossing Shopping Center will be included. The capacities of these roadways will be in line with the required levels of service for each roadway type. Detailed analysis will be completed during the design phase of the project to insure that the capacities provided as part of the construction are in line with the traffic demands present at that time. These improvements are expected to include additional lanes on the SR 48 bridge over I-69, additional lanes at the SR 48 interchange, and enhancements to the SR 48/Gates Drive intersection. Coordination with the developer, the City and the County will continue during the design phase to provide opportunities for local developments and needs to be incorporated into the construction plans.

INDOT is charged with building, maintaining, and operating a superior transportation system enhancing safety, mobility and economic growth. While the access to Whitehall Crossing Shopping Center will change as a result of the conversion from an arterial roadway to an interstate, the department is committed to provide solutions that meet these core goals. We look forward to working with Mr. Gates, the City of Bloomington and Monroe County officials as we continue with the environmental studies and ultimately into the design and construction of this project.

Thank you again for contacting INDOT regarding your constituent's concerns. If you should have any further questions, you may contact Sam Sarvis, deputy commissioner major program management, by phone at (317) 234-7173 or by e-mail at ssarvis@indot.in.gov.

Sincerely,

Michael W. Reed
Commissioner
Indiana Department of Transportation

Cc: Matt Randall
Sam Sarvis, INDOT, Central Office
Janelle Lemon, INDOT, I-69 Team
Chris Kiefer, INDOT, Central Office
Jeff Spalding, INDOT, Central Office

BLOOMINGTON • MONROE COUNTY

mpo

September 21, 2011

Ms. Sandra Flum
Project Manager
Indiana Department of Transportation
100 N. Senate Ave N758 Room N758
Indianapolis, IN 46204

Dear Ms. Flum,

Please find enclosed a compilation of I-69 questions collected from the BMCMPO Policy Committee. This package of material is submitted as part of the agreed upon process established at the Policy Committee meeting on September 9, 2011. It is our understanding that INDOT will respond to our submitted questions, in writing, by October 5, 2011. The same package is being submitted to FHWA, which may be better able to respond to some of the questions.

We have submitted this material to you in two pieces. The first piece is the official list of questions, as organized by MPO Staff. The second piece is the raw source material as submitted by Policy Committee members. We submit both versions in the interest of providing some sense of order to the topic areas of the questions while ensuring that no submitted questions goes unanswered.

We appreciate this opportunity to engage with the Indiana Department of Transportation as we work through the many issues and concerns that the BMCMPO has with the I-69 project. We look forward to your response and to continuing this dialogue as part of the MPO 3C process.

Sincerely,

Richard Martin
Chair, BMCMPO I-69 Subcommittee

CC: Mayor Mark Kruzan (BMCMPO)
Mark Stoops (BMCMPO)
Jack Baker (BMCMPO
Lynn Coyne (BMCMPO)
Kent McDaniel (BMCMPO)
Robert Tally (FHWA)
Jay DuMontelle (FHWA)
Michelle Allen (FHWA)
Sam Sarvis (INDOT)
Jim Stark (INDOT)

401 N. Morton Street ▪ Bloomington, IN 47404 Phone: (812) 349-3423 ▪ Fax: (812) 349-3535
www.bloomington.in.gov/mpo
e-mail: mpo@bloomington.in.gov

BLOOMINGTON • MONROE COUNTY

mpo

September 21, 2011

Mr. Robert Tally
Division Administrator
Federal Highway Administration
Indiana Division
575 North Pennsylvania Street
Indianapolis, IN 46204

Dear Mr. Tally,

Please find enclosed a compilation of I-69 questions collected from the BMCMPO Policy Committee. This package of material is submitted as part of the agreed upon process established at the Policy Committee meeting on September 9, 2011. It is our understanding that FHWA will respond to our submitted questions, in writing, by October 5, 2011. The same package is being submitted to INDOT, which may be better able to respond to some of the questions.

We have submitted this material to you in two pieces. The first piece is the official list of questions, as organized by MPO Staff. The second piece is the raw source material as submitted by Policy Committee members. We submit both versions in the interest of providing some sense of order to the topic areas of the questions while ensuring that no submitted questions goes unanswered.

We appreciate this opportunity to engage with the Federal Highway Administration as we work through the many issues and concerns that the BMCMPO has with the I-69 project. We look forward to your response and to continuing this dialogue as part of the MPO 3C process.

Sincerely,

Richard Martin
Chair, BMCMPO I-69 Subcommittee

CC: Mayor Mark Kruzan (BMCMPO)
Mark Stoops (BMCMPO)
Jack Baker (BMCMPO
Lynn Coyne (BMCMPO)
Kent McDaniel (BMCMPO)
Jay DuMontelle (FHWA)
Michelle Allen (FHWA)
Sam Sarvis (INDOT)
Jim Stark (INDOT)
Sandra Flum (INDOT)

401 N. Morton Street ▪ Bloomington, IN 47404 Phone: (812) 349-3423 ▪ Fax: (812) 349-3535
www.bloomington.in.gov/mpo
e-mail: mpo@bloomington.in.gov

I-69 Questions from MPO Policy Committee Members
9/21/11

Note: The following questions were submitted by Policy Committee members and staff. None of the questions have been eliminated or changed in any way. Several questions may be similar but attention should be paid to the differences and the information requested. The questions are loosely bundled together around themes to facilitate review.

1) Of the projected job increases due to I-69, what percent of those will be new jobs as opposed to transfers from other regions of the state and country? *Andy Ruff*

2) Please provide an official document from the Dept. of Defense that indicates that I-69 is crucial to the survival of Crane. *Andy Ruff*

3) What is the net economic impact (subtracting out any economic activity shifted from other parts of the state) compared with the net economic impact of repairing the aforementioned bridges along with the over 400 bridges that currently have the same structural rating that the bridge in Minnesota had before its collapse? *Andy Ruff*

4) How much more will it cost to upgrade IN-37 to an interstate from Bloomington to Indianapolis than constructing I-69 along the least expensive alternative route from the Section 3 terminus to I-70? How much quicker could an interstate connection from Evansville to Indianapolis be completed due to these cost savings *Andy Ruff*

5) What rule allows fiscal constraint to be determined for the MPO portion of I69 in the MPO jurisdiction when construction funds are not included in the TIP? *Richard Martin*

6) Does INDOT, according to Federal guidelines, have proper fiscal constraint to construct I-69 section 4? *Richard Martin*

7) Does failure of the MPO to add the portion of I69 inside the BMCMPO's boundary to its TIP for construction, mean the determination of fiscal constraint for Section 4 is no longer valid and must be revisited? *Richard Martin*

8) Indiana currently has many bridges in need of upgrades and repairs. Some major bridges, such as the Cline Ave, Bridge, MLK Bridge, and Sherman-Minton Bridge area closed to traffic.How has the need to repair and upgrade these bridges affected INDOT's budget? *Andy Ruff*

9) What is the estimated economic losses state-wide due to bridge closings as well as lane and weight restrictions? *Andy Ruff*

10) Could you please list INDOT's projected total revenues and total expenditures for the years 2012 to 2015. *Andy Ruff*

11) List all I-69 related activities that have taken place in Section 4 and the total amount of money already spent in Section 4. *Andy Ruff*

12) List all I-69 related activities including purpose, dates of activities, specific location, costs, detailed results,contractors that have taken place in Section 4 and the total amount of money already spent in Section 4 *Andy Ruff*

13) INDOT has stated that some of the toll road money budgeted for Sections 1-3 will be left over and used to help build Section 4. How much of the original $700 million budgeted is left over and will be used for Section 4? *Andy Ruff*

14) What is the current total cost estimate for all I-69 related activities for Section 5, including ALL costs not just construction costs? *Andy Ruff*

15) What innovative funding options are being considered for funding Sections 5 and 6? *Andy Ruff*

16) What is the current estimate of lost revenue for Monroe Co.due to the construction of I-69? Please include property tax losses and losses to businesses, especially during construction and any other anticipated losses. *Andy Ruff*

17) Will Indiana receive any additional federal funds to construct I-69 than it's normal share of federal funds that would be received by not building I-69 or building along a less costly route? Since earmarks have been discontinued by Congress, what is the source of any additional funds, and what additional amount beyond Indiana's normal share is projected? What are the projections based on? *Andy Ruff*

18) Is completing I-69 to Indianapolis a higher or lower priority than repairing the structurally deficient bridges around the state? Are priorities set based on net economic impact? If not, on what basis are highway priorities set? *Andy Ruff*

19) What budget line of INDOT will fund construction of I69 in the MPO jurisdiction if the MPO does not include that portion in its TIP? *Richard Martin*

20) By which mechanism will funds be moved to the I69 budget line for construction if the MPO does not approve the use of Federal funds for I69? *Richard Martin*

21) What amount of funding over-run is allowed for the I69 project in Monroe County? *Richard Martin*

22) What is the process for deciding to fund design changes not recommended in the EIS 2 document? *Richard Martin*

23) What process should be employed to fund changes outside Section 4, the need for which arises as a consequence of Section 4 use, and inability to construct as part of Section 5

prior to the opening of Section 4 (specifically the Vernal Pike underpass, signalization of existing 37 intersections, and additional left turn lanes)? *Richard Martin*

24) How will the State fund Section 5 if the MPO does not include Section 5 in its TIP? *Richard Martin*

25) If MPO adopts a resolution committing to not include any portion of I69 Section 5 into its TIP and maintains the effect of that resolution through continued requests from INDOT, does the state have sufficient resources to fund that project? *Richard Martin*

26) If MPO adopts a resolution committing to not include any portion of I69 Section 5 into its TIP and maintains the effect of that resolution through continued requests from INDOT, i.e. no approval for preliminary design, ROW acquisition, or construction, can the state achieve fiscal constraint for Section 5 to receive matching funds from FHWA for that portion outside of the MPO jurisdiction? *Richard Martin*

27) Would the failure of the state to achieve fiscal constraint for Section 5 resulting from MPO action make the Section 4 ROD untenable as a means to achieve the larger goal of I69 through Indiana? *Richard Martin*

28) What limits, in terms of dollars or time, exist for recovery by the State of funds spent At Risk, i.e. without Federal approval for recovery? *Richard Martin*

29) Is the State required to continue projects already in the TIP and STIP at funding levels and schedule specified or can they unilaterally modify funding or schedule without MPO approval? *Richard Martin*

30) Is there a limit for the amount of funding that is not approved but still allows a project to go forward, i.e. what extent or percent of total budget is considered still within fiscal constraint requirements for Federal funding? *Richard Martin*

31) With its refusal to accept our new TIP can INDOT withhold our Federal funds and/or redirect those funds for construction of I-69? *Richard Martin*

32) Since at present the expiration of the current TIP is June 26, 2013, are Federal funds not available for any BMCMPO projects after that date? *Richard Martin*

33) Are there other ways for the MPO to access Federal funds that do not include INDOT STIP requirements? *Richard Martin*

34) Given that 23 CFR 450.330 (b) states that: “In metropolitan areas not designated as Transportation Management Agencies (TMAs), projects to be implemented using title 23 USC funds or funds under title 49 USC Chapter 53, shall be selected by the State and/or the public transportation operator(s), in cooperation with the MPO from the approved Metropolitan TIP.”, under which circumstances does the "State or public transportation operator(s)" govern the expenditure process between the MPO and FTA? *Richard Martin*

35) Can FTA funds be used as match for interstate construction? *Richard Martin*

36) To what extent are Federal funds directed for public mass transportation support eligible for discretionary allocation by the State? *Richard Martin*

37) Which projects in the list of SR37 improvements prior to Section 5 construction have been programmed to be completed concurrent with Section 4 construction? *Richard Martin*

38) Do Federal or State $$ limits exist for elements of INDOT's Interstate programing phases? Would you explain the $$ amounts and how they affect programming? *Jack Baker*

39) Will INDOT and their contractor be following Monroe County regulations for building in karst areas? *Andy Ruff*

40) Does this route alignment for Section 4 meet acceptable criteria for environmental impacts? *Richard Martin*

41) Could Section 4 be built at acceptable criteria for environmental impacts if it used the full cost project specifications? *Richard Martin*

42) What standards will be employed to safe-guard over sensitive karst features in or near the I69 corridor? *Richard Martin*

43) Karst area construction activities / mitigation *Bill Williams*

44) Did INDOT use the latest air quality conformity data and traffic modeling data to determine the impact of increased traffic emissions on Bloomington and Monroe County? *Andy Ruff*

45) What air quality and traffic models were used for these determinations? *Andy Ruff*

46) Were changes in design, such as the deferral of the interchange at SR-37. taken into account in the air quality modeling? If not, please explain why these changes were not addressed. *Andy Ruff*

47) Since Section 5 will not be constructed for some time, was this taken into account when doing the air quality modeling? For example, there are many stop lights on existing SR-37 which means more idling and more emissions as traffic increases. *Andy Ruff*

48) What is the current and projected air quality impact of I69 Sections 4 and 5 over the next 30 years if the low cost alternative is implemented on Section 4 and Section 5 construction is delayed for 10 years? *Richard Martin*

49) Has anyone determined the additional emissions from truck traffic on a 4% versus a 5% grade and the cumulative affect this will have on air quality in the areas of the proposed steeper grades? *Richard Martin*

50) Air quality – 2004 data vs. 2009 data *Bill Williams*

51) What is the expected effect of interstate traffic upon our air quality? Is a study required by State or Federal agencies to determine the effect? If not required will one be done? What is INDOT's current opinion – will Interstate traffic have a significant effect; will it take us over the limit for a non-attainment area? What is INDOT's responsibility if this occurs? *Jack Baker*

52) The FEIS indicates that Monroe County's VMT is expected to increase by 22% (p. 5-277) by 2030 as a result of I-69. What assurances is INDOT willing to provide that this will not result in reduced air quality and non-conformity with the Clean Air Act? *Staff*

53) What are the traffic estimates for the stop light at SR-37? *Andy Ruff*

54) What happened to the study done by BLA for App. NN? :How much were they paid? *Andy Ruff*

55) Why was Appendix NN removed from the Section 4 FEIS? How much was BLA paid to do the Appendix NN Study? Who made the decision to remove Appendix NN after the FEIS was issued? Who at the Federal Highway Administration approved the ROD knowing Appendix NN was removed post issuing of the FEIS. If FHA did not know about removal of Appendix NN from the FEIS how was the Record of Decision for Section 4 a valid decision? *Andy Ruff*

56) What projections do you have for truck and non-truck traffic increase, in five year increments, over the first 30 years of Section 4 use? *Richard Martin*

57) What local emergency response entities will be held responsible for accidents on I-69? For example, will the Indian Creek Firefighters to responsible for accidents on I-69 through their area of responsibility? *Andy Ruff*

58) What are the anticipated cost to Bloomington/Monroe County due to I-69 induced crime? *Andy Ruff*

59) What specific criteria must be met to allow an emergency access on Burch Road for the purpose of decreasing response time to environmental emergencies unique to the new terrain highway? *Richard Martin*

60) How do we delay the opening of I69 Section 4 until after specific safety concerns for existing SR 37 intersections are addressed with sufficient roadway improvements to meet anticipated traffic flow needs? *Richard Martin*

61) Emergency access – Harmony (ICFD) & Burch (VBFD) *Bill Williams*

62) Commitment to SR 37 improvements prior to Section 5 construction - are the projects listed in the FEIS real projects? I know the INDOT has began design of the intersection improvements at State Road 45 with Harmony / Garrison Chapel Road and with Breeden Road. Progress? Vernal Pike has the highest crash rate in the area and we are extremely concerned with the safety of travelers in this area, as well as the other intersections mentioned in the FEIS. What commitment will INDOT make to assure they become a reality as soon as possible? *Bill Williams*

63) Appendix QQ indicates several intersections along SR37 beyond the project limits of Section 4 have demonstrable safety concerns which will likely be exacerbated by the construction of Section 4. When will INDOT proceed with improvements to SR37/Vernal Pike and SR37/Bloomfield Rd? When can the BMCMPO expect a TIP amendment request for these improvements? Will these improvements be in place by the time I-69 is complete? If each section of I-69 is deemed to have independent utility, how can Section 4 rely on improvements anticipated as part of Section 5 to address these safety concerns, especially in the absence of a schedule or budget for Section 5? *Staff*

64) Does Crane have plans to store nuclear waste on site? If so, will I-69 facilitate that plan? *Andy Ruff*

65) Please list all changes in construction that have and are occurring, after the ROD was issued, in Sections 1-3. *Andy Ruff*

66) Numerous changes in design and construction have occurred, after the ROD was approved, in Section 1-3. Does INDOT anticipate similar changes in Section 4? *Andy Ruff*

67) What is the life expectancy of asphalt versus concrete pavement for a major truck corridor such as I-69? *Andy Ruff*

68) What thickness of pavement will be used for Section 4? *Andy Ruff*

69) As part of the I-69 project, will intelligent traffic systems be installed to monitor traffic? *Andy Ruff*

70) List all areas in Monroe County that will be subject to blasting during the construction of I-69. *Andy Ruff*

71) How can the MPO become more involved in the analysis and decision process related to design trade-off studies to assure that local concerns are given greater priority in a regional context where Bloomington and Monroe County are the dominate economic influence? *Richard Martin*

72) Since the justification of steeper grades on Section 4 seems very weak in terms of risk assessment, what additional studies or data have been collected to support the low cost recommendation in terms of risk to life and prperty? *Richard Martin*

73) What specific mitigation steps will be taken to eliminate the increased soil loss caused by the low cost roadway side slope implementation that was not considered in the FEIS. *Richard Martin*

74) Is it possible to construct Section 4 in the assigned alignment corridor without resorting to low cost construction alternatives and still meet environmental impact criteria? *Richard Martin*

75) Intersection vs. Interchange vs. Roundabout at SR 37 *Bill Williams*

76) Truck Grades - the FEIS references a study conducted in Brazil as it relates to grades for trucks. In reviewing the document and having had correspondence with the author of the study, the referenced study may not be suitable for application to this project. It specifically states that additional data and study should be conducted. We are concerned that this has not been thoroughly reviewed and have concerns with the application of the Brazil study. Also, as it relates to truck grades over the study period of the FEIS, what data or further studies have been conducted to account for additional trucks in the 20 year design period? Has anyone determined the additional emissions from truck traffic on a 4% versus a 5% grade and the cumulative affect this will have on air quality in the areas of the proposed steeper grades? *Bill Williams*

77) Slopes - There has been a lot of work reviewing the clear zone requirements relative to a 3:1 slope versus a 2:1 slope. It appears the safety issue has been adequately addressed with the 30 foot clear zone requirement. The concern we have with increasing the slope is the erodability of the soils in this area. In reviewing the Universal Soil Loss Equation LS table, it appears that soil loss would almost double given the proposed increase in slope, going from LS factor of 6.5 to LS factor of 13 over a 50' horizontal area. What will be done to mitigate this and how will the slopes be maintained? *Bill Williams*

78) In 2010, INDOT requested a TIP amendment which included construction of I-69 at a cost of $61,693,000. In 2011, the I-69 construction cost within the urbanized area was $32,000,000. Please specify the changes to the project which have resulted in this change to the construction cost in the urbanized area. *Staff*

79) Amenities, such as bicycle and pedestrian paths, etc., have been promised to Bloomington/Monroe County. In light of funding shortfalls and other pressing needs, are these amenities still going to be built? What are the "consequences" for INDOT if they are not? *Andy Ruff*

80) What agreements need to be made now so that in the future as project plans and funding sources are programmed for non-vehicular use of the I69 ROW, as identified in the

Monroe County Alternative Transportation Plan, that use of selected portions of the corridor is made available? *Richard Martin*

81) Why is a parallel multi-use trail not incorporated into the project? Please provide specific rationale. What would have to be done to incorporate such a facility into the I-69 project? *Staff*
    a. The inclusion of I-69 in the adopted LRTP has been cited as justification for the I-69 TIP amendment. The LRTP specifically calls for a parallel multi-use trail to be incorporated into the project. How can the LRTP be used to support one aspect of the project (road) and not the other (trail)? *Staff*
    b. INDOT's response to the BMCMPO's comment on the inclusion of the trail states, "INDOT will support the efforts of other government agencies who wish to consider (as a separate project) multi-use facilities parallel to I-69." Please identify what "other government agencies" are expected to build the trail. Why would "other government agencies" be expected to build the trail and not the interstate? *Staff*
    c. Given the effort required to procure right-way, design, and construct a statewide multi-use trail, why has the State not planned to incorporate a trail in all Sections of the project despite it being identified as a Priority Visionary Trail in the Indiana State Trails, Greenways and Bikeways Plan? *Staff*
    d. National Highway System funds can be used for bicycle transportation and pedestrian walkways (23 USC 217(b)). The State has claimed that other sections of I-69 have come in under budget and are ahead of schedule. If this is true, is it correct to assume that funding is available to include a multi-use trail into the project? *Staff*

82) In the July 11, 2011 letter to INDOT approving the FY 2012-2015 STIP, FHWA reminded INDOT that it must take action on the BMCMPO FY 2012-2015 TIP "within a reasonable time." BMCMPO approved the TIP on May 13, 2011, but the state has not submitted it to FHWA/FTA for certification yet.

    Several other MPOs around the state have adopted 2012-2015 TIPs around the same time as BMCMPO, all of which have been certified (See below). TIP approval letters indicate that the TIPs were only reviewed for accuracy and compliance with SAFETEA-LU before certification. In light of the quick approval of other TIPs, how does INDOT justify the unreasonable delay in submitting the BMCMPO 2012-2015 TIP to FHWA/FTA for certification?

    Indianapolis – May 4, 2011 / Certified May 26, 2011
    MCCOG – April 7, 2011 / Certified May 18, 2011
    Columbus (2012-2016 TIP) - April 27, 2011 / Certified April 28, 2011
    Fort Wayne – April 12, 2011 / Certified May 24, 2011
    Tippecanoe County – April 20, 2011 / Certified May 18, 2011
    Muncie – April 20, 2011 / Certified May 18, 2011
    MACOG – April 13, 2011 / Certified April 25, 2011
    Terre Haute – May 10, 2011 / Certified May 18, 2011

OKI – April 14, 2011 / Certified April 28, 2011
Mark Stoops & Andy Ruff

83) Given that the 1978 MOU governing relations between BMCMPO and INDOT gives the MPO sole responsibility for "[d]evelopment and endorsement of a Transportation Improvement Programs" (sic), from where does INDOT believe it is given the authority to withhold an adopted TIP from federal certification? *Mark Stoops & Andy Ruff*

84) According to Chapter 1.4 C of the BMCMPO Bylaws, "[r]eports, programs, and plans become official process documents following adoption by resolution of the Metropolitan Planning Organization Policy Committee." Therefore, the 2012-2015 TIP became the official TIP upon adoption by resolution on May 14, 2011. Since the operating agreement currently in place does not grant INDOT the authority to override the decisions of the MPO, where does INDOT attain the authority to continue to recognize the 2010-2013 TIP and to represent to FHWA that the previous TIP remains valid? *Mark Stoops & Andy Ruff*

85) A Record of Decision (ROD) for a federally funded transportation project within an MPO's border can not be issued if the project is not included in that MPO's current TIP. If the 2012-2015 TIP is certified by FHWA/FTA without Section 4 of I-69 included, will the ROD be invalidated? Alternatively, if the 2010-2013 TIP is amended to remove Section 4 of I-69, will the ROD be invalidated? Does INDOT believe that the portion of the project outside the MPO boundary may continue if the project is not included in the TIP? If so, from where does INDOT get its authority to proceed with an unapproved project? *Mark Stoops & Andy Ruff*

86) Does INDOT consider the construction of Sections 1-4 to have independent utility and a stand alone project? Even if Sections 5-6 are not built? *Andy Ruff*

87) Does the decision regarding the independent utility of I69 Sections 1 thru 6 mean that there is no dependency between the sections with regard to completion of I69 through Indiana? *Richard Martin*

88) Has a Project Management Plan been competed for Section 4? If so, please supply us with a copy of that plan. *Andy Ruff*

89) Please supply with complete plans for the EIS process through construction and completion of Sections 5 and 6. *Andy Ruff*

90) At what date does a vote by the MPO become irrelevant regarding the expenditure of federal funds for that portion of I69 in the MPO jurisdiction, i.e. when does FHWA eliminate the use of Federal funds for construction in Section 4 within the MPO jurisdiction? *Richard Martin*

91) Are there any mechanisms by which the State can use Federal funds to construct I69 within the MPO jurisdiction without inclusion of that portion of I69 in the MPO TIP? *Richard Martin*

92) Why has the State not engaged with the MPO within a Context Sensitive Solutions process, as recommended by FHWA, as the means to resolve conflicts between State and Local standards to find solutions that work for both the State and the Community? *Richard Martin*

93) Does STIP failure to show I69 Section 5 as a scheduled project for 2012 – 2015 mean that they do not meet the requirements for STIP inclusion or that they expect to not be performing any I69 Section 5 work during 2012 -2015? *Richard Martin*

94) Does the use of Federal funds for highway projects within the MPO jurisdiction always require concurrence in MPO TIP whether or not it is included in STIP? *Richard Martin*

95) Can INDOT continue to reject our most recent adopted TIP; for how long? What are Federal requirements regarding State acceptance or rejection of a locally adopted TIP? *Richard Martin*

96) Was it appropriate for INDOT to ask that I-69 be included in our local TIP prior to the completion of a final EIS? *Richard Martin*

97) Is the MPO obligated to now include construction of this project in our TIP if environmental questions still cannot be answered during the September 9 meeting? *Richard Martin*

98) To what extent can a local community standard be over-ridden by state and federal authorities to promote regional objectives? *Richard Martin*

99) Since the Governor and the BMCMPO do not agree upon a list of projects at this point, is it the desire of FHWA that the BMCMPO defer to the state policy? *Richard Martin*

100) Are any local permits needed for activities related to I69? *Richard Martin*

101) Permits needed from other regulatory agencies to proceed to construction *Bill Williams*

102) Staff is of the impression that the comments submitted by the BMCMPO Director on the DEIS were largely dismissed or remain unresolved. What is FHWA's impression of the responses given by INDOT to the BMCMPO's DEIS comments and how this adheres to the 3-C process? *Staff*

103) It has been suggested that INDOT may proceed with construction of I-69 up to the urbanized boundary absent inclusion of the project in the BMCMPO's TIP. Wouldn't the BMCMPO and INDOT need to come to resolution of the segment within the urbanized

boundary before any aspect of the project proceeds with construction? How could Section 4 function without the connection to SR37? *Staff*

104) INDOT has threatened "consequences" if this MPO does not include all aspects of I-69 in its TIP. Indeed, some funds were withheld for a period of time. What are the consequences for INDOT if it does not design and build I-69 in Section 4 to its original plans? For example, numerous changes in design and construction have been made after the ROD in Sections 1-3/ If similar changes are made in Section 4 what are the consequences for INDOT? *Andy Ruff*

105) By what means does the MPO, and its LPA's, maintain productive relationships in terms of project acceptance, funding, scheduling, and completion, if the MPO does not approve the use of Federal funds for I69 construction in Section 4 and/or preliminary design, ROW acquisition, and construction for Section 5? *Richard Martin*

106) Is the rejection on 06/20/2011 of Monroe County funding for Stinesville Bridge #12 of 4/22/11 for $1,132,100, Unionville Rail Trail of 3/11/11 for $532,680, and Kinser Pike Bridge #46 of 4/22/11 for $1,858,400 = $3,523,180 the result of BMCMPO action in May, and if not, what was the reason for rejection? *Richard Martin*

107) Future MPO funding if TIP does not include I-69 *Bill Williams*

108) Project funding losses to date – (applications denied on 6/20/2011 for Stinesville Bridge #12 of 4/22/11 for $1,132,100, Unionville Rail Trail of 3/11/11 for $532,680, and Kinser Pike Bridge #46 of 4/22/11 for $1,858,400 = $3,523,180) *Bill Williams*

109) If the BMCMPO's actions are unacceptable to the State, is the State willing to document this in writing with suggested remedies? Is it fair for the BMCMPO to assume it is in good standing with the State and that projects will not be adversely affected absent any formal written notification to indicate otherwise? *Staff*

I-69, Section 4 FEIS – Concerns (Bill Williams)

1) Intersection vs. Interchange vs. Roundabout at SR 37

2) Permits needed from other regulatory agencies to proceed to construction

3) Emergency access – Harmony (ICFD) & Burch (VBFD)

4) Karst area construction activities / mitigation

5) Air quality – 2004 data vs. 2009 data

6) Future MPO funding if TIP does not include I-69

7) Project funding losses to date – (applications denied on 6/20/2011 for Stinesville Bridge #12 of 4/22/11 for $1,132,100, Unionville Rail Trail of 3/11/11 for $532,680, and Kinser Pike Bridge #46 of 4/22/11 for $1,858,400 = $3,523,180)

8) Truck Grades - the FEIS references a study conducted in Brazil as it relates to grades for trucks. In reviewing the document and having had correspondence with the author of the study, the referenced study may not be suitable for application to this project. It specifically states that additional data and study should be conducted. We are concerned that this has not been thoroughly reviewed and have concerns with the application of the Brazil study.
Also, as it relates to truck grades over the study period of the FEIS, what data or further studies have been conducted to account for additional trucks in the 20 year design period?
Has anyone determined the additional emissions from truck traffic on a 4% versus a 5% grade and the cumulative affect this will have on air quality in the areas of the proposed steeper grades?

9) Commitment to SR 37 improvements prior to Section 5 construction - are the projects listed in the FEIS real projects?
I know the INDOT has began design of the intersection improvements at State Road 45 with Harmony / Garrison Chapel Road and with Breeden Road. Progress?
Vernal Pike has the highest crash rate in the area and we are extremely concerned with the safety of travelers in this area, as well as the other intersections mentioned in the FEIS.
What commitment will INDOT make to assure they become a reality as soon as possible?

10) Slopes - There has been a lot of work reviewing the clear zone requirements relative to a 3:1 slope versus a 2:1 slope. It appears the safety issue has been adequately addressed with the 30 foot clear zone requirement.
The concern we have with increasing the slope is the erodability of the soils in this area. In reviewing the Universal Soil Loss Equation LS table, it appears that soil loss would almost double given the proposed increase in slope, going from LS factor of 6.5 to LS factor of 13 over a 50' horizontal area.
What will be done to mitigate this and how will the slopes be maintained?

Raymond Hess <hessr@bloomington.in.gov>

RE: Survey Work to Begin in Monroe County

1 message

Baker, Andrew J <ajbaker@indiana.edu> **Fri, Sep 16, 2011 at 3:19 PM**
To: "desmondj@bloomington.in.gov" <desmondj@bloomington.in.gov>
Cc: "richardm@tinwisle.com" <richardm@tinwisle.com>, Bill Williams <bwilliams@co.monroe.in.us>, "hessr@bloomington.in.gov" <hessr@bloomington.in.gov>

I think mine and Richard's question 24 are the same.

Another question -- What is the expected effect of interstate traffic upon our air quality? Is a study required by State or Federal agencies to determine the effect? If not required will one be done? What is INDOT's current opinion – will Interstate traffic have a significant effect; will it take us over the limit for a non-attainment area? What is INDOT's responsibility if this occurs?

-- Jack

Here's another question Richard and I discussed for the list -- Do Federal or State $$ limits exist for elements of INDOT's Interstate programing phases? Would you explain the $$ amounts and how they affect programming?

-- Jack

Josh, checking to see where we are regarding questions and issues for Monday's meeting.

-- Jack

From: Baker, Andrew J
Sent: Friday, September 16, 2011 1:44 PM
To: SFlum@indot.IN.gov
Cc: 'richardm@tinwisle.com'; 'Bill Williams'; 'hessr@bloomington.in.gov'
Subject: RE: Survey Work to Begin in Monroe County

Sandra, thank you. I expect BMCMPO to present and discuss our lists of questions and issues with INDOT. I would expect us -- BMCMPO, INDOT, and DOT -- to begin negotiating issues that need resolution early as possible in the design process. I-69/SR37 temporary intersection; collector roads; Vernal Pike intersection; emergency/hazmat access; transit, bike-ped and trail crossings are some I expect will come from our issues list. I would ask that INDOT be prepared to discuss our issues and to offer its own suggestions for best ways to interface roads and trails with the Interstate.

-- Jack

From: Flum, Sandra [mailto:SFlum@indot.IN.gov]
Sent: Tuesday, September 13, 2011 1:01 PM

Question of Richard Martin submitted for BMCMPO sub-committee consideration, September 19, 2011

1. At what date does a vote by the MPO become irrelevant regarding the expenditure of federal funds for that portion of I69 in the MPO jurisdiction, i.e. when does FHWA eliminate the use of Federal funds for construction in Section 4 within the MPO jurisdiction?
2. Are there any mechanisms by which the State can use Federal funds to construct I69 within the MPO jurisdiction without inclusion of that portion of I69 in the MPO TIP?
3. What budget line of INDOT will fund construction of I69 in the MPO jurisdiction if the MPO does not include that portion in its TIP?
4. By which mechanism will funds be moved to the I69 budget line for construction if the MPO does not approve the use of Federal funds for I69?
5. What amount of funding over-run is allowed for the I69 project in Monroe County?
6. What is the process for deciding to fund design changes not recommended in the EIS 2 document?
7. What process should be employed to fund changes outside Section 4, the need for which arises as a consequence of Section 4 use, and inability to construct as part of Section 5 prior to the opening of Section 4 (specifically the Vernal Pike underpass, signalization of existing 37 intersections, and additional left turn lanes)?
8. How will the State fund Section 5 if the MPO does not include Section 5 in its TIP?
9. If MPO adopts a resolution committing to not include any portion of I69 Section 5 into its TIP and maintains the effect of that resolution through continued requests from INDOT, does the state have sufficient resources to fund that project?
10. If MPO adopts a resolution committing to not include any portion of I69 Section 5 into its TIP and maintains the effect of that resolution through continued requests from INDOT, i.e. no approval for preliminary design, ROW acquisition, or construction, can the state achieve fiscal constraint for Section 5 to receive matching funds from FHWA for that portion outside of the MPO jurisdiction?
11. Would the failure of the state to achieve fiscal constraint for Section 5 resulting from MPO action make the Section 4 ROD untenable as a means to achieve the larger goal of I69 through Indiana?
12. Does the decision regarding the independent utility of I69 Sections 1 thru 6 mean that there is no dependency between the sections with regard to completion of I69 through Indiana?
13. Why has the State not engaged with the MPO within a Context Sensitive Solutions process, as recommended by FHWA, as the means to resolve conflicts between State and Local standards to find solutions that work for both the State and the Community?
14. By what means does the MPO, and its LPA's, maintain productive relationships in terms of project acceptance, funding, scheduling, and completion, if the MPO does not approve the use of Federal funds for I69 construction in Section 4 and/or preliminary design, ROW acquisition, and construction for Section 5?
15. What specific criteria must be met to allow an emergency access on Burch Road for the purpose of decreasing response time to environmental emergencies unique to the new terrain highway?
16. What agreements need to be made now so that in the future as project plans and funding sources are programmed for non-vehicular use of the I69 ROW, as identified in the Monroe

County Alternative Transportation Plan, that use of selected portions of the corridor is made available?

17. How do we delay the opening of I69 Section 4 until after specific safety concerns for existing SR 37 intersections are addressed with sufficient roadway improvements to meet anticipated traffic flow needs?
18. How can the MPO become more involved in the analysis and decision process related to design trade-off studies to assure that local concerns are given greater priority in a regional context where Bloomington and Monroe County are the dominate economic influence?
19. Does STIP failure to show I69 Section 5 as a scheduled project for 2012 – 2015 mean that they do not meet the requirements for STIP inclusion or that they expect to not be performing any I69 Section 5 work during 2012 -2015?
20. What limits, in terms of dollars or time, exist for recovery by the State of funds spent At Risk, i.e. without Federal approval for recovery?
21. Is the State required to continue projects already in the TIP and STIP at funding levels and schedule specified or can they unilaterally modify funding or schedule without MPO approval?
22. Does the use of Federal funds for highway projects within the MPO jurisdiction always require concurrence in MPO TIP whether or not it is included in STIP?
23. What rule allows fiscal constraint to be determined for the MPO portion of I69 in the MPO jurisdiction when construction funds are not included in the TIP?
24. Is there a limit for the amount of funding that is not approved but still allows a project to go forward, i.e. what extent or percent of total budget is considered still within fiscal constraint requirements for Federal funding?
25. Can INDOT continue to reject our most recent adopted TIP; for how long? What are Federal requirements regarding State acceptance or rejection of a locally adopted TIP?
26. Does INDOT, according to Federal guidelines, have proper fiscal constraint to construct I-69 section 4?
27. With its refusal to accept our new TIP can INDOT withhold our Federal funds and/or redirect those funds for construction of I-69?
28. Was it appropriate for INDOT to ask that I-69 be included in our local TIP prior to the completion of a final EIS?
29. Is the MPO obligated to now include construction of this project in our TIP if environmental questions still cannot be answered during the September 9 meeting?
30. To what extent can a local community standard be over-ridden by state and federal authorities to promote regional objectives?
31. Since the Governor and the BMCMPO do not agree upon a list of projects at this point, is it the desire of FHWA that the BMCMPO defer to the state policy?
32. Does failure of the MPO to add the portion of I69 inside the BMCMPO's boundary to its TIP for construction, mean the determination of fiscal constraint for Section 4 is no longer valid and must be revisited?

33. Since at present the expiration of the current TIP is June 26, 2013, are Federal funds not available for any BMCMPO projects after that date?
34. Are there other ways for the MPO to access Federal funds that do not include INDOT STIP requirements?
35. Given that 23 CFR 450.330 (b) states that: “In metropolitan areas not designated as Transportation Management Agencies (TMAs), projects to be implemented using title 23 USC funds or funds under title 49 USC Chapter 53, shall be selected by the State and/or the public transportation operator(s), in cooperation with the MPO from the approved Metropolitan TIP.”, under which circumstances does the "State or public transportation operator(s)" govern the expenditure process between the MPO and FTA?
36. Does this route alignment for Section 4 meet acceptable criteria for environmental impacts?
37. Could Section 4 be built at acceptable criteria for environmental impacts if it used the full cost project specifications?
38. Can FTA funds be used as match for interstate construction?
39. To what extent are Federal funds directed for public mass transportation support eligible for discretionary allocation by the State?
40. Is the rejection on 06/20/2011 of Monroe County funding for Stinesville Bridge #12 of 4/22/11 for $1,132,100, Unionville Rail Trail of 3/11/11 for $532,680, and Kinser Pike Bridge #46 of 4/22/11 for $1,858,400 = $3,523,180 the result of BMCMPO action in May, and if not, what was the reason for rejection?
41. Are any local permits needed for activities related to I69?
42. What is the current and projected air quality impact of I69 Sections 4 and 5 over the next 30 years if the low cost alternative is implemented on Section 4 and Section 5 construction is delayed for 10 years?
43. What standards will be employed to safe-guard over sensitive karst features in or near the I69 corridor?
44. Since the justification of steeper grades on Section 4 seems very weak in terms of risk assessment, what additional studies or data have been collected to support the low cost recommendation in terms of risk to life and prperty?
45. What projections do you have for truck and non-truck traffic increase, in five year increments, over the first 30 years of Section 4 use?
46. Has anyone determined the additional emissions from truck traffic on a 4% versus a 5% grade and the cumulative affect this will have on air quality in the areas of the proposed steeper grades?
47. Which projects in the list of SR37 improvements prior to Section 5 construction have been programmed to be completed concurrent with Section 4 construction?
48. What specific mitigation steps will be taken to eliminate the increased soil loss caused by the low cost roadway side slope implementation that was not considered in the FEIS.
49. Is it possible to construct Section 4 in the assigned alignment corridor without resorting to low cost construction alternatives and still meet environmental impact criteria?

I-69 Questions from Andy Ruff:

1. Did INDOT use the latest air quality conformity data and traffic modeling data to determine the impact of increased traffic emissions on Bloomington and Monroe County?

2. What air quality and traffic models were used for these determinations?

3. Were changes in design, such as the deferral of the interchange at SR-37. taken into account in the air quality modeling? If not, please explain why these changes were not addressed.

4. Since Section 5 will not be constructed for some time, was this taken into account when doing the air quality modeling? For example, there are many stop lights on existing SR-37 which means more idling and more emissions as traffic increases.

5. What are the traffic estimates for the stop light at SR-37?

6. What happened to the study done by BLA for App. NN? :How much were they paid?

7. Indiana currently has many bridges in need of upgrades and repairs. Some major bridges, such as the Cline Ave, Bridge, MLK Bridge, and Sherman-Minton Bridge area closed to traffic.How has the need to repair and upgrade these bridges affected INDOT's budget?

8. What is the estimated economic losses state-wide due to bridge closings as well as lane and weight restrictions?

9. Could you please list INDOT's projected total revenues and total expenditures for the years 2012 to 2015.

10. Please list all changes in construction that have and are occurring, after the ROD was issued, in Sections 1-3.

11. Numerous changes in design and construction have occurred, after the ROD was approved, in Section 1-3. Does INDOT anticipate similar changes in Section 4?

12. INDOT has threatened "consequences" if this MPO does not include all aspects of I-69 in its TIP. Indeed, some funds were withheld for a period of time. What are the consequences for INDOT if it does not design and build I-69 in Section 4 to its original plans? For example, numerous changes in design and construction have been made after the ROD in Sections 1-3/ If similar changes are made in Section 4 what are the consequences for INDOT?

13. List all I-69 related activities that have taken place in Section 4 and the total amount of money already spent in Section 4.

14. INDOT has stated that some of the toll road money budgeted for Sections 1-3 will be left over and used to help build Section 4. How much of the original $700 million budgeted is left over and will be used for Section 4?

15. What is the current total cost estimate for all I-69 related activities for Section 5, including ALL costs not just construction costs?

16. What local emergency response entities will be held responsible for accidents on I-69? For example, will the Indian Creek Firefighters to responsible for accidents on I-69 through their area of responsibility?

17. What innovative funding options are being considered for funding Sections 5 and 6?

18. What is the current estimate of lost revenue for Monroe Co.due to the construction of I-69? Please include property tax losses and losses to businesses, especially during construction and any other anticipated losses.

19. Amenities, such as bicycle and pedestrian paths, etc., have been promised to Bloomington/Monroe County. In light of funding shortfalls and other pressing needs, are these amenities still going to be built? What are the "consequences" for INDOT if they are not?

20. Does INDOT consider the construction of Sections 1-4 to have independent utility and a stand alone project? Even if Sections 5-6 are not built?

21. Has a Project Management Plan been competed for Section 4? If so, please supply us with a copy of that plan.

22. Please supply with complete plans for the EIS process through construction and completion of Sections 5 and 6.

23. What is the life expectancy of asphalt versus concrete pavement for a major truck corridor such as I-69?

24. What thickness of pavement will be used for Section 4?

25. As part of the I-69 project, will intelligent traffic systems be installed to monitor traffic?

26. Of the projected job increases due to I-69, what percent of those will be new jobs as opposed to transfers from other regions of the state and country?

27. Please provide an official document from the Dept. of Defense that indicates that I-69 is crucial to the survival of Crane.

28. Does Crane have plans to store nuclear waste on site? If so, will I-69 facilitate that plan?

29. What are the anticipated cost to Bloomington/Monroe County due to I-69 induced crime?

30. List all areas in Monroe County that will be subject to blasting during the construction of I-69.

31. Will INDOT and their contractor be following Monroe County regulations for building in karst areas?

32. Why was Appendix NN removed from the Section 4 FEIS? How much was BLA paid to do the Appendix NN Study? Who made the decision to remove Appendix NN after the FEIS was issued? Who at the Federal Highway Administration approved the ROD knowing Appendix NN was removed post issuing of the FEIS. If FHA did not know about removal of Appendix NN from the FEIS how was the Record of Decision for Section 4 a valid decision?

33. List all I-69 related activities including purpose, dates of activities, specific location, costs, detailed results,contractors that have taken place in Section 4 and the total amount of money already spent in Section 4

Additional questions from Andy, submitted by a constituent:

1. Will Indiana receive any additional federal funds to construct I-69 than it's normal share of federal funds that would be received by not building I-69 or building along a less costly route? Since earmarks have been discontinued by Congress, what is the source of any additional funds, and what additional amount beyond Indiana's normal share is projected? What are the projections based on?

2. What is the net economic impact (subtracting out any economic activity shifted from other parts of the state) compared with the net economic impact of repairing the aforementioned bridges along with the over 400 bridges that currently have the same structural rating that the bridge in Minnesota had before its collapse?

3. Is completing I-69 to Indianapolis a higher or lower priority than repairing the structurally deficient bridges around the state? Are priorities set based on net economic impact? If not, on what basis are highway priorities set?

4. How much more will it cost to upgrade IN-37 to an interstate from Bloomington to Indianapolis than constructing I-69 along the least expensive alternative route from the Section 3 terminus to I-70? How much quicker could an interstate connection from Evansville to Indianapolis be completed due to these cost savings

Raymond Hess <hessr@bloomington.in.gov>

Fwd: MPO Questions

1 message

Mark Stoops <markastoops@yahoo.com> **Mon, Sep 19, 2011 at 4:05 PM**
To: "hessr@bloomington.in.gov" <hessr@bloomington.in.gov>

1) In the July 11, 2011 letter to INDOT approving the FY 2012-2015 STIP, FHWA reminded INDOT that it must take action on the BMCMPO FY 2012-2015 TIP "within a reasonable time." BMCMPO approved the TIP on May 13, 2011, but the state has not submitted it to FHWA/FTA for certification yet.

Several other MPOs around the state have adopted 2012-2015 TIPs around the same time as BMCMPO, all of which have been certified (See below). TIP approval letters indicate that the TIPs were only reviewed for accuracy and compliance with SAFETEA-LU before certification. In light of the quick approval of other TIPs, how does INDOT justify the unreasonable delay in submitting the BMCMPO 2012-2015 TIP to FHWA/FTA for certification?

Indianapolis – May 4, 2011 / Certified May 26, 2011

MCCOG – April 7, 2011 / Certified May 18, 2011

Columbus (2012-2016 TIP) - April 27, 2011 / Certified April 28, 2011

Fort Wayne – April 12, 2011 / Certified May 24, 2011

Tippecanoe County – April 20, 2011 / Certified May 18, 2011

Muncie – April 20, 2011 / Certified May 18, 2011

MACOG – April 13, 2011 / Certified April 25, 2011

Terre Haute – May 10, 2011 / Certified May 18, 2011

OKI – April 14, 2011 / Certified April 28, 2011

2) Given that the 1978 MOU governing relations between BMCMPO and INDOT gives the MPO sole responsibility for "[d]evelopment and endorsement of a Transportation Improvement Programs" (sic), from where does INDOT believe it is given the authority to withhold an adopted TIP from federal certification?

3) According to Chapter 1.4 C of the BMCMPO Bylaws, "[r]eports, programs, and plans become official process documents following adoption by resolution of the Metropolitan Planning Organization Policy Committee." Therefore, the 2012-2015 TIP became the official TIP upon adoption by resolution on May 14, 2011. Since the operating agreement currently in place does not grant INDOT the authority to override the decisions of the MPO, where does INDOT attain the authority to continue to recognize the 2010-2013 TIP and to represent to FHWA that the previous TIP remains valid?

4) A Record of Decision (ROD) for a federally funded transportation project within an MPO's border can not be issued if the project is not included in that MPO's current TIP. If the 2012-2015 TIP is certified by FHWA/FTA without Section 4 of I-69 included, will the ROD be invalidated? Alternatively, if the 2010-2013 TIP is amended to remove Section 4 of I-69, will the ROD be invalidated? Does INDOT believe that the portion of the project outside the MPO boundary may continue if the project is not included in the TIP? If so, from where does INDOT get its authority to proceed with an unapproved project?

Raymond Hess <hessr@bloomington.in.gov>

More I-69 MPO Subcommittee questions to be submitted to INDOT

1 message

Andy Ruff <ruffa@bloomington.in.gov> **Tue, Sep 20, 2011 at 3:36 PM**
To: Josh Desmond <desmondj@bloomington.in.gov>, Raymond Hess <hessr@bloomington.in.gov>, Raymond Hess <mpo@bloomington.in.gov>, "Robinson, Scott" <robinsos@bloomington.in.gov>, Tom Micuda <micudat@bloomington.in.gov>
Cc: Andy Ruff <andyjruff@yahoo.com>

My understanding is that todayis the last day to subit questions. Here are more questions for INDOT:

1) In the July 11, 2011 letter to INDOT approving the FY 2012-2015 STIP, FHWA reminded INDOT that it must take action on the BMCMPO FY 2012-2015 TIP "within a reasonable time." BMCMPO approved the TIP on May 13, 2011, but the state has not submitted it to FHWA/FTA for certification yet.

Several other MPOs around the state have adopted 2012-2015 TIPs around the same time as BMCMPO, all of which have been certified (See below). TIP approval letters indicate that the TIPs were only reviewed for accuracy and compliance with SAFETEA-LU before certification. In light of the quick approval of other TIPs, how does INDOT justify the unreasonable delay in submitting the BMCMPO 2012-2015 TIP to FHWA/FTA for certification?

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2) Given that the 1978 MOU governing relations between BMCMPO and INDOT gives the MPO sole responsibility for "[d]evelopment and endorsement of a Transportation Improvement Programs" (sic),

from where does INDOT believe it is given the authority to withhold an adopted TIP from federal certification?

3) According to Chapter 1.4 C of the BMCMPO Bylaws, "[r]eports, programs, and plans become official process documents following adoption by resolution of the Metropolitan Planning Organization Policy Committee." Therefore, the 2012-2015 TIP became the official TIP upon adoption by resolution on May 14, 2011. Since the operating agreement currently in place does not grant INDOT the authority to override the decisions of the MPO, where does INDOT attain the authority to continue to recognize the 2010-2013 TIP and to represent to FHWA that the previous TIP remains valid?

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INDIANA DEPARTMENT OF TRANSPORTATION
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Room N755
Indianapolis, Indiana 46204

PHONE: (317) 234-5142
FAX: (317) 233-1481

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

February 6, 2012

Mayor Mark Kruzan
401 N Morton Street, Suite 210
Bloomington, IN 47404

Dear Mayor Kruzan:

In recognition of the City of Bloomington's interest in the I-69 corridor, and in anticipation of the successful completion of the development and construction of Section 4 of I-69, connecting to SR 37 south of Bloomington and Section 5 through Bloomington, the Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA), as joint lead agencies, extend this invitation to the City of Bloomington to become a local participating agency on Section 5.

The Federal Highway Administration (FHWA), in coordination with the Indiana Department of Transportation (INDOT), is preparing a Tier 2 Environmental Impact Statement (EIS) for Section 5 of the I-69 Indianapolis to Evansville Project. Section 5 of the I-69 corridor runs approximately 21 miles along SR 37 in Bloomington to SR 39 near Martinsville.

We are also extending this offer to Monroe and Morgan counties, the City of Martinsville and the Town of Ellettsville. We chose these communities for invitation because they too are served by the I-69 corridor.

Information regarding the Section 5 EIS timeline, I-69 Section 5, and a general description of participating agency roles and responsibilities can be found in Attachments A, B and C, respectively. INDOT will hold monthly meetings with the participating agencies in addition to meetings noted in the Section 5 EIS schedule. The first of these meetings will be February 15, 2012, with the location to be determined in the coming days. Attendance will signal the City's intent to become a participating agency although you have 30 days to provide your formal response to this letter.

Please respond to us in writing explaining whether the City of Bloomington accepts or declines this invitation. If you decide to become a participating agency, please include the title of the agency official responding as well as the name and contact information for the technical/engineering expert serving as the community's representative. Please forward the written response to Steve Walls at swalls@indot.in.gov, on City of Bloomington letterhead, no later than March 7, 2012.

Thank you and we look forward to your response to this request and the City of Bloomington's participation in the successful development and construction of the I-69 project and your attendance at our first participating agency meeting on February 15, 2012

Sincerely,

Michael B. Cline

Michael B. Cline
INDOT Commissioner

cc: Josh Desmond, BMCMPO
Robert Tally, Indiana Division Administrator, FHWA

Attachment A

I-69 Section 5 Environmental Studies
Schedule
January 12, 2012

The following is INDOT's schedule for completing steps necessary to prepare the Section 5 Environmental Impact Statement (EIS) to satisfy the National Environmental Policy Act (NEPA). INDOT's schedule is based upon experience with other EISs on the I-69 corridor along with the review periods allowed by regulation. This schedule allows for review by all parties including, INDOT and their consultants, as well as the federal review by FHWA and other resource agencies, the local participating agencies. Time allotted for public review, comment and meetings are incorporated into the schedule.. For each public meeting or publication there is substantial review and preparation with each contributing agency.

Alternative Review- April 2012
DEIS - September 2012
FEIS - March 2013
ROD - May 2013

In addition to reviewing information in preparation for these milestones, INDOT will hold a monthly meeting with the designated technical expert from the participating agencies starting on February 15, 2012.

Attachment B

I-69 Section 5 Environmental Studies

Background

January 12, 2012

The Federal Highway Administration (FHWA), in coordination with the Indiana Department of Transportation (INDOT), is preparing a Tier 2 Environmental Impact Statement (EIS) for Section 5 of the I-69 Indianapolis to Evansville Project. Section 5 of the I-69 corridor runs approximately 21 miles from SR 37 to SR 39 near Martinsville. (map provided)

I–69 (formerly known as Corridor 18) was designated by Congress in 1991as a strategic, high priority highway serving the east-central United States. I– 69 is planned to be a continuous north south corridor linking Canada, the United States and Mexico. FHWA subsequently identified 32 separate sections of independent utility (SIUs) for the national I–69 corridor. The Evansville-to-Indianapolis section of I–69 has been designated by FHWA as SIU #3.

The FHWA approved a Record of Decision (ROD) on the Tier 1 Final EIS for the I–69 SIU #3 on March 24, 2004. The purpose of the Tier 1 study was to resolve: (1) Whether or not to complete I–69 in Southwestern Indiana; and if so, (2) the selection of a corridor for I–69 between Evansville and Indianapolis. The Tier 2 process will further detail the route within the selected 2000' corridor.

The I-69 project pre-dates Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This section of law established an enhanced environmental review process for certain FHWA projects, increasing the transparency of the process, as well as opportunities for participation. While FHWA and INDOT are not required to follow Section 6002 on the I-69 project, we are informally using the participating agency portions to respond to local agency interest and improve cooperation. Accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

Attachment C

I-69 Section 5 Environmental Studies
Roles and Responsibilities Participating Agencies
January 12, 2012

As a participating agency, in general, you will be asked to designate a technical expert to work with the project staff as indicated below.

1) Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise.
2) Participate in coordination meetings, conference calls, and joint field reviews as appropriate.
3) Provide timely review and comment on sections of the pre-draft or pre-final environmental documents and to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the potential impacts and mitigations of the preferred alternative.
4) Provide meaningful and timely input on unresolved issues.

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Indianapolis, Indiana 46204

PHONE: (317) 234-5142
FAX: (317) 233-1481

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

February 6, 2012

Councilman David Drake, President
Ellettsville Town Council
PO Box 8
221 N Sale Street
Ellettsville, IN 47429

Dear Councilman Drake:

In recognition of the Town of Ellettsville's interest in the I-69 corridor, and in anticipation of the successful completion of the development and construction of the I-69 corridor, the Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA), as joint lead agencies, extend this invitation to the Town of Ellettsville to become a local participating agency on Section 5.

The Federal Highway Administration (FHWA), in coordination with the Indiana Department of Transportation (INDOT), is preparing a Tier 2 Environmental Impact Statement (EIS) for Section 5 of the I-69 Indianapolis to Evansville Project. Section 5 of the I-69 corridor runs approximately 21 miles along SR 37 in Bloomington to SR 39 near Martinsville.

We are extending this offer to Monroe and Morgan counties and the cities of Bloomington and Martinsville. We chose these communities for invitation because they too are served by the I-69 corridor.

Information regarding the Section 5 EIS timeline, I-69Section 5, and a general description of participating agency roles and responsibilities are Attachments A, B and C, respectively. INDOT will hold monthly meetings with the participating agencies in addition to meetings noted in the Section 5 EIS schedule. The first of these meetings will be February 15, 2012, with the location to be determined in the coming days. Attendance will signal the Town's intent to become a participating agency although you have 30 days to provide a formal response to this letter.

Please respond to us in writing explaining whether the Town of Ellettsville accepts or declines this invitation. If you decide to become a participating agency, please include the title of the agency official responding as well as the name and contact information for the technical/engineering expert serving as the community's representative. Please forward the written response to Steve Walls at swalls@indot.in.gov, on Town of Ellettsville letterhead, no later than March 7, 2012.

Thank you and we look forward to your response to this request and the Town of Ellettsville's participation on this project at our first participating agency meeting on February 15, 2012.

Sincerely,

Michael B. Cline

Michael B. Cline
INDOT Commissioner

cc: Josh Desmond, BMCMPO
Robert Tally, Indiana Division Administrator, FHWA

Attachment A

I-69 Section 5 Environmental Studies
Schedule
January 12, 2012

The following is INDOT's schedule for completing steps necessary to prepare the Section 5 Environmental Impact Statement (EIS) to satisfy the National Environmental Policy Act (NEPA). INDOT's schedule is based upon experience with other EISs on the I-69 corridor along with the review periods allowed by regulation. This schedule allows for review by all parties including, INDOT and their consultants, as well as the federal review by FHWA and other resource agencies, the local participating agencies. Time allotted for public review, comment and meetings are incorporated into the schedule.. For each public meeting or publication there is substantial review and preparation with each contributing agency.

Alternative Review- April 2012
DEIS - September 2012
FEIS - March 2013
ROD - May 2013

In addition to reviewing information in preparation for these milestones, INDOT will hold a monthly meeting with the designated technical expert from the participating agencies starting on February 15, 2012.

Attachment B

I-69 Section 5 Environmental Studies

Background

January 12, 2012

The Federal Highway Administration (FHWA), in coordination with the Indiana Department of Transportation (INDOT), is preparing a Tier 2 Environmental Impact Statement (EIS) for Section 5 of the I-69 Indianapolis to Evansville Project. Section 5 of the I-69 corridor runs approximately 21 miles from SR 37 to SR 39 near Martinsville. (map provided)

I–69 (formerly known as Corridor 18) was designated by Congress in 1991as a strategic, high priority highway serving the east-central United States. I– 69 is planned to be a continuous north south corridor linking Canada, the United States and Mexico. FHWA subsequently identified 32 separate sections of independent utility (SIUs) for the national I–69 corridor. The Evansville-to-Indianapolis section of I–69 has been designated by FHWA as SIU #3.

The FHWA approved a Record of Decision (ROD) on the Tier 1 Final EIS for the I–69 SIU #3 on March 24, 2004. The purpose of the Tier 1 study was to resolve: (1) Whether or not to complete I–69 in Southwestern Indiana; and if so, (2) the selection of a corridor for I–69 between Evansville and Indianapolis. The Tier 2 process will further detail the route within the selected 2000' corridor.

The I-69 project pre-dates Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This section of law established an enhanced environmental review process for certain FHWA projects, increasing the transparency of the process, as well as opportunities for participation. While FHWA and INDOT are not required to follow Section 6002 on the I-69 project, we are informally using the participating agency portions to respond to local agency interest and improve cooperation. Accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

Attachment C

I-69 Section 5 Environmental Studies
Roles and Responsibilities Participating Agencies
January 12, 2012

As a participating agency, in general, you will be asked to designate a technical expert to work with the project staff as indicated below.

1) Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise.
2) Participate in coordination meetings, conference calls, and joint field reviews as appropriate.
3) Provide timely review and comment on sections of the pre-draft or pre-final environmental documents and to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the potential impacts and mitigations of the preferred alternative.
4) Provide meaningful and timely input on unresolved issues.

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Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

February 6, 2012

Mayor Phil Deckard
PO Box 1415
59 S Jefferson Street
Martinsville, IN 46151

Dear Mayor Deckard:

In recognition of the City of Martinsville's interest in the I-69 corridor, and in anticipation of the successful completion of the development and construction of the I-69 corridor, the Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA), as joint lead agencies, extend this invitation to the City of Martinsville to become a local participating agency on Section 5 of I-69.

The Federal Highway Administration (FHWA), in coordination with the Indiana Department of Transportation (INDOT), is preparing a Tier 2 Environmental Impact Statement (EIS) for Section 5 of the I-69 Indianapolis to Evansville Project. Section 5 of the I-69 corridor runs approximately 21 miles along SR 37 in Bloomington to SR 39 near Martinsville.

We are extending this offer to Monroe and Morgan counties, the City of Bloomington and the Town of Ellettsville. We chose these communities for invitation because they too are served by the I-69 corridor.

Information regarding the Section 5 EIS timeline, I-69 Section 5, and a general description of participating agency roles and responsibilities are Attachments A, B and C, respectively. INDOT will hold monthly meetings with the participating agencies in addition to meetings noted in the Section 5 EIS schedule. The first of these meetings will be February 15, 2012, with the location to be determined in the coming days. Attendance will signal the City's intent to become a participating agency although you have 30 days to provide a formal response to this letter.

Please respond to us in writing explaining whether the City of Martinsville accepts or declines this invitation. If you decide to become a participating agency, please include the title of the agency official responding as well as the name and contact information for the technical/engineering expert serving as the community's representative. Please forward the written response to Steve Walls at swalls@indot.in.gov, on City of Martinsville letterhead, no later than March 7, 2012.

Thank you and we look forward to your response to this request and the City of Martinsville's participation on this project at our first participating agency meeting on February 15, 2012.

Sincerely,

Michael B. Cline

Michael B. Cline
INDOT Commissioner

cc: Robert Tally, Indiana Division Administrator, FHWA

Attachment A

I-69 Section 5 Environmental Studies
Schedule
January 12, 2012

The following is INDOT's schedule for completing steps necessary to prepare the Section 5 Environmental Impact Statement (EIS) to satisfy the National Environmental Policy Act (NEPA). INDOT's schedule is based upon experience with other EISs on the I-69 corridor along with the review periods allowed by regulation. This schedule allows for review by all parties including, INDOT and their consultants, as well as the federal review by FHWA and other resource agencies, the local participating agencies. Time allotted for public review, comment and meetings are incorporated into the schedule.. For each public meeting or publication there is substantial review and preparation with each contributing agency.

Alternative Review- April 2012
DEIS - September 2012
FEIS - March 2013
ROD - May 2013

In addition to reviewing information in preparation for these milestones, INDOT will hold a monthly meeting with the designated technical expert from the participating agencies starting on February 15, 2012.

Attachment B

I-69 Section 5 Environmental Studies

Background

January 12, 2012

The Federal Highway Administration (FHWA), in coordination with the Indiana Department of Transportation (INDOT), is preparing a Tier 2 Environmental Impact Statement (EIS) for Section 5 of the I-69 Indianapolis to Evansville Project. Section 5 of the I-69 corridor runs approximately 21 miles from SR 37 to SR 39 near Martinsville. (map provided)

I–69 (formerly known as Corridor 18) was designated by Congress in 1991as a strategic, high priority highway serving the east-central United States. I– 69 is planned to be a continuous north south corridor linking Canada, the United States and Mexico. FHWA subsequently identified 32 separate sections of independent utility (SIUs) for the national I–69 corridor. The Evansville-to-Indianapolis section of I–69 has been designated by FHWA as SIU #3.

The FHWA approved a Record of Decision (ROD) on the Tier 1 Final EIS for the I–69 SIU #3 on March 24, 2004. The purpose of the Tier 1 study was to resolve: (1) Whether or not to complete I–69 in Southwestern Indiana; and if so, (2) the selection of a corridor for I–69 between Evansville and Indianapolis. The Tier 2 process will further detail the route within the selected 2000' corridor.

The I-69 project pre-dates Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This section of law established an enhanced environmental review process for certain FHWA projects, increasing the transparency of the process, as well as opportunities for participation. While FHWA and INDOT are not required to follow Section 6002 on the I-69 project, we are informally using the participating agency portions to respond to local agency interest and improve cooperation. Accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

Attachment C

I-69 Section 5 Environmental Studies
Roles and Responsibilities Participating Agencies
January 12, 2012

As a participating agency, in general, you will be asked to designate a technical expert to work with the project staff as indicated below.

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2) Participate in coordination meetings, conference calls, and joint field reviews as appropriate.
3) Provide timely review and comment on sections of the pre-draft or pre-final environmental documents and to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the potential impacts and mitigations of the preferred alternative.
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Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

February 6, 2012

Commissioner Patrick Stoffers, President
Monroe County Board of Commissioners
501 N Morton Street
Bloomington, IN 47404

Dear Commissioner Stoffers:

In recognition of the Monroe County's interest in the I-69 corridor, and in anticipation of the successful completion of the development and construction of Section 4 of I-69, connecting to SR 37 south of Bloomington and Section 5 through Bloomington, the Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA), as joint lead agencies, extend this invitation to the Board of Commissioners of Monroe County to become a local participating agency on Section 5.

The Federal Highway Administration (FHWA), in coordination with the Indiana Department of Transportation (INDOT), is preparing a Tier 2 Environmental Impact Statement (EIS) for Section 5 of the I-69 Indianapolis to Evansville Project. Section 5 of the I-69 corridor runs approximately 21 miles along SR 37 in Bloomington to SR 39 near Martinsville.

We are extending this offer to Morgan County, the cities of Bloomington and Martinsville and the Town of Ellettsville. We chose these communities for invitation because they too are served by the I-69 corridor.

Information regarding the Section 5 EIS timeline, I-69 Section 5, and a general description of participating agency roles and responsibilities can be found in Attachments A, B and C, respectively. INDOT will hold monthly meetings with the participating agencies in addition to meetings noted in the Section 5 EIS schedule. The first of these meetings will be February 15, 2012, with the location to be determined in the coming days. Attendance will signal Monroe County's intent to become a participating agency although you have 30 days to provide a formal response to this letter.

Please respond to us in writing explaining whether the Board of Commissioners of Monroe County accepts or declines this invitation. If you decide to become a participating agency, please include the title of the agency official responding as well as the name and contact information for the technical/engineer expert serving as the community's representative. Please forward the written response to Steve Walls at swalls@indot.in.gov, on Monroe County letterhead, no later than March 7, 2012.

Thank you and we look forward to your response to this request and the Monroe County's participation in the successful development and construction of the I-69 project and your attendance at our first participating agency meeting on February 15, 2012

Sincerely,

Michael B. Cline

Michael B. Cline
INDOT Commissioner

cc: Josh Desmond, BMCMPO
Robert Tally, Indiana Division Administrator, FHWA

Attachment A

I-69 Section 5 Environmental Studies
Schedule
January 12, 2012

The following is INDOT's schedule for completing steps necessary to prepare the Section 5 Environmental Impact Statement (EIS) to satisfy the National Environmental Policy Act (NEPA). INDOT's schedule is based upon experience with other EISs on the I-69 corridor along with the review periods allowed by regulation. This schedule allows for review by all parties including, INDOT and their consultants, as well as the federal review by FHWA and other resource agencies, the local participating agencies. Time allotted for public review, comment and meetings are incorporated into the schedule.. For each public meeting or publication there is substantial review and preparation with each contributing agency.

Alternative Review- April 2012
DEIS - September 2012
FEIS - March 2013
ROD - May 2013

In addition to reviewing information in preparation for these milestones, INDOT will hold a monthly meeting with the designated technical expert from the participating agencies starting on February 15, 2012.

Attachment B

I-69 Section 5 Environmental Studies
Background
January 12, 2012

The Federal Highway Administration (FHWA), in coordination with the Indiana Department of Transportation (INDOT), is preparing a Tier 2 Environmental Impact Statement (EIS) for Section 5 of the I-69 Indianapolis to Evansville Project. Section 5 of the I-69 corridor runs approximately 21 miles from SR 37 to SR 39 near Martinsville. (map provided)

I–69 (formerly known as Corridor 18) was designated by Congress in 1991as a strategic, high priority highway serving the east-central United States. I– 69 is planned to be a continuous north south corridor linking Canada, the United States and Mexico. FHWA subsequently identified 32 separate sections of independent utility (SIUs) for the national I–69 corridor. The Evansville-to-Indianapolis section of I–69 has been designated by FHWA as SIU #3.

The FHWA approved a Record of Decision (ROD) on the Tier 1 Final EIS for the I–69 SIU #3 on March 24, 2004. The purpose of the Tier 1 study was to resolve: (1) Whether or not to complete I–69 in Southwestern Indiana; and if so, (2) the selection of a corridor for I–69 between Evansville and Indianapolis. The Tier 2 process will further detail the route within the selected 2000' corridor.

The I-69 project pre-dates Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This section of law established an enhanced environmental review process for certain FHWA projects, increasing the transparency of the process, as well as opportunities for participation. While FHWA and INDOT are not required to follow Section 6002 on the I-69 project, we are informally using the participating agency portions to respond to local agency interest and improve cooperation. Accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

Attachment C

I-69 Section 5 Environmental Studies
Roles and Responsibilities Participating Agencies
January 12, 2012

As a participating agency, in general, you will be asked to designate a technical expert to work with the project staff as indicated below.

1) Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise.
2) Participate in coordination meetings, conference calls, and joint field reviews as appropriate.
3) Provide timely review and comment on sections of the pre-draft or pre-final environmental documents and to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the potential impacts and mitigations of the preferred alternative.
4) Provide meaningful and timely input on unresolved issues.

INDIANA DEPARTMENT OF TRANSPORTATION
Driving Indiana's Economic Growth

100 North Senate Avenue
Room N755
Indianapolis, Indiana 46204

PHONE: (317) 234-5142
FAX: (317) 233-1481

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

February 6, 2012

Commissioner Norman Voyles, President
Morgan County Board of Commissioners
180 South Main Street
Martinsville, IN 46151

Dear Commissioner Voyles:

In recognition of the Morgan County's interest in the I-69 corridor, and in anticipation of the successful completion of the development and construction of the I-69 corridor, the Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA), as joint lead agencies, extend this invitation to the Board of Commissioners of Morgan County to become a local participating agency on Section 5.

The Federal Highway Administration (FHWA), in coordination with the Indiana Department of Transportation (INDOT), is preparing a Tier 2 Environmental Impact Statement (EIS) for Section 5 of the I-69 Indianapolis to Evansville Project. Section 5 of the I-69 corridor runs approximately 21 miles along SR 37 in Bloomington to SR 39 near Martinsville.

We are extending this offer to Monroe County, the cities of Bloomington and Martinsville and the Town of Ellettsville. We chose these communities for invitation because they too are served by the I-69 corridor.

Information regarding the Section 5 EIS timeline, I-69 Section 5, and a general description of participating agency roles and responsibilities are Attachments A, B and C, respectively. INDOT will hold monthly meetings with the participating agencies in addition to meetings noted in the Section 5 EIS schedule. The first of these meetings will be February 15, 2012, with the location to be determined in the coming days. Attendance will signal the County's intent to become a participating agency although you have 30 days to provide a formal response to this letter.

Please respond to us in writing explaining whether the Board of Commissioners of Morgan County accepts or declines this invitation. If you decide to become a participating agency, please include the title of the agency official responding as well as the name and contact information for the technical/engineering expert serving as the community's representative. Please forward the written response to Steve Walls at swalls@indot.in.gov, on Morgan County letterhead, no later than March 7, 2012.

Thank you and we look forward to your response to this request and Morgan County's participation on this project at our first participating agency meeting on February 15, 2012.

Sincerely,

Michael B. Cline

Michael B. Cline
INDOT Commissioner

cc: Robert Tally, Indiana Division Administrator, FHWA

Attachment A

I-69 Section 5 Environmental Studies
Schedule
January 12, 2012

The following is INDOT's schedule for completing steps necessary to prepare the Section 5 Environmental Impact Statement (EIS) to satisfy the National Environmental Policy Act (NEPA). INDOT's schedule is based upon experience with other EISs on the I-69 corridor along with the review periods allowed by regulation. This schedule allows for review by all parties including, INDOT and their consultants, as well as the federal review by FHWA and other resource agencies, the local participating agencies. Time allotted for public review, comment and meetings are incorporated into the schedule.. For each public meeting or publication there is substantial review and preparation with each contributing agency.

Alternative Review- April 2012
DEIS - September 2012
FEIS - March 2013
ROD - May 2013

In addition to reviewing information in preparation for these milestones, INDOT will hold a monthly meeting with the designated technical expert from the participating agencies starting on February 15, 2012.

Attachment B

I-69 Section 5 Environmental Studies

Background

January 12, 2012

The Federal Highway Administration (FHWA), in coordination with the Indiana Department of Transportation (INDOT), is preparing a Tier 2 Environmental Impact Statement (EIS) for Section 5 of the I-69 Indianapolis to Evansville Project. Section 5 of the I-69 corridor runs approximately 21 miles from SR 37 to SR 39 near Martinsville. (map provided)

I–69 (formerly known as Corridor 18) was designated by Congress in 1991as a strategic, high priority highway serving the east-central United States. I– 69 is planned to be a continuous north south corridor linking Canada, the United States and Mexico. FHWA subsequently identified 32 separate sections of independent utility (SIUs) for the national I–69 corridor. The Evansville-to-Indianapolis section of I–69 has been designated by FHWA as SIU #3.

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Attachment C

I-69 Section 5 Environmental Studies
Roles and Responsibilities Participating Agencies
January 12, 2012

As a participating agency, in general, you will be asked to designate a technical expert to work with the project staff as indicated below.

1) Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise.
2) Participate in coordination meetings, conference calls, and joint field reviews as appropriate.
3) Provide timely review and comment on sections of the pre-draft or pre-final environmental documents and to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the potential impacts and mitigations of the preferred alternative.
4) Provide meaningful and timely input on unresolved issues.

OFFICE OF
MONROE COUNTY COMMISSIONERS
100 West Kirkwood Avenue
The Courthouse Room 322
BLOOMINGTON, INDIANA 47404

Telephone 812-349-2550
Facsimile 812-349-7320

Patrick Stoffers, President ***Iris F. Kiesling, Vice President*** ***Mark Stoops, Member***

February 13, 2012

Mr. Michael B. Cline
INDOT Commissioner
100 North Senate Avenue
Indianapolis, Indiana 46204

Mr. Steve Walls
swalls@indot.in.gov.

Re: Local Participating Agency invitation

Dear Mr. Cline and Mr. Walls:

On behalf of the Board of Commissioners of the County of Monroe, Indiana, I am writing to accept your February 6, 2012, invitation to become a local participating agency on Section 5 of the I-69 project. The name and contact information of the technical/engineer expert serving as Monroe County's representative is:

William E. Williams
Monroe County Public Works Director/Engineer
2800 South Kirby Road
Bloomington, Indiana, 47403
Telephone (812) 349-2555
Email bwilliams@co.monroe.in.us.

Mr. Williams has been informed of the February 15, 2012, 3:00 o'clock p.m., participating agency meeting, and is available to attend that meeting. We look forward to working with INDOT to address local concerns related to the project.

Sincerely,

Patrick Stoffers, President
Monroe County Board of Commissioners
501 North Morton Street, Suite 100
Bloomington, Indiana 47404
Telephone: (812) 349-2550

TOWN OF ELLETTSVILLE

February 14, 2012

Indiana Department of Transportation
100 North Senate Avenue
Indianapolis, Indiana 46204

Steven Walls
swalls@indot.in.gov

Dear Steven,

The Town of Ellettsville accepts the invitation to become a participating agency. At the Town Council meeting February 13, 2012 the Ellettsville Town Council appointed Rick Coppock of Bynum, Fanyo and Associates to be our technical/engineering expert to serve as the community representative. Mr. Coppock has been the Town of Ellettsville's engineer for the past twenty plus years. Thank you for inviting the town to participate.

Sincerely,

David Drake,
Council Member

221 North Sale Street • Ellettsville Indiana • 47429
Phone: 812-876-3860 • Fax: 812-876-3491

MARK KRUZAN
MAYOR

CITY OF BLOOMINGTON
401 N Morton St Suite 210
PO Box 100
Bloomington IN 47402

OFFICE OF THE MAYOR
p 812.349.3406
f 812.349.3455
mayor@bloomington.in.gov

February 21, 2012

Steve Walls
Indiana Department of Transportation
100 North Senate Avenue
Room N755
Indianapolis, IN 46204

Dear Steve,

Thank you very much for the invitation letter dated February 6, 2012 which offers the City of Bloomington an opportunity to be involved in a local participating agency process for Section 5 of the Interstate 69 project. We appreciate the decision of both INDOT and Federal Highway to facilitate increased local input in a transportation project that profoundly affects our community.

As Mayor for the City of Bloomington, I accept your invitation to participate in this process. Specifically, I have designated Raymond Hess, the City's Senior Transportation Planner, to represent our agency in this process. If there are topics discussed during participating agency meetings that require specific engineering expertise, Raymond may be accompanied by Adrian Reid, our City Engineer, to these meetings. Raymond is our primary point person and can be reached by email at hessr@bloomington.in.gov or by phone at (812) 349.3423. Adrian can be reached at reida@bloomington.in.gov or by phone at (812) 349.3417.

Once again, thank you for the opportunity to participate in this process.

Thank you,

Mark Kruzan, Mayor
City of Bloomington

printed on recycled paper

CITY OF BLOOMINGTON

City of Martinsville

Hon. Phil R. Deckard Sr.
Mayor

February 21, 2012

Hon. Michael B. Cline
INDOT Commissioner
100 North Senate Avenue
Room N755
Indianapolis, IN 46204

Dear Mr. Cline:

We are in receipt of your correspondence, dated February 6, 2012, extending an invitation to the City of Martinsville to become a participating agency in your study, and planning, of Section 5 of I-69.

Please accept this correspondence as our acceptance of this offer. We will be happy to participate and look forward to future announcements of planning dates. Needless to say, the I-69 Section 5 Project will have great influence on Economic Development and growth for the City of Martinsville. Thank you for extending this courtesy and we look forward to future announcements of planning dates.

Sincerely,

Phil R. Deckard, Mayor
City of Martinsville

PRD/cm

Cc: Ross Holloway, Engineer
Roger T. Coffin, Attorney
file

P.O. Box 1415 • Martinsville, Indiana 46151 • Phone 765-342-2861 • Fax: 765-349-4904

Morgan County Board of Commissioners
180 S. Main Street Suite 112
Martinsville, IN 46151
www.MorganCounty.in.gov

March 5, 2012

Steve Walls
INDOT

Dear Mr. Walls:

Please include the Morgan County Board of Commissioners as a participating agency for Section 5 of the I-69 corridor.

Contact person:

Norman Voyles
nvoyles@morgancounty.in.gov
765-342-1007

Technical/engineering contact:

Larry Smith
lsmith@morgancoin.us
317-831-7989

Sincerely,

Norman Voyles, President
Morgan County Board of Commissioners

City of Bloomington

MEMORANDUM

DATE: March 27, 2012

TO: Mary Jo Hamman, P.E.
Michael Baker Corporation
Project Manager
Section 5 Project Office

FROM: Adrian Reid, P.E.
City Engineer
City of Bloomington

RE: Response to I-69 Preliminary Alternatives Screening

Introduction

As a participating agency on the Indiana Department of Transportation's I-69 Section 5 project, the City of Bloomington has received the Preliminary Alternatives Screening document and Purpose and Need Statement in advance of their public dissemination on or about April 2, 2012. The purpose of this document is to provide feedback regarding the project, specifically the City's preferences for proposed treatments at interstate interchanges and other cross streets to I-69 within our jurisdiction.

Given the March 27th deadline for input regarding these documents before they are publicly advertised, the City is submitting initial comments. The City may decide to submit more detailed comments during the 30 day comment period after the documents are posted for public input.

Cross Streets with I-69

Fullerton Pike

The City defers to Monroe County on the Fullerton Pike interchange, although the City is generally supportive of a full interchange at this location.

Tapp Road

The City prefers alternatives which maintain access from I-69 to Tapp Road.

The City is currently underway with improvements to Tapp Road from Deborah Drive to the existing roundabout at Tapp & Adams. These improvements include provision for future expansion of Tapp Road to a four lane facility. Also, the City is underway with design of intersection improvements at the intersection of Tapp Road and Rockport Road to correct skew and sight distance problems. These improvements coupled with improvements farther to the east (the City's Sare/Rogers Roundabout project and Monroe County's Smith Road Curve Realignment project) signify a significant commitment to improve the Tapp/Country Club/Winslow/Rogers corridor.

Part of the City's Tapp Road Phase III project includes a multi-use sidepath on the north side of Tapp Road which terminates at S.R. 37. Pedestrian and bicycle facilities across I-69 are important so that these users can access Clear Creek Trail and the B-Line from west of the interstate.

The split diamond configuration between Tapp Road and 2nd Street shown in Alternatives 5 & 7 provides this access. However, the City does have concerns regarding freeflow movements and potential confusion for travelers trying to access 2nd Street from northbound I-69 and those trying to access Tapp Road from southbound I-69.

Questions regarding the Tapp Road interchange:

1. Will the access road between Tapp & 2nd be maintained by the City? Can bicycle and pedestrian facilities be included on this local access road?
2. Is there a better way to configure the split diamond to alleviate the confusion described in the previous paragraph?
3. Can roundabouts be utilized at either 2nd, or Tapp, or both?
4. Is there any alternative to the barrier which would separate the access road from the interstate?
5. Are bicycle and pedestrian amenities to be included along the length of improvements along Tapp Rd?

West 2nd Street / Bloomfield Road

The City prefers alternatives showing a split diamond connection between 2nd Street and Tapp Road.

The City has plans to expand Bloomfield Road from Basswood Drive to Weimer with a project beginning Fall of 2012. The Engineering Department has provided conceptual .pdfs of this project to Michael Baker Corp. and will continue to update the I-69 project team as the design progresses. Part of the project includes a multi-use path which accesses the City's Twin Lakes Recreational Facility and softball diamonds. Continuing bicycle and pedestrian facilities safely and comfortably across I-69 is one of the City's highest priorities.

Lake Wapehani has structural issues which City of Bloomington Utilities are currently examining. Having received 3 deficiency letters from IDNR regarding the condition of the lake, the dam in particular, CBU is determining the best way to drain the lake permanently. This information may affect the Tapp/2nd interchange as INDOT assesses impacts to Wapehani Park.

The City will also be discussing the 2nd Street interchange with IU Health since 2nd Street is an important corridor for the hospital and ambulance service.

Questions regarding the 2nd Street interchange:

1. See questions 1-5 under the previous Tapp Road heading.

West 3rd Street
All alternatives depict an interchange at West 3rd Street and I-69. The City agrees with this but asks for an evaluation of other interchange types not listed in the document. Diverging diamond and a roundabout interchange are specifically the two additional interchanges we would like for INDOT to evaluate.

The 3rd Street interchange represents an important gateway opportunity for the City, and attention to the aesthetics and bicycle and pedestrian facilities at this interchange are the City's highest priorities. A promenade feature and artistic treatments giving the 3rd Street interchange a sense of place is desirable. Examples include the Northeast 36th Street Bridge in Redmond, WA and the roundabout bridges on the Keystone Ave. project in Carmel, IN.

The City completed construction of four-lane West 3rd Street in 2011. Since then, we have experienced problems coordinating signals in the corridor with INDOT's coordinated system from SR 37 to the west. This is primarily because of the signal at the intersection of 3rd and Franklin/Wynnedale, a City-maintained intersection, which operates 8 phases with 2 overlaps because traffic on the side streets is visible neither from the main line nor opposing sides. As a result, the City is interested in pursuing solutions which address the phase issue or eliminate the signal altogether.

Questions regarding the 3rd Street interchange:

1. If the City were willing to devote resources toward aesthetic treatments, bicycle & pedestrian facilities in a promenade feature, and/or modifications to a City-maintained signal and intersection, would INDOT be willing to partner in this effort?
2. Can the Wynnedale/Franklin & 3rd Street intersection be considered at part of the State's design as the project will undoubtedly impact several of the businesses accessed by this intersection?

3. How does the removal of the Whitehall Crossing access north of the 3rd Street interchange affect 3rd Street itself? Would the Whitehall access be removed when the 3rd Street interchange is reconstructed or sooner or later?

Whitehall Access
At the Partnering Agency meeting in March, INDOT had particular concerns regarding this access. The City has always been led to believe that the access to Whitehall Crossing for southbound traffic would be removed with the I-69 project. As this is a substandard access in terms of interstate standards, the City agrees that it should be removed at some point as SR 37 is transitioned to a limited access freeway.

However, a project which would help with the removal of this access is a railroad crossing connecting Gates Drive on the south side of the railroad to Industrial Drive on the north side. This would allow through access from Vernal Pike to 3rd Street. The project would be in Monroe County's jurisdiction. In addition, the City is evaluating the extension of Liberty Drive north of 3rd Street as a north-south connection.

Jacob Drive is the internal drive accessing the Whitehall development. Jacob is privately maintained and the City has no interest in assuming its maintenance in its current condition.

Vernal Pike/17th Street
The City concurs with alternatives depicting a separated grade crossing connecting Vernal Pike on the west side of the interstate to West 17th Street on the east side.

The City has concerns regarding the existing condition of 17th Street from Crescent to the Monroe/Arlington/17th intersection once the connection to Vernal Pike is established. 17th Street is a substandard road with sight distance issues, particularly at Lindbergh Drive. The roadway conditions would not support the additional traffic in this corridor. Attention to 17th Street improvements between Crescent and Monroe, including bicycle and pedestrian accommodations, must be a component of the connection between Vernal and 17th.

Arlington Road
Arlington Road is maintained by Monroe County and the City defers input regarding Arlington to the Monroe County Highway Department. All of the alternatives indicate that Arlington Road remains open to traffic, and the City concurs with keeping Arlington open to traffic.

Acuff Road
The City agrees with alternatives assessment that both access to Acuff Road and an overpass at Acuff be eliminated from the I-69 project. However, the intersection of Acuff Road, a City-maintained street, and Prow Road, a county-maintained street, will need improvements once access to Acuff from the interstate is restricted. The existing

intersection would be left as a ninety degree turn, which is a concern for the City.

Kinser Pike
The City supports alternatives depicting an overpass at Kinser Pike but not a full interchange. The City prefers alternatives depicting the interchange at North Walnut instead. Kinser Pike is maintained by Monroe County and the City defers input regarding the Kinser overpass to the Monroe County Highway Department. Kinser Pike is also a popular bicycling route to cross existing State Road 37.

N. Walnut Street
The City prefers alternatives depicting an interchange at N. Walnut Street. This option is preferred to the Kinser Pike interchange (Alternative 4) or no interchange (Alternatives 4 & 6). Walnut Street has an existing interchange for southbound traffic exiting 37 and for traffic on northbound Walnut Street entering northbound 37. The City prefers this interchange to be upgraded to a full access interchange for all directions on I-69.

As explained in the General Comments, the City supports the special treatment for this interchange as it is considered a gateway into Bloomington and IU campus. A gateway feature would be widely supported in Bloomington as there is an existing landscaped welcome sign at the interchange which was funded by local organizations with the intent of welcoming travelers to Bloomington.

General Comments
Median
Alternatives depicting a wide, grassy median are the City's preference over usage of a concrete center divider. However, in instances where impacts to adjacent properties or natural resources is severe, the City acknowledges the need for design flexibility so that these instances can be evaluated on a case-by-case basis.

Bicycle and Pedestrian Amenities
That the State is committing to providing bicycle and pedestrian infrastructure on all I-69 cross streets is a great starting point. The Bloomington/Monroe County MPO adopted the first Complete Streets policy in the State of Indiana, and we would like to employ best practices on all City crossings to ensure the highest standard of bicycle and pedestrian infrastructure. Additionally, the City and County have both developed specific recommendations for bicycle/pedestrian crossings along the future I-69 corridor through a study conducted by The Schneider Corporation (*I-69/SR37 Alternative Transportation Corridor Study*). This study should be used to facilitate discussion of bicycle and pedestrian accessibility issues.

The City is also in the process of adopting Bicycle Facility Design Guidelines with help from national bicycling experts, Alta Planning & Design. Much of their guidance is based on the National Association of City Transportation Officials (NACTO) *Urban Bikeway*

Design Guide, although the AASHTO *Guide for the Development of Bicycle Facilities* and *MUTCD* are also important design references.

The City believes that both an interstate highway and its cross roads are unfriendly to bicycle and pedestrian traffic. The provision of bike and ped facilities is a good start but, given the context (i.e. high volume, high speed), mere provision of these facilities is not enough. Best practices suggest buffering and widening bike lanes for the safety and comfort of cyclists and pedestrians. The facilities must fit the context.

Also, at interchanges such as 2nd Street and 3rd Street, certain configurations are more conducive to bicycle and pedestrian traffic. These options should be explored and are the City's preference over other options. Specifically, Single Point Urban Interchanges are notoriously restrictive to bicycle and pedestrian traffic.

Additionally, the City would welcome consideration of an exclusive bicycle/pedestrian crossing. The *Bicycle and Pedestrian Transportation and Greenways System Plan* identifies such a crossing between 2nd Street and 3rd Street which connects Basswood Dr. with Liberty Dr.

Lastly, a parallel multi-use trail along the corridor is called for in State, MPO, and County documents. As has been suggested in the past, the City would be willing to discuss the use of the Bloomington Rail Trail and B-Line Trail to serve this need for part of the Section 5 corridor.

Aesthetics & Artistic Treatments

The City acknowledges that the Walnut interchange is a gateway to Bloomington and Indiana University and supports a special gateway treatment at this interchange. In terms of a signature feature, the I-65 cable-stayed arch bridge in Columbus is a frequently referenced example of a bridge treatment the City would support. In fact, there are many examples of bridges, particularly cable-stayed bridges, which the City would like to discuss with INDOT.

The City also would suggest that INDOT consider another gateway treatment at the southern end of the I-69 corridor at the SR 37 / I-69 interchange. Treatments at either end of the Bloomington corridor would act as book ends to a thematic treatment through the entire corridor, which the following paragraph explains.

At other Bloomington interchanges and overpasses, a recurring theme tying the bridges together (and perhaps to the gateway treatment) is desirable. For example, the Keystone Avenue project in Carmel uses the same bridge treatment for each interchange with some decorative variations which make each bridge unique. We would suggest this thematic treatment from the SR 37 / I-69 interchange to the Sample Road interchange for any new bridges and would like to explore ways to retrofit any existing bridges into the theme.

The City is open to a discussion with INDOT regarding any other innovative opportunities for aesthetic or artistic treatments which could be implemented within the design parameters of the I-69 project.

Interchange Types and Roundabouts

In addition to the interchange types listed on Page 48, the City would like evaluation of diverging diamond interchanges and roundabouts at Tapp/2nd and 3rd Streets specifically. These types of interchanges are more conducive to bicycle and pedestrian traffic and should be included in the intersection types listed on page 48. Roundabout options may include "dogbone" and "dumbbell" configurations. The City is especially interested in roundabouts at interchanges and any other intersections within City jurisdiction which may be affected by the I-69 project.

Air Quality

The City would like to see analysis performed which demonstrates that air quality in the urbanized area will not be adversely affected with the construction of Section 5. A future finding of non-conformity with National Ambient Air Quality Standards would prove detrimental to the local economy.

City of Martinsville

Hon. Phil R. Deckard Sr.
Mayor

March 27, 2012

Ms. Mary Jo Hamman
1-69 Section 5 Project Manager
3802 Industrial Blvd., Unit #2
Bloomington, IN 47403

Re: City of Martinsville, I-69 Section 5, Alternatives Preference

Dear Ms. Hamman,

The City of Martinsville appreciates this opportunity to provide INDOT and Federal Highway with our preferences for access to I-69, Section 5 in Morgan County. As we discussed with Steve Walls and Tim Miller the Martinsville City Council on March 19th adopted a fiscal plan and introduced an ordinance that will increase the corporate limits of Martinsville by 5000 acres. A large portion of the proposed annexation area is in the area of Liberty Church Road. In fact as proposed a portion of any interchange at Liberty Church would be within the Corporate limits.

Following in order or preference is our selection of Alternatives as given in RPAAS Doc 07 .

1. Bryant Creek Road/Cooksey Lane: As it will impact travel and access to the proposed southern area of the proposed annexation the City would desire an overpass this location (ALTERNATIVE 7) but only if it also allows an underpass at Paragon Road as shown in (ALTERNATIVE 5).

2. Paragon Road: Our preference is an underpass at this location as shown in ALTERNATIVE 5).

3. Liberty Church Road: The City is adamant that there be an interchange at Liberty Church Road. This area is planned to be an industrial growth area after the annexation is complete. The area east of SR-37 from Liberty Church Road to Indian Creek is shown in the Land Use Masterplan adopted by the City and Morgan County as industrial and therefore it is essential that an interchange be located at Liberty Church Road. We would prefer the interchange configuration as shown in ALTERNATIVE 6.

In summary it is in the best interest of the future growth and prosperity of the for there to be an overpass at Bryant Creek/Cooksey Lane; an underpass at Paragon Road and a medium diamond interchange at Liberty Church Road. The Frontage Roads would have to be compatible with the combination of the underpass at Paragon Road and an interchange at Liberty Church.

P.O. Box 1415 • Martinsville, Indiana 46151 • Phone 765-342-2861 • Fax: 765-349-4904

If you need to discuss these options in detail please contact City Engineer Ross Holloway.

Best Regards,

Mayor Phil R. Deckard

cc: Norm Voyles
Larry Smith
Ross Holloway
file

MONROE COUNTY HIGHWAY DEPARTMENT
ENGINEERING DIVISION

COURTHOUSE, ROOM 323 • BLOOMINGTON, INDIANA • 47404
PHONE: (812) 349-2555 • FAX: (812) 349-2959
www.co.monroe.in.us

March 27, 2012

TO: Mary Jo Hamman, Michael Baker & Associates

FROM: Bill Williams, Monroe County Highway Department

CC: Monroe County Board of Commissioners
Larry Wilson, Monroe County Planning Director

RE: I-69, Section 5; PA Comments on Draft P&NS and RPAAS

Thank you and the INDOT for allowing Monroe County the opportunity to provide input at this stage of the project. Per the discussion with the Participating Agencies meeting last week regarding this section of the I-69 project, please find our Department's comments regarding the information provided;

Draft Purpose and Need Statement
Page 3, Section 2.1.1 Tier 1, Purpose and Need for I-69 from Evansville to Indianapolis – I am surprised that one of the core goals was not Goal 4, reducing traffic safety problems. However, it sounds like this was already decided previously in Tier 1.

Page 8, Section 2.2.4 Other Local Plans and Studies – The *Monroe County Street and Road Management System, Thoroughfare Plan and Capital Improvement Program* was produced by the Monroe County Highway Department, approved by the Monroe County Plan Commission and adopted by the Monroe County Board of Commissioners. The amended ordinance, Ordinance 97-07, was completed in the same manner.

Page 9, Section 2.2.4 Other Local Plans and Studies; Monroe County Comprehensive Land Use Plan – as you stated in the meeting, the new plan was adopted on March 20, 2012.

Page 17, Section 2.3.4 Local Economic Development; Fullerton Pike TIF – This TIF District is comprised of 80 acres, of which 63 acres is available for development.

Page 18, Section 2.3.4 Local Economic Development; Westside TIF – This TIF District is comprised of 625 acres.

Draft Revised Preliminary Alternatives Analysis and Screening
General Comments

1. Concur with need to further refine the traffic modeling and level of service (LOS) evaluations.
2. A map better delineating the frontage roads in Alternatives #6 and #7 is needed as it is hard to see where they are located on the existing mapping.
3. While I appreciate the need to minimize impacts on adjacent properties, given environmental and Right-of-Way issues in the corridor, I am concerned with barrier rail between the local roads and the interstate. Besides the aesthetics of such a design in a rural area, safety concerns could be realized, especially at night. Concerns with headlights from a vehicle on the frontage road could confuse interstate drivers, and visa versa.
4. Even though I did not read anything in this document, concerns with creation of a toll road along this segment have been raised. This should be addressed as soon as possible, maybe in this document.
5. Criteria for grade separations should include a review of the area emergency response agencies' ability to access properties on either side of the interstate given their response times.
6. Consideration for our community's entry way type of interchanges should be evaluated.

Cross Road Comments

1. That Road Overpass / Rockport Road Overpass – concur with recommendations to construct an overpass on Rockport Road; also, That Road will have a cul-de-sac constructed on the west side and an access road along the east side to tie into Rockport Road as proposed with all alternatives.
2. Fullerton Pike Interchange – concur with construction of an interchange with improvements to Fullerton Pike as proposed with all alternatives. Will continue to review the extent of the improvements with INDOT and their representatives. Consideration for improvements to the intersection of Rockport Road and Fullerton Pike should be considered given additional traffic anticipated through this intersection. Coordination with the County's Fullerton Pike Corridor Project should continue.
3. Tapp Road Interchange & Collector Distributor (CD) System – concur with the split diamond interchange as proposed, subject to City of Bloomington concurrence, as proposed in Alternatives 5 and 7.
4. 2nd Street / SR 45 Interchange – see comments for Tapp Road Interchange; support Alternatives 5 and 7.
5. 3rd Street / SR 48 Interchange – will defer to City of Bloomington recommendations on a preferred alternate. Consideration for pedestrian and bicycle traffic movements should be considered as there is a need for facilities of these modes of transportation in this area.
6. Vernal Pike / 17th Street Overpass – A grade separation is much needed in this location. Improvements should be made to properly tie in Industrial Boulevard and Packinghouse Road (location of the local Indiana State Police post). Since the entrance into Whitehall Crossing is proposed to be closed, an extension of Industrial Drive south to tie into Gates Drive should be investigated. This could relieve traffic congestion at SR 48 that enters this development. Also, improvements east of the corridor should satisfy the City of Bloomington's in order to improve traffic safety given an increase of traffic on 17th Street. Also, pedestrian and bicycle movements in this area should be considered as there are existing facilities on the west side of the corridor that will link to the County's Karst Farm Greenway on the west and planned bike trails of the City of Bloomington on the east. Will not specify a preferred alternate at this time until more information on the

impacts to adjacent properties is known along the west side of the corridor. Will defer to the City of Bloomington regarding the east side of the corridor.

7. State Road 46 Interchange – use of the existing interchange is proposed and acceptable.
8. Arlington Road – this roadway should remain open to traffic for the long term. It is understood improvements may be required in accordance with directives yet to be received by the Federal Highway Administration.
9. Acuff Road – Concur with elimination of access at this location. Will defer to City of Bloomington for improvements proposed on the east side of the corridor.
10. Kinser Pike Interchange/Overpass & Western Extension – Support Alternatives 5 and 7 which include an overpass at Kinser Pike (map for Alternate #5 does not indicate an overpass – may want to modify).
11. Bottom Road – support connectivity as indicated in Alternative #5. This will provide access to the City of Bloomington Utilities Department's Sanitary Treatment Facility and provide access, via Maple Grove Road, to the Town of Ellettsville.
12. Walnut Street Interchange / Overpass – Support construction of an interchange at this location that provides connectivity to existing Walnut Street and to the west (Bottom Road area) as shown in Alternative 5.
13. Connaught Road, Ellis Road, Showers Road/Wylie Road, Purcell Road and Wayport Road – support connectivity for the aforementioned County maintained roads as indicated in Alternative #5 for access to Hoosier Energy and the surrounding neighborhood via the Eastern Access Road from Walnut Street to Sample Road.
14. Charlie Taylor Lane, Griffith Cemetery Road, Griffith Cemetery Fork Road Stonebelt Drive, and Wayport Road - support connectivity as indicated in Alternative #5 for the existing aforementioned County maintained roads via the Western Access Road from Walnut Street to Sample Road.
15. Sample Road / Chambers Pike Interchange / Overpass – Support the concepts of an interchange at Sample Road and an overpass at Chambers Pike as indicated in Alternatives 4, 5, and 6. Future discussions on alignment and interchange type will be provided at a later date.
16. Oliver Winery Road, Fox Hollow Road, Wesner Woods Road and Sparks Lane – support connectivity as indicated in Alternative #5 for the existing aforementioned County maintained roads via the Eastern Access Road from Sample Road to Chambers Pike. Would require additional construction north of Chambers Pike to connect to Sparks Lane. This also would allow access to the proposed interchange at Sample Road for the area businesses such as Oliver Winery, Worms Way, Santa Enterprises, Inc., Pointer Metals and other commercial and light industrial properties in the area.
17. Simpson Chapel Road, Lee Paul Road, Norm Anderson Road, Crossover Road, Dittemore Road, Mann Road, Sylvan Lane and Burma Road - support connectivity as indicated in Alternative #5 for the existing aforementioned County maintained roads via the Western Access Road from Sample Road to Chambers Pike to Burma Road. This would allow access to the proposed interchange at Sample Road for the area businesses such as Cook Group, Inc., Sims & Pedigo Co., Inc., the Duke Energy Substation, Walls Rentals, Inc., and other commercial and light industrial properties in the area.
18. Bryant's Creek Road – Concur with elimination of access with corridor provided access is provided an interchange is provided in Morgan County at either Paragon Road or Liberty Church Road. Will defer interchange location to Morgan County officials. May want to consider the construction of a cul-de-sac on the east side of the corridor on

Bryant's Creek Road. Improvements to this road will be necessary for safety purposes as it currently experiences problems with flash flooding.

19. Petro Road and Turkey Track Road – a review of this area should be conducted for access to the parcels. It appears access for the west side of Turkey Track Road would remain as indicated in Alternate #5 but access to Turkey Track Road and Petro Road, on the east side of the corridor, needs investigated,
20. Morgan-Monroe State Forest Access Road – Concur with elimination of access, subject to IDNR and Morgan County concurrence, however, should be indicated on the exhibits/maps for public review.

Frontage Roads – General Comments

1. Support Alternative 5 as it best depicts frontage road needs from Kinser Pike to Monroe / Morgan County line.
2. Maps for Alternatives 6 and 7 do not clearly depict frontage road scenarios and need improvement.
3. Increases in thru traffic due to connections to existing County roads, to be used as part of the frontage road system, should be evaluated for the need for improvements as part of this project. Many are substandard roadways, such as Lee Paul Road, Simpson Chapel Road and Sample Road, to name a few.

Alternative Transportation

1. Support using the "I-69/SR 37 Alternative Transportation Corridor Study" and the "Monroe County's Alternative Transportation and Greenways Plan" for direction as it relates to bike lanes and trails adjacent to the corridor. Monroe County and the City of Bloomington have appropriated funding to carry out multi-use corridors throughout the area. Coordination with this project is necessary to assure the corridor does not become a barrier between the east and west side of the interstate.

Karst and Drainage

1. This area has Karst features that require avoidance and protection during construction. Erosion control measures shall be adhered to in order to protect these features. Recommend that Monroe County Code Chapter 761, Stormwater Management, be applied.
2. Flash flooding occurs along Bryant's Creek Road and portions of Bottom Road. Impacts to the all bridges and drainage structures shall be evaluated for construction impacts during the design phase with a review by the Monroe County Highway Department. All hydraulic studies and information regarding stormwater runoff impacts shall be available for review and comment as the detailed design plans are prepared in accordance with Monroe County Code 761, the Storm Water Management Ordinance. This is needed in order to assess the capabilities of downstream structures to adequately handle increased runoff from this facility.

Emergency Services

1. Emergency response time will be hindered by closures in Section 5. Given the need for limited access along the corridor, emergency access points should be considered in order to improve this for public health and safety purposes if deemed necessary by the area's emergency service agencies.

Construction

1. Construction plans and phasing shall be reviewed by Monroe County Highway Department and the City of Bloomington Engineering Department with input from the Monroe County Sheriff Department, City of Bloomington Police Department and other emergency response agencies.
2. Coordination of construction related activities shall be provided until completed. Routing of construction materials shall be reviewed and approved by Monroe County to assure weight limits and loadings are adhered to.

Thoroughfare Plans

1. The Monroe County Thoroughfare Plan, adopted via Monroe County Ordinance 95-28, provides minimum standards for our roadways and the Functional Classification of each road segment. New construction of County Road segments shall comply with the INDOT Road Design Manual as it applies to each road segment that is reconstructed within the footprint of the I-69 environmental document.
2. If it is required to close a road segment, cul-de-sacs shall be constructed at those locations that will provide for a vehicle wheel base of 50 feet to turn around. This is necessary for emergency vehicles, highway maintenance vehicles, school busses and others that may need such an improvement. Also, the Bloomington-Monroe County Long Range Transportation Plan shall be reviewed for compliance for coordination of improvements.

Schools

1. With the closure of County Roads, additional impacts will be realized by the Monroe County Community School Corporation due to rerouting of busses in this area. Communication shall occur with the MCCSC Transportation Department in order to minimize the additional costs of a permanent detour.

Noise Analysis

1. This area is both urban and rural in nature. Methods should be investigated to minimizing noise impacts to this area. Context Sensitive Solutions should be applied to minimize noise impacts therefore, should be investigated further to minimize impacts.

Air Quality

1. The most recent information available should be shared with the MPO as it relates to this segment.
2. Air quality impacts should be analyzed to assure the community that the project will not put Monroe County in non-attainment status with the USEPA.

Lighting

1. Ambient lighting along the interstate may be increased in some locations. It is requested that INDOT coordinate with the local government agencies on lighting designs that do not require high intensity lights and encourage lighting to be constructed at a lower level where it is more effective.

Mitigation

1. Similar to environmental mitigation that occurred on Section 4 of this project, it is recommended that similar tree mitigation occur.

Also, please find listed below preliminary comments from the Monroe County Planning Department;

1. Historic Properties: In a letter dated 2.27.12 to Mary Jo Hamman regarding I-69 Evansville to Indianapolis Tier 2 Studies, Section 5: SR 37 South of Bloomington to SR 39, DES No.: 0300381) the the HP Board noted an omission in the Reed Historic Landscape District. This is the omission of the frame house owned by the late Phillip and Juanita Hedrick at 3275 N. Prow Road as a Contributing Property. The Hedrick House is located across Prow Road northwest of the Reed Quarry operations and has long-term linkages to these operations.
2. Historic Properties: In a letter dated 2.27.12 to Mary Jo Hamman regarding *"I-69 Evansville to Indianapolis Tier 2 Studies, Additional Information Report Section 5, SR 37 south of Bloomington to SR 39"* the HP Board noted an omission in the Reed Historic Landscape District. Comments submitted for the Thomas L. Brown Elementary School. The board believes that the architectural integrity is evident. The building's association with the school-consolidation movement was not evaluated by the surveyors. The evaluation of Brown School should be changed. At the local and regional levels, it reflects important developments in the history of educational philosophy and practice
3. No mention of the *Monroe County Alternative Transportation and Greenways System Plan*, dated May 26, 2006, as prepared by Storrow Kinsella Associates, in cooperation with the Bloomington MPO.
4. No mention of the Monroe County SR 37 Corridor Plan, dated February 2010, by SDG
5. No assessment (in at least the pages you sent us) of impacts on local roads. Connectivity issues, upgrades to roads that will experience greater loads, etc - where addressed?
6. Wildlife and wildlife movement is not a covered topic. Wildlife is unfamiliar with human elements being in their habitat, so this is often why deer, opossums, squirrels, and raccoons cross onto roadways and are struck by vehicles.
7. Inclusion of pedestrian crossings and bicycle accommodation should be built into the design at all interchanges and grade separations.
8. Incorporation of the County plans for greenways and alternative transportation connection along I69 - as noted in the *Monroe County Alternative Transportation and Greenways System Plan*, dated May 26, 2006, as prepared by Storrow Kinsella Associates, in cooperation with the Bloomington MPO
9. Incorporation of stormwater impacts from existing terrain would be interesting - set baseline for future development
10. Light rail possibilities not included
11. Public safety - interconnectivity b/t all public safety officers - police / fire, etc - not covered
12. Business Access limitation - general locations of planned development (TIF's, etc) were taken into consideration but no specific mention of existing biz (like Oliver Winery and others). Hoosier Energy was mentioned.
13. Noise / Air Quality - baseline measures

This review does not preclude other opportunities to review I69 Section 5 material by the County Commissioners, Plan Commission, Historic Preservation Board of Review or County Staff.

Feel free to contact me at your convenience if you have any questions or comments.

WEW/me

Morgan County Board of Commissioners
180 S. Main Street Suite 112
Martinsville, IN 46151
www.MorganCounty.in.gov

March 27, 2012

Mary Jo Hamman
I69 Project Office
Section 5
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

Dear Ms. Hamman,

After evaluating the various I69 Section 5 Preliminary Alternatives, the Board of Commissioners would like to express their desire for a plan similar to Alternative 5 as shown on page 94 of the March 2012 RPAAS Doc 04, in the area of roadway within Morgan County with an intersection located at Liberty Church road and an overpass at Paragon Road to Pine Boulevard. The actual intersection design preferred would be a more refined interchange as shown on Alternative 6 at Liberty Church Road. We expect frontage roads to be included along the corridor as shown on the plan. Regardless of the alternative chosen, the intersection of Pine Boulevard with Old SR 37 will require improvement, as it presently allows only passenger vehicles to make a left turn to the north; trucks, semis, and large farm vehicles can only turn to the south. While it is not a portion of Section 5, the Board would like to see a frontage Road on the east side of the proposed interstate from the present junction of Jordan Road and SR37 north to the interchange at SR39. There is a concern for the residents at Cooksey lane and Bryant's Creek Road adjacent to the Morgan/Monroe County Line. The removal of access to this area will require relocation in some cases, and on Bryant's Creek Road, will reduce the ability for emergency services to reach residents presently living near SR37 as the only outlet will be across a roadway which fords the stream twice. The inclusion of an additional crossover at this location to Turkey Track Road as shown on Alternate 7, page 99 would be preferred. If a crossover at this location is too close to the Paragon Road crossover to have both, we prefer the Paragon Road crossover as first choice.

Sincerely,

Norman Voyles, President
Morgan County Board of Commissioners

Interstate 69 Project Concerns of Bloomington Township Department of Fire and Emergency Services

As we approach the beginning of construction for the I-69 connection between Bloomington and Martinsville, the majority of this section of Interstate will divide the Townships we serve. As it stands now, Indiana State Road 37, 4-lane, divides it. However, we have access roads and several street crossings allowing us to respond without great difficulties. With the new construction becoming an Interstate, many of the cross streets will be eliminated. Thus, adding time to the crucial responses in our protection area. Our major concerns are;

We will need to access to the area west of the 37/69 corridor. Our headquarters, station 5, and satellite station 15 are both east of the corridor. Station 15 on West Vernal Pike will no longer have access. It will need to be moved further out into Bloomington Township or Washington Township with whom we have a contract.

Other concerns are;

- Locations of interchanges?
- Access to frontage roads?
- Are there any plans for locations of rest areas and if so, where?
- Service access cut through median and mileage between them.
- Availability and access to current fire hydrant locations.
- Will there be mile markers present?
- Consideration of increased Hazardous Materials transported and transportation of munitions from Crane.

Another concern is the Northbound and Southbound lanes north of Burma Road, close to the Morgan County Line. This area has produced many car accidents over the years in wintery conditions, as well as rainy conditions. We feel this is due to the fact of a sharper curve and the culvert that passes under the roadways, thus, allowing winds to pass underneath the road which freeze the roadways faster than normal. This has proven to be a challenge to emergency responders giving treatment to accident patients, all the while looking out for the safety of our emergency workers from sliding automobiles.

Oliver Winery and Worm's Way will also pose a problem with access to each business. They are both listed as visitor recommended stops in the Wonder Indiana brochures available throughout Indiana Rest Areas. This will pose a problem for access to them and the automobile traffic they create to merge on and off the Interstate.

As stated earlier, these are our concerns and we are addressing them to you, as this plays an important role in Bloomington Township Fire Department's Master Plan for planning the future of our satellite station relocation, apparatus, equipment needs, and budgeting.

APR 2012
RECEIVED
MICHAEL BAKER JR., INC.

Van Buren Township
Fire Department

2130 South Kirby Road
Bloomington, Indiana 47403

Phone 812.825.9500
Cell 812.360.3359
Fax 812.825.9700

ED TERRELL
DEPUTY CHIEF

Email eterrell@bluemarble.net

Bloomington Township
Department of Fire & Emergency Services
5081 N. Old St. Rd. 37 Bloomington, IN 47408
Trained to Save, Dedicated to Serve.

Faron Livingston
Chief
faron@btfire.org

Phone: 812-339-1115 FAX: 812-339-1120 www.btfire.org

Bloomington
Township Trustee

2111 Vernal Pike
Bloomington, IN
47404

P 812 336 4976
F 812 335 8993
lsievers@btfire.org

Linda G. Sievers
Trustee

J. Martin Stephens
Trustee

Richland Township

102 S. Park Street
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OFFICE OF
MONROE COUNTY COMMISSIONERS
100 West Kirkwood Avenue
The Courthouse Room 322
BLOOMINGTON, INDIANA 47404

Telephone 812-349-2550
Facsimile 812-349-7320

Mark Stoops, President ***Iris F. Kiesling, Vice President*** ***Patrick Stoffers, Member***

JUL 2012
RECEIVED
MICHAEL BAKER JR., INC.

Indiana Department of Transportation
I-69 Evansville to Indianapolis Tier 2 Studies
Attn: Mary Jo Hamman, P.E.
Michael Baker Corporation
Project Manager
Section 5 Project Office

To Whom it May Concern:

As a participating agency in the I-69 Tier 2 Study, the Monroe County Commissioners, on behalf of Monroe County Government, express their support for a dedicated bicycle-pedestrian facility across I-69 between (and including) the 2nd Street and 3rd Street interchanges, and their commitment to connect such a facility to the west into the existing Monroe County Alternative Transportation Network.

Such a facility is essential for the following reasons:

- SR37 already serves as a bicycle and pedestrian barrier separating the west side of Bloomington and Monroe County from the east and central portions of Bloomington. It is so difficult to bicycle from the west side into the central city that most people would not attempt it. Those who do usually take a long way around using Vernal Pike on the north side or That Rd on the south side. I-69 will make it even more difficult for cyclists and pedestrians to cross, and only the most experienced and intrepid cyclists will use crossings at I-69 interchanges.

- The facility would provide the essential point of connectivity between the already-well-developed alternative transportation network in the City of Bloomington and the developing Monroe County Alternative Transportation Network. This connectivity would both allow residents in the high-density residential neighborhoods west of Bloomington to safely commute

on foot or by bicycle to city destinations, and would also allow city residents to access county amenities and employment centers in the western part of the county, including Ivy Tech State College, the Indiana Center for the Life Sciences, Cook, Baxter Pharmaceuticals, General Electric, Karst Farm Park, Will Detmer Park, and the new west side YMCA.

- Monroe County Government views the existence of a well-developed, safe, and balanced infrastructure as essential to the future economic development of the community and to the well-being of the residents. Such a balanced infrastructure would support the needs of all transportation users, including motorists, bicyclists, the pedestrians, wheelchair users, etc.

- The Monroe County Alternative Transportation Plan, the Monroe County State Road 37 Corridor Plan, and the I-69 / SR37 Alternative Transportation Corridor Study have all identified crossings of State Road 37 / I-69 between 2nd Street and 3rd Street as the highest priority for further study.

- The traffic movements that are proposed for the 2nd Street and 3rd Street bridges pose serious safety risks for bicyclists and pedestrians. There are multiple turning movements and merge situations requiring drivers to follow traffic lights, road markings, and monitor on-coming vehicular traffic to maneuver through these intersections. This situation makes awareness of bicyclists and pedestrians a lower priority and therefore puts them at risk. In our I-69 / SR37 Alternative Transportation Corridor Study it was primarily safety that led us to the determination that a stand alone bridge facility was the only feasible solution to accommodate bicyclists and pedestrians. The additional traffic expected at these intersections will only further exacerbate this unsafe situation.

The Monroe County Alternative Transportation Technical Advisory Board has evaluated alternatives and has identified a potential site for a dedicated bicycle-pedestrian bridge, connecting to Basswood Drive next to Forest Ridge Apartments on the east, and Liberty Drive on the west. The Monroe County Commissioners endorse this site, pending the results of engineering and land acquisition studies and commit in principle to connecting this bridge to the existing and future alternative transportation network to the west. In addition the I-69 / SR37 Alternative Transportation Corridor Study has identified this site specifically a potential site for a dedicated future bicycle/pedestrian bridge.

The City of Bloomington, in a memo to INDOT (3/27/2012) has also identified this site for a dedicated bicycle/pedestrian facility (connecting Liberty Drive to Basswood Drive). It is anticipated that the City of Bloomington will be submitting a similar letter of commitment to connect such a bridge to the City's alternative transportation network on the east side of I-69.

The Monroe County Commissioners thank the Indiana Department of Transportation for considering this facility, and look forward to its addition to the Draft Environmental Impact Statement.

Sincerely,

Mark Stoops
President, Monroe County Board of Commissioners

City of Martinsville

Ross Holloway, P.E., P.L.S.
City Engineer

August 15, 2012 VIA Email to: MHamman@mbakercorp.com

AUG 2012
RECEIVED
MICHAEL BAKER JR., INC.

Ms. Mary Jo Hamman
I-69 Project Manager
3802 Industrial Blvd., Unit #2
Bloomington, IN 47403

Re: City of Martinsville, I-69 Section 5, Annexation

Dear Ms. Hamman,

This letter is to inform INDOT and the I-69, Section 5 project team of recent developments with the City of Martinsville that may impact selection of a preferred alternative for I-69. On August 6th the Common Council of the City of Martinsville adopted Ordinance No. 2012-1667 for annexation of contiguous territory of the City of Martinsville. Barring a successful remonstrance annexation will become effective November 11, 2012. I have enclosed a map of the annexation area.

After the effective date of annexation the City will begin the process of extending the extraterritorial limits (Buffer Zone) of zoning jurisdiction of the City. It is anticipated that the new southern limits of jurisdiction will extend from approximately ½ mile east of Jordan Road, west to White River and from ½ mile south of Liberty Loop Road, north to the south corporate limits. This will allow the City to control development along the I-69 corridor from approximately Paragon Road on the south, in I-69 Section 5, to Peters Road on the north, in I-69 Section 6.

As part of a recent application to the IURC for a water rate increase the City has included a project for investigation of a new well field. Our investigation will center on the area of the floodway-fringe of White River, south of Legendary Hills, west of proposed I-69 and north of Godsey Road. If our investigation shows that the area is suitable for a new well field, as we expect, it is our intent to move immediately to implement zoning restrictions that will protect this area from future development.

If you have any questions please feel free to contact me.

Best Regards,

Ross Holloway, PE, PLS
City Engineer

Enclosure – Annexation Map

Cc: Mayor Deckard
Eric Bowlen, Council President
David Trout, Plan Commission President
file

City Hall, 59 So. Jefferson St., PO Box 1415, Martinsville, IN 46151
Engineer's Telephone: 317-831-7918, Fax 317-831-8255

CITY OF MARTINSVILLE CORPORATE LIMITS AS ADOPTED AUGUST 6, 2012 PER ORDINANCE NO. 2012-1667

"MAP DATE - AUGUST 2, 2012"

AREA OF THE CITY OF MARTINSVILLE RESULTING FROM ANNEXATION
ADOPTED AUGUST 6, 2012 IS 6,000± Acres or 9.38± SQ. MILES

AUG 2012
RECEIVED
MICHAEL BAKER JR., INC.

N
W E
S

NOT TO SCALE

HOLLOWAY ENGINEERING & SURVEYING
P.O. Box 234 Mooresville, IN. 46158
Ph: 317-831-7918
Holloway@holloweyengineering.com

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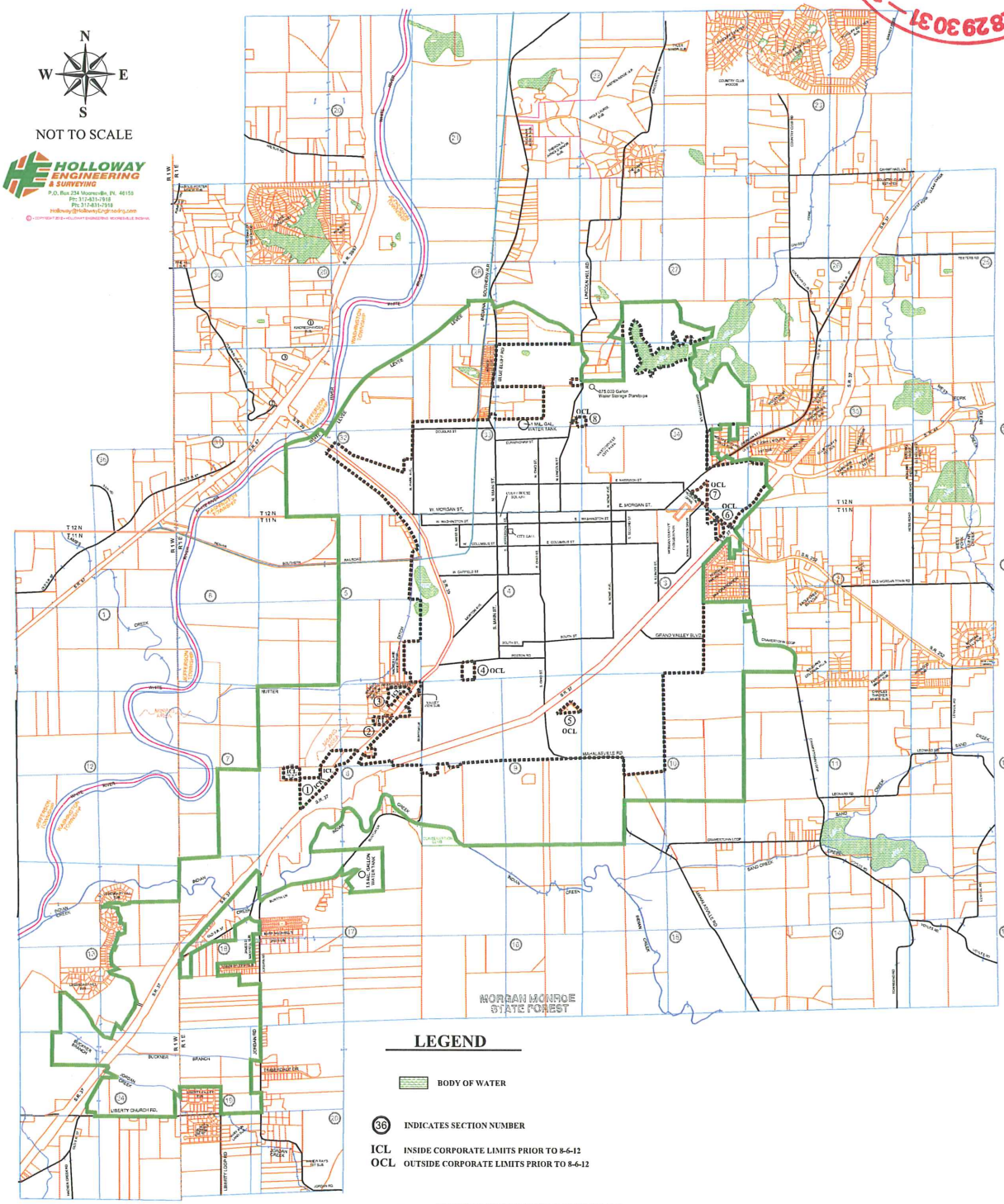

LEGEND

BODY OF WATER

(36) INDICATES SECTION NUMBER

ICL INSIDE CORPORATE LIMITS PRIOR TO 8-6-12

OCL OUTSIDE CORPORATE LIMITS PRIOR TO 8-6-12

CORPORATE LIMITS PRIOR TO AUGUST 6, 2012

CORPORATION LIMITS AS ADOPTED BY THE COMMON COUNCIL OF THE CITY OF MARTINSVILLE ON AUGUST 6, 2012 - ORDINANCE NO. 2012-1667

PROJECT NAME: CORPORATION LIMITS - ADOPTED AUG. 6, 2012	FILE NO		CERTIFIER'S SIGNATURE
	DATED	AUGUST 2, 2012	
DRAFTER / CLIENT NAME: CITY OF MARTINSVILLE	DRAWN BY		DATED:
	CHECKED		
	REVISED	AUGUST 7, 2012 TO REFLECT COUNCIL ADOPTION	
	REVISED		
	REVISED		

SHEET NUMBER ___ OF ___

HOLLOWAY ENGINEERING & SURVEYING
P.O. Box 234 Mooresville, IN. 46158
Ph: 317-831-7918
Holloway@holloweyengineering.com

Bloomington Bicycle Club
P.O. Box 463 • Bloomington, IN 47402 • bloomingtonbicycleclub.org

September 17, 2012

SEP 2012
Received
Michael Baker Jr., Inc.

I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

To the Indiana Department of Transportation,

Enclosed is a resolution passed by the Bloomington Bicycle Club Board of Directors in support of construction of a dedicated bicycle/pedestrian bridge that will span the I-69 / SR37 highway (section 5).

This resolution is our club's follow up on the discussion about this bicycle bridge at a July 12 meeting with INDOT and its agent from the Michael Baker Corporation, at which this issue was discussed with BBC members and city and county officials.

Please include this submission in the I-69 Tier 2 Section 5 public comment.

Thank you,

Kathy Cummins

Kathy Cummins
Secretary, Bloomington Bicycle Club

cc:
Mark Kruzan, Mayor, City of Bloomington
Tim Mayer, Bloomington City Council
Tom Micuda, Planning Department, City of Bloomington
Geoff McKim, Monroe County Council
Mark Stoops, County Commissioner

P.O. Box 463 • Bloomington, IN 47402 • bloomingtonbicycleclub.org

A Resolution in Support of a Dedicated Bicycle/Pedestrian Bridge for SR37/I-69 Section 5

WHEREAS the purpose of the Bloomington Bicycle Club, a 501(C)(4) nonprofit corporation, is to promote and encourage bicycling; and

WHEREAS our purpose is to advise, support, and assist community groups in furthering the use of bicycles for recreation, competition, travel, and transportation; and

WHEREAS our purpose is to urge the construction of public facilities for all types of bicycling; and

WHEREAS a transportation system that provides connectivity will enhance tourism, promote recreational opportunities, and stimulate economic activity that will benefit both the private and public sectors; and

WHEREAS inadequate bridge facilities that span State Route 37, along with the highway itself, currently function as a barrier separating the west side of Bloomington and Monroe County from the east and central portions of Bloomington for those traveling on bicycles or otherwise not using motorized transport; and

WHEREAS the Monroe County Alternative Transportation Plan, the Monroe County State Road 37 Corridor Plan, and the I-69 / SR37 Alternative Transportation Corridor Study have all identified crossings of State Road 37 / I-69 between 2nd Street and 3rd Street as the highest priority for further study; and

WHEREAS the Monroe County Alternative Transportation Technical Committee has evaluated alternatives and has identified a potential site for a dedicated bicycle/pedestrian bridge that would connect Basswood Drive next to Forest Ridge Apartments on the east, and Liberty Drive on the west; and

WHEREAS the City of Bloomington, in a March 27, 2012, memo to INDOT expressed the desirability of connecting Liberty Drive to Basswood Drive at or near the above mentioned site; therefore be it

RESOLVED that we support any and all efforts by the Indiana Department of Transportation, its contractors and/or agents to study, design, engineer and build a dedicated bicycle/pedestrian bridge that will span the I-69 / SR37 highway to connect Basswood Drive next to Forest Ridge Apartments on the east, and Liberty Drive on the west, or other nearby corridors as determined by INDOT engineering studies.

Passed and adopted by the Board of Directors of the Bloomington Bicycle Club this 16 day of September, 2012.

Keith Vogelsang

President, Bloomington Bicycle Club

Kathy Cummins

Secretary, Bloomington Bicycle Club

MONROE COUNTY HIGHWAY DEPARTMENT
ENGINEERING DIVISION

COURTHOUSE, ROOM 323 • BLOOMINGTON, INDIANA • 47404
PHONE: (812) 349-2555 • FAX: (812) 349-2959
www.co.monroe.in.us

September 19, 2012

SEP 2012
RECEIVED
MICHAEL BAKER JR., INC.

TO: Mary Jo Hamman, Michael Baker & Associates

FROM: Bill Williams, Monroe County Highway Department

CC: Monroe County Board of Commissioners
Larry Wilson, Monroe County Planning Director

RE: I-69, Section 5; PA Comments on Draft DEIS Chapter 3 and 6

Per the last Participating Agencies meeting regarding this section of the I-69 project, please find our Department's comments regarding the draft information provided for Chapters 3 and 6 of the DEIS. Feel free to contact me if you have any questions or comments.

General Comments

1. Concur with need to further refine the traffic modeling and level of service (LOS) evaluations. This will assist all Local Public Agencies on preparing for additional traffic that may be realized on our local road network.
2. A map that clearly delineates the frontage roads in Alternative 8 is needed as it is hard to see where they are located on the existing mapping. Recommend preparing a table and map of local access road locations along with any closures that are proposed in the preferred alternate.
3. Criteria for grade separations should include a review of the area emergency response agencies' ability to access properties on either side of the interstate given their response times. Emergency response time will be hindered by closures in Section 5. Given the need for limited access along the corridor, emergency access points should be considered in order to improve this for public health and safety purposes if deemed necessary by the area's emergency service agencies.
4. Consideration for our community's entry way type of interchanges should be evaluated.
5. Recommend using the "I-69/SR 37 Alternative Transportation Corridor Study" and the "Monroe County's Alternative Transportation and Greenways Plan" (MCATGP) for direction as it relates to bike lanes and trails adjacent to the corridor. Monroe County and the City of Bloomington have appropriated funding to carry out multi-use corridors throughout the area. Coordination with this project is necessary to assure the corridor does not become a barrier between the east and west side of the interstate.
6. New construction of County Road segments shall comply with the Indiana Design Manual as it applies to each road segment that is reconstructed within the footprint of the I-69 environmental document.
7. If it is required to close a road segment, cul-de-sacs shall be constructed at those locations that will provide for a vehicle wheel base of 50 feet to turn around. This is necessary for emergency vehicles, highway maintenance vehicles, school busses and others that may need such an improvement. Also, the Bloomington-Monroe County Long Range Transportation Plan shall be reviewed for compliance for coordination of improvements.

Cross Road Comments

The following comments will address areas from south to north along the corridor, specifying locations and concerns in that location as it relates to traffic, cross-section and alternative transportation.

1. That Road Overpass / Rockport Road Overpass – That Road is proposed to have a cul-de-sac constructed on the west side, where it will dead end at or near the west side of I-69. The east side of That Road will be provided with an access road along the east side of I-69 that will tie into Rockport Road, inclusive of improving Rockport Road to Fullerton Pike. The reconstructed area should satisfy road width requirements to accommodate traffic load and in accordance with the Indiana Design Manual (IDM) for a Major Collector as well as provide a bike lane on each side, 5 foot in width, in accordance with the MCATGP. Support the overpass of Rockport Road at I-69, with appropriate road widths to accommodate traffic load and in accordance with the Indiana Design Manual for a Major Collector as well as provide a bike lane on each side, 5' in width, in accordance with the MCATGP.

2. Fullerton Pike Interchange – concur with construction of an interchange with improvements to Fullerton Pike as proposed with the preferred alternative. Concur with proposed improvements to the intersection of Rockport Road and Fullerton Pike are being considered given additional traffic anticipated through this intersection with INDOT paying for improvements on the west and south leg of the intersection. Design will be in accordance with the IDM for a Principal Arterial. Monroe County is planning to construct a separated multi-use alternative transportation facility along the north side and a sidewalk along the south side of Fullerton Pike, in accordance with the BMCMPO's LRTP, therefore, this cross-section should be continued through this area in it's entirety. Coordination with the County's Fullerton Pike Corridor Project should continue.

3. Tapp Road Interchange & Collector Distributor (CD) System – concur with the split diamond interchange as proposed, subject to City of Bloomington concurrence, as proposed in Alternatives 8, for improvements on the east side of I-69. The County segment, on the west side, should have a sidepath on the north side, carrying across from the City improvement, and a sidewalk on the south side to match into what exists today. It should be noted in a proposed closure table that Barger Lane is to close and connect to Maple Leaf Drive. Also, Yonkers Drive will have impacts and should be addressed. Danlyn Drive may also be in the construction limits and would need to be reviewed as well.

4. 2nd Street / SR 45 Interchange – will defer to the City of Bloomington as they own both sides of the interchange at this location.

5. Pedestrian Bridge between SR 45 and SR 48 Interchanges – We are recommending a pedestrian bridge, south of the Indiana Railroad bridge, be constructed with I-69. This connection will connect Liberty Drive to Basswood Drive, which both have pedestrian facilities. Monroe County is planning to connect this multi-use trail to the Karst Farm Greenway, west of this location, and could be connected to the improvements recently completed on West 3rd Street, via Mueller Boulevard, which would provide safer access to the commercial areas for pedestrians and bicyclist. Also, Monroe County supports the proposed Design Exception at the railroad bridge as the posted speed limit will be 55 mph at this location.

6. 3rd Street / SR 48 Interchange – will defer to City of Bloomington recommendations on a preferred alternate. Consideration for pedestrian and bicycle traffic movements should be considered as there is a need for facilities of these modes of transportation in this area if the aforementioned pedestrian bridge is not selected.

7. Vernal Pike / 17th Street Overpass – A grade separation is much needed in this location and support the construction of an overpass as proposed in Alternate 8. This will allow continued connection to Cresent Street which would allow ingress and egress for the existing businesses in this area. The grade should not exceed that of the recent improvements to Vernal Pike, west of I-69, which has a maximum grade of 7.02%, although a lesser grade is preferred that satisfies the Indiana Design Manual for this minor arterial. Improvements should be extended east to improve 17th Street to the City of Bloomington's planned roundabout project at Monroe Street & Arlington Road. Also improvements should be made to properly tie in Industrial Boulevard and Packinghouse Road (location of the local Indiana State Police post) that will accommodate the type of traffic, light industrial, that exists today. Information of grade and cross-section should be provided. Since the entrance into Whitehall Crossing will be closed at I-69, an extension of Industrial Drive south to tie into Gates Drive should be constructed via a railroad bridge over the Indiana Railroad. This will relieve traffic congestion at SR 48 that enters this development. Also, improvements east of the corridor should satisfy the City of Bloomington in order to improve traffic safety given an increase of traffic on 17th Street. Also, pedestrian and bicycle movements in this area should be considered as there are existing facilities on the west side of the corridor that will link to the County's Karst Farm Greenway on the west and planned bike trails of the City of Bloomington on the east. This cross-section width should match recent construction of an 8 foot wide sidepath on the north side and a six foot sidewalk along the south side of the overpass construction area along Vernal Pike. Will defer to the City of Bloomington regarding the cross-section on the east side of the corridor.

8. State Road 46 Interchange – use of the existing interchange is proposed and acceptable.

9. Arlington Road – this roadway should remain open to traffic, as proposed in Alternate 8, for the long term. The existing bridge width satisfies roadway and on-road bicycle accommodations. Monroe County supports the proposed Design Exception at this location as the interstate is proposed to be posted at 55 mph. It is understood improvements may be required in accordance with directives yet to be received by the Federal Highway Administration.

10. Acuff Road – Will defer to City of Bloomington for improvements proposed on the east side of the corridor. Suggest that if this road is permanently terminated, a curve be designed and constructed connecting Prow Road and Acuff Road on the east side of I-69. A turnaround shall be constructed on the west side to accommodate turning movements.

11. Kinser Pike Interchange/Overpass & Western Extension – Support Alternatives 8 which include an overpass at Kinser Pike. The reconstructed area should satisfy road width requirements to accommodate traffic load and in accordance with the Indiana Design Manual (IDM) for a Major Collector as well as provide a bike lane on each side, 5 foot in width, in accordance with the MCATGP. Monroe County has received federal funding for the replacement of Bridge #46 on Kinser Pike over Bean Blossom which will connect with Bottom Road north of this location. Request that improvements to the substandard roadway leading to the south side of the bridge be provided.

12. Bottom Road – support connectivity as indicated in Alternative 8, Option A. This will provide access to the City of Bloomington Utilities Department's Sanitary Treatment Facility and provide access, via Maple Grove Road, to the Town of Ellettsville. The reconstructed area should satisfy road width requirements to accommodate traffic load and in accordance with the Indiana Design Manual (IDM) for a Major Collector as well as provide a bike lane on each side, 5 foot in width, in accordance with the MCATGP.

13. Walnut Street Interchange / Overpass – Support construction of an full access interchange at this location, as indicated in Alternative 8, Option A, that provides connectivity to existing Walnut Street and to the west (Bottom Road area). This will provide access to the City of Bloomington Utilities Department's Sanitary Treatment Facility and provide access, via Maple Grove Road, to the Town of Ellettsville. The reconstructed area should satisfy road width requirements to accommodate traffic load and in accordance with the Indiana Design Manual (IDM) for a Major Collector as it applies to Bottom Road and a Principal Arterial as it applies to North Walnut Street. Accommodations for a bike lane on each side, 5 foot in width, in accordance with the MCATGP, should be made.

14. Connaught Road, Ellis Road, Showers Road/Wylie Road, Purcell Road and Wayport Road – support connectivity for the aforementioned County maintained roads as indicated in Alternative 8 for access to Hoosier Energy and the surrounding neighborhood via the Eastern Access Road from Walnut Street to Sample Road. Any reconstructed area should satisfy road width requirements to accommodate traffic load and in accordance with the Indiana Design Manual (IDM) for a Local Road. Accommodations for a bike lane on each side, 5 foot in width, in accordance with the MCATGP, should be made.

15. Charlie Taylor Lane, Griffith Cemetery Road, Griffith Cemetery Fork Road Stonebelt Drive, and Wayport Road - support connectivity as indicated in Alternative 8 for the existing aforementioned County maintained roads via the Western Access Road from Charlie Taylor Lane to Sample Road. The portions of County Roads that connections will be made to should be reconstructed to accommodate the increase in traffic loads and provide safety to the traveling public due to the increase in traffic on these substandard roadway segments. Any reconstructed area should satisfy road width requirements to accommodate traffic load and in accordance with the Indiana Design Manual (IDM) for a Local Road. Accommodations for a bike lane on each side, 5 foot in width, in accordance with the MCATGP, should be made.

16. Sample Road / Chambers Pike Interchange / Overpass – Support the concepts of an interchange at Sample Road. The reconstructed area should satisfy road width requirements to accommodate traffic load and in accordance with the Indiana Design Manual (IDM) for a Major Collector as well as provide a bike lane on each side, 5 foot in width, in accordance with the MCATGP. Improvements west and east of this area should be reviewed for improvements to both the pavement cross-section and the alignment as both are substandard and will see an increase in traffic due to the placement of the interchange. Support an overpass at Chambers Pike as indicated in Alternatives 4, 5, and 6. Future discussions on alignment and interchange type will be provided at a later date. The reconstructed area should satisfy road width requirements to accommodate traffic load and in accordance with the Indiana Design Manual (IDM) for a Minor Collector as well as provide a bike lane on each side, 5 foot in width, in accordance with the MCATGP.

17. Oliver Winery Road, Fox Hollow Road, Wesner Woods Road and Sparks Lane – support connectivity as indicated in Alternative 8 for the existing aforementioned County maintained roads via the Eastern Access Road from Sample Road to Chambers Pike. Would require additional construction north of Chambers Pike to connect to Sparks Lane. This also would allow access to the proposed interchange at Sample Road for the area businesses such as Oliver Winery, Worms Way, Santa Enterprises, Inc., Pointer Metals and other commercial and light industrial properties in the area. Any reconstructed area should satisfy road width requirements to accommodate traffic load and in accordance with the Indiana Design Manual (IDM) for a Local Road as well as provide a bike lane on each side, 5 foot in width, in accordance with the MCATGP.

18. Simpson Chapel Road, Lee Paul Road, Norm Anderson Road, Crossover Road, Dittemore Road, Mann Road, Sylvan Lane and Burma Road - support connectivity as indicated in Alternative 8 for the existing aforementioned County maintained roads via the Western Access Road from Sample Road to Burma Road. This would allow access to the proposed interchange at Sample Road for the area businesses such as Cook Group, Inc., Sims & Pedigo Co., Inc., the Duke Energy Substation, Walls Rentals, Inc., and other commercial and light industrial properties in the area. The portions of County Roads that connections will be made to (Sample Road, Simpson Chapel Road, Lee Paul Road and Crossover Road) should be reconstructed to accommodate the increase in traffic loads and provide safety to the traveling public due to the increase in traffic on these substandard roadway segments. The vertical and horizontal alignment of these roadways should satisfy the Indiana Design Manual (IDM). Any reconstructed area should satisfy road width requirements to accommodate traffic load and in accordance with the Indiana Design Manual (IDM) for a Major Collector as well as provide a bike lane on each side, 5 foot in width, in accordance with the MCATGP.

19. Bryant's Creek Road – Concur with elimination of access with corridor provided access is provided an interchange is provided in Morgan County at either Paragon Road or Liberty Church Road. Will defer interchange location to Morgan County officials. Should consider the construction of a cul-de-sac or turnaround on the east side of the corridor on Bryant's Creek Road. Improvements to this road will be necessary for safety purposes as it currently experiences problems with flash flooding.

20. Petro Road and Turkey Track Road – Both roads are maintained by Morgan County however serve Monroe County residents on the south side of this county line road. A review of this area should be conducted for access to the parcels. It appears access for the west side of Turkey Track Road would remain as indicated in Alternate 8 but access to Turkey Track Road and Petro Road, on the east side of the corridor, needs investigated to assure connectivity to a public roadway.

21. Morgan-Monroe State Forest Access Road – Concur with elimination of access, subject to IDNR and Morgan County concurrence, however, should be indicated on the exhibits/maps for public review.

Again, thank you for the opportunity to submit comments on this project.

WEW/me

Hamman, Mary Jo

From: Adrian Reid <reida@bloomington.in.gov>
Sent: Tuesday, September 25, 2012 10:28 PM
To: Hamman, Mary Jo
Subject: Minor errors

Mary Jo,

I'm preparing comments but also found a few minor errors in what I've read so far. They didn't seem to fit with the overall comments, so I prepared the small stuff in a separate email. Some of these are probably nitpicky things that I shouldn't spend much time on, but I figured you'd still want to know.

- Page 3-7 - First paragraph under 3.2.1, second sentence: "are" should be "were" if keeping things past tense.
- Pages 3-8 & 3-25 refer to 50 streets, ramps, roads or driveways. In chapter 5.6 page 5-16, that number is 75.
- Page 3-50, 6-8, 6-17 and elsewhere in the document refer to Fullerton as a "southern by-pass of Bloomington." In my opinion, this term, while probably accurate, is misconstrued in a negative light. I would suggest omitting it.
- Page 6-18 first paragraph, last sentence: "is enjoys."
- Page 6-19 first sentence: not clear which Alternatives "their" refers to, so it isn't clear that Alts. 4 & 5 have the larger footprint.
- Page 6-20 second paragraph under "Alts. 6,7,8 Comparison:" remove "s" at the end of "A Tapp Road interchanges."
- Page 6-20 second paragraph last sentence: "Country Club Drive Road" is just "Country Club Drive." Also Tapp, Country Club, Winslow and Rogers Road (not to be confused with Rogers Street) are technically the same road...same corridor anyway.
- Page 6-20 fourth paragraph: "Crescent Street" should be "Crescent Road."
- Page 6-21 and elsewhere in document, paragraph 1: not sure I would say "a resource enjoying protection." Suggest "a resource protected"
- Page 6-23, first paragraph under Alts. 6,7, & 8 Comparison: "Alternatives 7" should be "Alternative 7."
- Page 6-29 under Alternative 8 - Option A: "direction" should be "directional." There appear to be 2 periods after 3rd St.
- Table on page 6-42: Prow Road spelled "Prowl." There's no "L." In the table and several other places, Rogers Street is spelled "Rodgers" with a "d," which is incorrect. Walnut from Fairfax to "Hillsdale" should be "Hillside." Hillsdale is a street on the east side of Bloomington. Same for Henderson from Winslow to "Hillsdale."
- In Chapter 5.6, page numbering changes at 5-209 and begins all over at 5-1.
- Page 5-207 paragraph 4, sentence 1: "analysis" should be "analyze."
- Table 5.6-1 through 5: S.R. 45 is actually Bloomfield Road east of 37/69. "Rodgers St." should be spelled "Rogers." I believe it's "Muller Park Way" and not "Muller Parkway." SR 48 is West 3rd Street east of 37/69.
- Page 5-2 last bullet point: South Henderson Street instead of South Henderson Road.
- Page 5-4 last bullet point: South Henderson Street instead of South Henderson Road. Table 5-6.3 & 6.4 also call it Henderson Road.
- Page 5-6 first and sixth bullet points for S. Walnut Street are the same. Henderson Road should be Henderson Street.
- Page 5-8 last bullet point: Henderson Road should be Henderson Street. Same for Table 5.6-5
- Page 5-10 last bullet point: Henderson Road should be Henderson Street.

That's all I have for now.

Thanks,

Adrian

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Adrian Reid, P.E.
City Engineer
City of Bloomington
812-349-3417

City of Bloomington
Engineering Department

SEP 2012
RECEIVED
MICHAEL BAKER JR., INC.

To: Mary Jo Hamman, P.E.
Michael Baker Corporation
Project Manager
Section 5 Project Office

From: City of Bloomington

Re: Draft EIS Comments

Introduction
The City of Bloomington appreciates this opportunity to comment on Chapters 3, 5 and 6 of the I-69 Section 5 DEIS prior to its public release. The comments below are provided to document our concerns and questions regarding the information contained in those chapters. The City will likely follow up with more comprehensive comments once the full DEIS is released. We look forward to continuing to take part in the Participating Agency process, as we have found it to be very beneficial to our organization.

Comments on Chapters 3 & 6
The City of Bloomington concurs with the Preferred Alternative on proposed interchanges at Fullerton Pike, Tapp Road/2nd Street, West 3rd Street, S.R. 46, North Walnut, and Sample Road. In addition, we agree with the separated grade crossing locations listed: Rockport Road, Vernal Pike/West 17th Street, Arlington Road, Kinser Pike, and Chambers Pike.

Any new interchanges will accommodate bicycle and pedestrian traffic, and the City looks forward to working with INDOT on the development of those facilities. One of the biggest remaining concerns is provision of similar facilities at existing interchanges such as those at 2nd Street (Bloomfield Road) and 3rd Street for which existing bridge structures are not proposed to be altered for the I-69 project. The Bloomington/Monroe County MPO implemented the first Complete Streets Policy among Indiana MPOs in 2010. Although INDOT's projects are exempt from this policy, the City respectfully requests that the I-69 project include facilities for bicyclists and pedestrians at existing interchanges which the Preferred Alternative proposes to remain. The following is a discussion of the City's concerns regarding the Preferred Alternative separated by interchange:

West 2nd Street/Tapp Road
The City is supportive of the Preferred Alternative recommendation of a split diamond interchange between Tapp Road and Bloomfield Road/S.R. 45. Tapp Road has a side path on the north side and sidewalk on the south side, and the City would like to see these facilities continued through the interchange at the interstate.

Comments regarding West 2nd Street mimic those made below for West 3rd Street regarding accommodations for pedestrian and bicycle traffic across proposed I-69. Given both that the on-going conversation of a de minimus agreement regarding Wapehani park will determine whether the 2nd Street interchange will be rebuilt or remain in place, and that a new interchange at 2nd Street would include facilities for bicyclists and pedestrians, consideration of bike and ped facilities at both 2nd Street & 3rd Street interchanges seem logical as a factor in the decision. Again, among the City's highest priorities are ample and continuous accommodations for bicyclists and pedestrians. The City requests further discussion of these provisions in the

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spirit of partnership, particularly as they pertain to the 2nd and 3rd Street interchanges.

The table on 6-42 lists S.R. 45 east of the I-69 interchange at a 35.6% increase in traffic. The 2010 base year ADT listed in the tables in Chapter 5.6. 17,933 is lower than existing traffic volumes which exceed 22,000 vpd in this area.

An idea gaining momentum in local bicycle advocacy groups is a bridge over proposed I-69 solely for bicyclists and pedestrians. The bridge would be located south of the existing railroad bridge and connect from Basswood Drive on the east side of 37/69 to Liberty Drive on the west side. Before determining the viability of this concept, the City plans a meeting in the near future to discuss options with the Bloomington Bicycle Club and Monroe County. Issues to be discussed include the route's viability for pedestrians, the indirectness of the route, the acquisition of private property, and the need for additional investment to connect the bridge to other bicycle and pedestrian facilities.

West 3rd Street

Under the preferred alternative, the West 3rd Street intersection with I-69 will use the existing interchange with the possibility of additional turn lanes. However, our understanding is that the bridge structure would remain and not be altered, which poses a significant issue with the City's stated goals of promoting construction of facilities for bicycles and pedestrians. The City also considers 3rd Street a gateway into Bloomington. Our recently completed West 3rd Street project between Franklin Drive and Landmark Avenue includes landscaped median treatments which soften the aesthetic of an urban context and provide a gateway feel between S.R. 37 and downtown Bloomington. That the existing 3rd Street interchange will remain largely as-is concerns us because it would seem to be a missed opportunity to extend the aesthetic gateway treatment.

In addition, the City maintains a traffic signal at West 3rd Street and Franklin/Wynndale Drive which is problematic because it has two phases more than a traditional signal at a four-legged intersection. Issues with this signal were mentioned in the City's previous comments, and we believe that the signal will operate to the detriment of any scenario INDOT plans for the 3rd Street interchange. The projected traffic on West 3rd Street in the design year, 2028, is 45,309 vpd (2008 AADT = 26,697). However, we are observing operational issues with this signal today, particularly during peak travel times. The table on 6-42 lists West 3rd east of the I-69 interchange at a 21.1% increase in traffic which would render the 20 year design for West 3rd Street obsolete much sooner than anticipated. Of particular concern is the 2010 base year ADT listed in the tables in Chapter 5.6. 18,505 is much lower than existing traffic volumes. Projecting the traffic growth on West 3rd from a significantly higher number may affect the ability of the interchange to accommodate the design year traffic.

Also, considering the project's stated performance measure to reduce congestion by reducing both VMT and VHT, the City requests attention to a situation which could be addressed simultaneously with any potential improvements to the 3rd Street interchange. We're concerned that the performance measure addresses congestion issues on State-maintained facilities while overlooking the potential for congestion on City or County-maintained facilities. As a result, the City is very interested in the results of microsimulation to be conducted by INDOT in the near future and believe that this modeling will better quantify the issue. At this point, we want to emphasize our concerns regarding traffic impacts and provision for bicycle and pedestrian facilities at existing interchanges which the Preferred Alternative proposes to keep in place.

Vernal Pike/West 17th Street

The City is supportive of the Preferred Alternative's proposed connection between West 17th Street and Vernal Pike with an overpass. Please refer to additional comments below regarding the concerns of Bloomington's emergency service providers regarding removal of access from 37/69 to Vernal Pike. The overpass would maintain access to 17th Street from Crescent Drive. However, the condition of West 17th Street between the proposed overpass and Arlington Road would not support the additional traffic from existing Vernal Pike. The City asks that INDOT examine extension of the overpass project to improve West 17th all the way to the project limits of the City's 17th & Arlington roundabout project scheduled for construction next year.

North Walnut Street

The City is supportive of Monroe County's desire for a full interchange at North Walnut Street. One reason for supporting the interchange is to allow access to the City's water treatment plant on Bottom Road. However, if supporting the full interchange would mean that its location would move (to Kinser Pike for example) or that the partial interchange would be removed entirely to mitigate flood plain issues, the City would support neither an interchange in another location nor the loss of the partial interchange. The Walnut Street interchange is widely considered a gateway to Bloomington and is the location of a prominent welcome sign. The Bloomington Visitor's Center is located on North Walnut Street as well, so the City remains supportive of a gateway feature in this location.

However, if interchange considerations here compete with considerations at other interchanges affecting City-maintained facilities such as West 3rd Street, the City's preferences may change. For instance, as stated earlier and in comments submitted March 30, 2012, the City also considers West 3rd Street a gateway opportunity into Bloomington and would prefer considerations here because of the direct connection to a City thoroughfare.

Other Comments on Chapters 3 & 6

Median Treatment

The City would also like to understand the scope of the impacts which the low-impact, Preferred Alternative avoids by selection of the barrier median in the urban context between Fullerton Pike and the Arlington overpass. Our stated preference in comments submitted March 30, 2012, was for a typical section with a grassy median. The Participating Agency meetings have been informative regarding the differences between the low-impact alternatives and those proposing a wider median. That the expansion to three lanes in each direction occurs to the inside of existing S.R. 37 lanes minimizes ROW impacts is clear. And Table 6-2 shows the costs differences in ROW among alternatives. However, the cost difference between the Preferred Alternative and other alternatives with a wider median is approximately $2 million, which the City may consider a reasonable cost if a grassy median is a high priority. The City desires further discussion of the median treatment in Section 5, subsection B.

Emergency Access

Both Bloomington Fire Department and Bloomington Police Department have expressed concerns with access and service time to the northwest side of Bloomington, specifically the area bounded by SR 37/69 on the west, 11th Street on the south, Rogers Street on the east, and 17th Street on the north. This area receives a high number of service calls for both PD and Fire. With the proposed removal of Vernal Pike, Bloomington FD's primary access to northwest Bloomington is taken away, so Police and Fire expressed a preference for an exit only from northbound 69 at Vernal Pike. This is an option the City would like INDOT to explore considering the more circuitous route which the closure of Vernal Pike leaves for emergency service providers.

Noise

At our last Participating Agency meeting (September 19), the issue of noise impacts and the potential for noise barrier construction was discussed. The City understands that three areas have been identified in Section 5 as potential locations for noise barriers. While final design decisions on such walls will likely occur in the engineering process (not in the environmental documents), the City wishes to emphasize our concern regarding the aesthetics of any noise barrier installation. The placement of such barriers, combined with the proposed median barrier configuration, has the potential to create a "concrete canyon" effect along the corridor. The City is concerned about the potential negative aesthetic impacts of this design on our community.

Air Quality

The City understands that INDOT is pursuing air quality studies for the I-69 Section 5 EIS as required by Federal law. However, we feel it important to continue to emphasize our concern about the lack of good air quality data, and any analysis of such data, for Monroe County. This will continue to be an issue in the community as the EIS moves forward, as many will not be satisfied that there is a "gap" in air quality analysis along the I-69 corridor.

Comments on Chapters 5.6, 5.12, 5.21

Page 5-209 includes a list of roads included for analysis of I-69 traffic impacts. In general, some of those chosen don't seem to make logical sense while others excluded from the list would seem to make more sense to include. The following are comments regarding these roads:

- South Walnut Street is included only from Fairfax to Winslow Road, but the remainder of Walnut and North Walnut are not, even though North Walnut is proposed to directly connect to I-69 via a partial or full interchange. And South Walnut between Winslow and Kirkwood Avenue could have traffic impacts from interchanges north of Fullerton.
- S. Henderson Street is included in the analysis but Rogers/Madison/Kinser are not included. The Rogers Street corridor parallels both Walnut Street and I-69 and is located between the two from Gordon Pike (in the Fullerton Pike corridor) to State Route 46 to the Kinser Pike overpass. This corridor would seem to be impacted by I-69 traffic and should be included in the analysis.
- Both Basswood Drive and Weimer Road are questionable because, although both are parallel to Section 5, both are not significant in length. Basswood is a dead end street next to I-69. The City is exploring the possibility of a connection from West 3rd Street to Basswood. Weimer Road is a very narrow, substandard road connecting Tapp Road to Bloomfield Road.
- Traffic volumes listed in tables 5.6-1 through 5.6-5 for SR 45 and SR 48 east of SR 37 are significantly lower than current volumes.
- The second paragraph on page 5-14 says that the City stated a preference for a SPUI at SR 48/3rd Street. However, the City didn't state a preference for a SPUI because of concerns for bicycle and pedestrian traffic. SPUIs are notoriously poor in terms of serving the needs of alternative transportation. The City's preference was in support of an interchange type which accommodated vehicular needs balanced with those of bikes and peds.
- Page 5-16 states that 75 streets, ramps, roads, driveways, etc. access existing SR 37 in Section 5. However, that number in Chapter 3 is 50.

Chapter 5.12 - Construction Impacts

Noise
The City has a local noise ordinance of which INDOT has been considerate on past projects such as the Bypass expansion. The City respectfully request adherence to this ordinance for any part of I-69 construction occurring within City limits. The City's noise ordinance reads as follows:

14.09.040 - Exemptions.

The following uses and activities shall be exempt from the provisions of this chapter:

(b) Construction operations for which building permits have been issued or construction operations for which a permit is not required shall be exempt from the noise control ordinance under the following conditions and with the following exceptions:
(1) Such operations that occur after six a.m. and before ten p.m., except on Sundays and holidays, as defined in Section 14.09.020. However, in recognition of the work necessary to prepare and close a site each day, motor vehicles transporting heavy construction equipment or construction materials to and from construction sites at those times shall be exempt from the time restrictions set forth above.
(2) Because of the loud and unusual sounds, and the ground vibrations associated with pile drivers, steam shovels, pneumatic hammers, and steam or diesel gasoline hoists, the operation of this equipment shall be exempt but only when it occurs between the hours of seven a.m. and eight p.m. or when allowed by special permit.
(3) In order to be exempt, all equipment used in such operations shall be operated with the manufacturer's mufflers and noise reducing equipment in use and in proper operating condition;

Permission to operate outside of these parameters must be obtained from the City of Bloomington Board of Public Works. We would also suggest that INDOT contact Indiana University regarding critical dates for heavy traffic events such as move-in week, commencement, and football games.

Air Pollution
Section 5.12.2.2 (Air Pollution) references the potential for open burning of vegetation cleared from the corridor during construction. Is this activity planned to occur within the urban section of the highway, or will it only occur in the more rural sections north of Bloomington? The City would be concerned about any open burning in our urban area.

Rule 5 for Fill & Borrow Sites
Since Section 5 proposes conversion of an existing state route, the issue of local regulation of fill and borrow sites is less significant but still concerning to the City given limited staff resources to review and inspect any Rule 5 sites in City limits. That these sites are adjacent to I-69 within the City is doubtful, but there are some sites in City limits which could serve as fill or borrow sites. As these sites are largely unknown until after bid letting, the City requests as much advance notification of any fill or borrow sites as possible. In the event that a significant number of these sites are operating in the City's MS4 boundaries, the City may request assistance in some fashion.

Construction/Truck Traffic
A number of quarries operate in Bloomington, the City is concerned with significantly more truck traffic to and from these areas and the impact that this additional traffic will have on the condition of local streets. Again, this will not be known until after bid lettings occur, but the City would ask for consideration of truck routes to and from the I-69 project and that these routes be

monitored periodically for damages caused by project-related truck traffic.

MOT & Construction Sequencing
Maintenance of traffic is another concern. The most significant concern with Section 5 construction is how the improvements to existing 37 are sequenced. At this point, INDOT may have some idea whether improvements occur all at once or are built in piecemeal fashion. The impacts are very different between these two scenarios, so the City has concerns regarding sequencing. For instance, if access to both 3rd and 2nd Street interchanges were under construction simultaneously, the City would have serious traffic issues. Also, there likely are scenarios whereby INDOT may require usage of local roads as detour routes. In short, the City has many questions regarding MOT which may largely be unknown at this time, and we look forward to working out these issues.

During the Bypass project, INDOT implemented partnering meetings and worked with the City in advance when local roads were needed to detour traffic. We request that INDOT implement similar practice for I-69. Special evaluation of MOT design to avoid complex phasing would be a fantastic idea given some of the issues which INDOT experience on the Bypass project.

Miscellaneous Comments, Questions, Concerns

Utility Coordination
INDOT also implemented utility coordination in a unique manner on the Bypass project which worked very well in my opinion. INDOT hired someone to oversee all of the utility coordination with the exception (at first) of CBU. This expedited utility relocation work and, if CBU were included in the relocation design from the beginning, would have occurred even more quickly with fewer conflicts. The City requests participation in utility relocation coordination if INDOT were to conduct the I-69 project in the same manner as the Bypass. Tim Muench and James Culbertson at INDOT are contacts at INDOT who have intimate knowledge of utility coordination on the Bypass project.

Design Exceptions
Chapter 6 refers to Level 1 & Level 2 design exceptions. Issues regarding design standards have been raised by project opponents at MPO Policy Committee meetings, so the City would like to understand more about these, specifically the Level 1 design exceptions. Also, an explanation of the process by which INDOT makes these exceptions would be useful. The document refers to an Appendix EE, but it wasn't included.

Thank you for providing the opportunity for the City to submit our comments.

Adrian Reid, P.E.