



PART B

WRITTEN COMMENTS AND

PUBLIC HEARING TRANSCRIPTION

ON

I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

SECTION 2

DRAFT ENVIRONMENTAL IMPACT STATEMENT



United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, DC 20240



JUN 15 2009

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PEP/NRM

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Mr. Robert F. Tally, Jr., P.E.
Division Administrator
Federal Highway Administration
575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

Dear Mr. Tally:

As requested, the Department of the Interior (Department) reviewed the Revised Tier 2 Draft Environmental Impact Statement (EIS) for **Interstate Highway 69 (I-69) Evansville to Indianapolis Project, Section 2, from Oakland City to Washington (State Route 64 to U.S. Highway 50), Gibson, Pike, and Daviess Counties, Indiana**. The Department offers the following comments and recommendations for your consideration.

Section 4(f) Comments

The proposed action impacts properties eligible to be considered under Section 4(f) of the Department of Transportation Act of 1966 (48 U.S.C. 1653(f)). The properties include a wildlife refuge (the Patoka River National Wildlife Refuge), four historic properties (including a historic district) eligible for inclusion in the National Register of Historic Places, and several archeological sites in the project area. The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (InDOT) determined that when refuge lands were acquired at the time the refuge was created, the acquisition process took into account eventual development of the I-69 Corridor. The current project does not constitute a use of these lands. In addition, it appears that none of the archeological sites will be eligible as Section 4(f) lands. However, a final determination on all archeological sites is pending until intensive inventories are completed. The Department agrees with both determinations of no Section 4(f) use.

The FHWA and the InDOT determined that there will be no effect to two of the historic properties (Thomas C. Singleton Round Barn and Chapman-Allison Farmstead), and a no adverse effect to a third (State Route 257 bridge over Veale Creek). Therefore, there will be no use of these properties and the Department agrees with this determination. The FHWA and the InDOT determined that there will be an adverse

effect to the remaining historic property (Patoka River Bridges Historic District), but that the visual and auditory impacts to the property do not constitute a substantial impairment and do not constitute a constructive use of the property by the project. Those impacts are caused by encroachment of the I-69 Corridor close to, but not on or within the historic district. Considerable sound modeling was done to establish the level of impact from highway noise, and there are screening methods that can be used to lessen the visual impacts. The Department finds that the FWHA has documented analysis of the proximity impacts and included a statement concerning no substantial impairment. While the Department would tend to agree with the determination of no substantial impairment, it also notes that this should be done in consultation with the State Historic Preservation Office (SHPO), and at this time, we are unaware if the SHPO has agreed with that determination. While we believe that concurrence is likely, until the SHPO concurs, the Department will not concur with the determination of no Section 4(f) use. We expect to see concurrence from the SHPO in the final EIS.

General Comments

The Preferred Alternative for the I-69 alignment in section 2 demonstrates a reasonable effort to avoid impacts to natural resources, including habitat fragmentation. The U.S. Fish and Wildlife Service (FWS) is in favor of InDOT's commitment to bridge the entire floodplain of the Patoka River near the Patoka River National Wildlife Refuge, as well as the floodplain at Flat Creek. The FWS also strongly supports the proposed development of wildlife crossings at the Patoka River, Flat Creek, east Fork White River, the tributary to Jackson Pond, Prides Creek, Mud Creek, Veale Creek, and elsewhere.

As the FWS has previously requested, the alternative alignments should be provided on U.S. Geological Survey topographical maps so the topography and slope of the terrain being crossed can be clearly ascertained. Being able to visualize existing topography would greatly help reviewers understand how much cut and fill might occur and identify areas more susceptible to erosion.

While the draft EIS does mention in a few places that bridge runoff will be collected and channeled towards the end of the bridge (e.g., at the Patoka River crossing), the overall strategy of how deck runoff would be managed and incorporated into bridge designs for section 2, particularly for those bridges within the four Indiana bat maternity colony areas, should be compiled into one discussion. In addition, a discussion of any bridge features being considered for spill containment/filtration once the road is in use (such as those developed for the crossing of Pigeon Creek in section 1) should be included. Section 7.3.14 may be an appropriate location for this discussion, as well as the section related to drainage control.

The FWS does not agree with the statement that no indirect impacts to streams will occur due to the implementation of this project (page 5-423). Secondary development along and near streams will alter the surrounding physical landscape by increasing

impervious surfaces, reducing vegetation, and reducing water infiltration. While Best Management Practices are useful in reducing the impacts from development on surrounding habitat, they will not eliminate them. In particular, increased use of herbicides, pesticides, fertilizers, and other materials associated with residential and commercial developments is likely to occur (Morse and Kahl 2003, Schmitt and Peckenhams 2002) and could negatively impact stream water quality. On page 5-435, the draft EIS states that "There is a possibility that future development in the vicinity of the road could cause runoff problems that could affect streams in the area."

In addition, indirect and chronic effects may occur over time with respect to pollutants from highway runoff. Although the draft EIS indicates "...the pollutant concentrations due to runoff from the highway are below the applicable EPA criteria," only three of the ten highway runoff constituents in Table 5.19-2 (Table 5.24-3 from the Tier 1 final EIS) have U.S. Environmental Protection Agency (EPA) criteria (copper, lead, and zinc). While the EPA may not have specific criteria established for other roadway constituents, these pollutants (such as suspended solids, total organic carbon, nitrates/nitrites, and others not mentioned) will likely find their way into the surrounding water bodies and may adversely impact a variety of fish and wildlife species. The detailed discussion on page 5-334 pertaining to deicing chemicals and their impact on the aquatic environment further underscores the potential for impact from roadway runoff, particularly once the highway is in operation.

The draft EIS indicates on page 5-42 that the Expert Land Use panel does not foresee any induced growth near the South Daviess County interchange because of a lack of plans to extend public utilities to that "more-remote" area. Please expand the discussion, if possible, on why future development near that interchange is not anticipated. It seems plausible that, once an interchange is situated in that location, requests to extend public services will be made. There are quite a few homes in that area already and, according to the draft EIS (page 4-20), a Super Wal-Mart store is less than 3 miles away. The draft EIS (page 3-26) also mentions a potential new residential development in that area, although it is unclear which side of the proposed interstate that development may be located.

Endangered Species Comments

The FWS concerns regarding project impacts to the federally endangered Indiana bat (*Myotis sodalis*) and the formerly listed bald eagle (*Haliaeetus leucocephalus*) have been addressed in a Revised Tier 1 Biological Opinion (BO) for this project, dated August 26, 2006. Section 2-specific impacts to these two species will be detailed in a Tier 2 Biological Assessment (BA) being prepared by the FHWA and the InDOT, which the FWS Bloomington Field Office in Indiana will review before the section 2 final EIS is completed. If impacts detailed in the Tier 2 BA are consistent with those analyzed in the Revised Tier 1 BO, the FWS will issue a separate Tier 2 BO and Incidental Take Statement for section 2 of the I-69 project and thereby complete consultation requirements required by Section 7 of the Endangered Species Act (as amended). The

FWS is aware of four Indiana bat maternity colonies in the section 2 project area. The FWS is also aware of one eagle nest in the vicinity of the project corridor. The nest is over 1½ miles from the corridor, and no impacts are expected.

Although the bald eagle was removed from the list of threatened and endangered species in July 2007, it is still protected under the Bald and Golden Eagle Protection Act (Eagle Act). On May 20, 2008, the FWS issued regulations that created a new permit category to provide Eagle Act permits to entities previously authorized to take bald eagles through section 7 Incidental Take Statements. The FHWA and the InDOT have indicated they will comply with all permit requirements previously established for the bald eagle for this project through Section 7 consultation.

Finally, the FWS recommends that a vehicle for funding the long-term management (i.e., invasive species control, levee/berm repair, etc.) of mitigation sites be established. This will help ensure the continued viability of these sites beyond the initial 5- to 10-year monitoring period.

Specific Comments

Page S-22: The sentence ending "...refinements are being made in each of the Tier 1 EISs" should say "Tier 2 EISs."

Page 3-26, last paragraph: Please expand on the discussion on the reason the South Daviess County interchange location was modified and moved north, closer to Veale Creek. If possible, please indicate where the new residential development is to be located and state the differences in environmental impacts between the two locations.

Page 3-28, second paragraph: The figure regarding impacts to Antioch Christian Church is mislabeled. It should be Figure 5.2-3 on page 5-34.

Page 4-59: Figure 4.3-1 is on page 4-66, not 4-67.

Page 4-63: Figure 4.3-3 is on page 4-68, not 4-69.

Page 4-87, first paragraph, last sentence: Please include the word "recovery."

Page 5-65: Figures 5.3-1e and 5.3-8e do not show the preferred folded diamond interchange configuration for the interchange in subsection 7.

Page 5-186: The draft EIS mentions the potential for impacts to the copperbelly watersnake. If any specific mitigation or avoidance measures are being considered for this species, please include them.

Page 5-239: At the end of the first paragraph, please include the name of the specific Indiana bat colony being referred to (Veale Creek Colony).

Page 5-248: The fourth paragraph states that five of the bat species caught during the mist-netting survey are listed as State Special Concern; however, only four are actually listed.

Page 5-249, third paragraph: Other tree species used for Indiana bat roosts include the shellbark hickory (*Carya laciniosa*), white ash (*Fraxinus americana*), and black locust (*Robinia pseudoacacia*).

Page 5-273: Please amend the Water Quality Section (7) of the Context Sensitive Solutions for the Indiana bat to include a Herbicide Use Plan for areas within the four Indiana bat maternity colony areas.

Page 5-274: The third paragraph states that tree plantings will be monitored for 5 years. This should be changed to 10 years for this section and elsewhere as appropriate.

Page 5-312, fourth paragraph: Figure 5.19-1 is on page 5-344, not 5-345.

Page 5-334 and Table 5.19-12: It is not overly obvious which EPA criteria are being referred to; please specify the specific criteria being used either in the table or text (or both). The criteria are also referenced on page 5-419.

Page 5-349, fourth paragraph, third sentence: "Table 5.20-2" should be "Table 5.20-3."

Page 5-352, Table 5.20-3: It is not readily apparent what is meant by "Edge," "Fragment," and "Total" in the "Type Impact" column.

Page 5-355, second paragraph: The text indicates that five forest tracts with core forest will be impacted by the preferred alternative; however, six tracts are actually listed in the text and Table 5.20-4. Please clarify.

Page 5-355: It would be helpful if the subsection number was mentioned in the text or in Table 5.20-4, as well as added to Figures 5.20-4 through 5.20-9 so these core forest areas could be more easily found.

Page 5-359: There is a typographical error – the reference to page "5.24-8" is not a correct page number format.

Page 5-359, Mitigation Section: While the InDOT did initially volunteer to do the upland mitigation, that commitment is now a requirement of their Section 7 (Endangered Species Act) Incidental Take Permit.

Page 5-419, last paragraph: "Table 5.19-13" should be "Table 5.19-12."

Page 5-419: Please clarify why highway surface water runoff is considered a direct affect for wetlands but discussed under indirect affects for streams.

Page 5-423: There is a typographical error – “South Fork of the White River” should be either the “East Fork of the White River” or the “South Fork of the Patoka River.”

Page 5-424, third paragraph: Please indicate what benchmark was used to determine “significant impacts” and further cumulative analysis with respect to streams. Any additional degradation and alteration of this already adversely impacted resource is undesirable.

Page 6-20, paragraphs three and four: The page references for Figure 6-11 are incorrect.

Page 7-18, item number 13: Bridges should be checked to determine their use as roosts (not just night roosts).

Page 7-18, item number 14: The context of using the Wetland Memorandum of Understanding during construction activities should be broader in this section. It is used not only to minimize impacts to the Indiana bat, but to minimize impacts to overall wetland habitat.

Page 7-28: Any stream relocation within a previously identified Indiana bat maternity colony area should also be coordinated with the FWS.

Page 7-34: The FWS recommends developing a Herbicide Use Plan for areas with streams within the four maternity colony areas. Also consider a low spray zone within these same areas.

Permits under Section 404 of the Clean Water Act will be needed for the proposed project. Our recommendations to the U.S. Army Corps of Engineers for permit conditions would be consistent with our comments here.

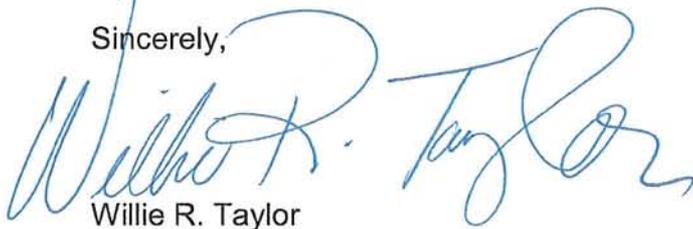
The Department has a continuing interest in working with the FHWA and the InDOT to ensure impacts to resources of concern to the Department are adequately addressed. For consultation and coordination with the issues concerning Section 4(f) resources, please contact Regional Environmental Coordinator Nick Chevance, Midwest Regional Office, National Park Service, 601 Riverfront Drive, Omaha, Nebraska 68102-4226; telephone 402-661-1844. For matters related to fish and wildlife resources and federally listed threatened and endangered species, please continue to coordinate with field supervisor Scott Pruitt or project biologist Robin McWilliams Munson, U.S. Fish and Wildlife Service, 620 South Walker Street, Bloomington, Indiana 47403-2121; telephone 812-334-4261.

Mr. Robert F. Tally, Jr.

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We appreciate the opportunity to provide these comments.

Sincerely,



Willie R. Taylor
Director, Office of Environmental
Policy and Compliance

cc:

Ms. Michelle Allen
Manager, Office of Environmental Services
Indiana Department of Transportation
100 North Senate Avenue, Room N642
Indianapolis, Indiana 46204



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

JUN 29 2009

REPLY TO THE ATTENTION OF

E-19J

Robert F. Tally, Jr., Division Administrator
Federal Highway Administration - Indiana Division
575 North Pennsylvania St., Room 254
Indianapolis, IN 46204

Michael W. Reed, Commissioner
Indiana Department of Transportation
100 North Senate Ave., Room N642
Indianapolis, Indiana 46204

**RE: I-69 Evansville to Indianapolis, Tier 2 Draft Environmental Impact
Statement for Section 2: Oakland City to Washington. CEQ No. 20090150**

Dear Mr. Tally and Mr. Reed:

The U.S. Environmental Protection Agency Region 5 (EPA) reviewed the Federal Highway Administration's (FHWA) I-69 Tier 2 Section 2 Draft Environmental Impact Statement (DEIS), pursuant to Section 102(2)(C) of the National Environmental Policy Act (NEPA), and Section 309 of the Clean Air Act. The purpose of this letter and enclosure is to provide you with the results of our EPA review.

EPA rates the DEIS preferred alternative as LO, Lack of Objections. An explanation of our rating system can be found in the enclosure entitled, "Summary of Rating Definitions and Follow-Up Actions." The DEIS is informative and reflects FHWA and the Indiana Department of Transportation (INDOT) efforts to avoid and minimize impacts to resources of concern in developing the Section 2 DEIS alternatives and identifying the DEIS preferred alternative. We are pleased to see the continuation of the commitment to bridge the Patoka River and Flat Creek, along with their 100-year floodplains, and to mitigate voluntarily at a 3:1 ratio for the loss of upland forest.

We have not identified any potential impacts requiring substantive changes to the proposal for Section 2. However, EPA requests that the Tier 2 Section 2 Final EIS (FEIS) identify the upland forest mitigation sites that will be used to mitigate for Section 2 upland forest impacts. We also request that the FEIS identify and discuss the current status of the Umbrella Mitigation Bank instrument currently being developed for Section 2 and Section 3, and provide an update on INDOT's efforts to identify the additional wetland and stream mitigation sites that the DEIS discloses will be necessary to compensate for these Section 2 impacts. Our enclosed detailed comments focus on

clarification, corrections and suggestions for additional information to include in the FEIS. We also make recommendations for additional mitigation measures for INDOT to consider incorporating into this proposal to further protect and enhance the environment. Our detailed comments focus on air quality, wetlands and streams, floodplains, and forests.

We appreciate that the Section 2 DEIS identifies that the FEIS will include a running tally of the impacts to date of the overall I-69 Indianapolis to Evansville project. We request the Section 2 FEIS and the other Tier 2 EISs include a detailed explanation of the tracking system that INDOT is using to insure that the overall I-69 project's impacts are identified and all Tier 1 and Tier 2 NEPA mitigation measures as well as regulatory mitigation requirements are successfully implemented.

Thank you for the opportunity to review and comment on the DEIS. If you have any questions about U.S. EPA's comments, please contact Virginia Laszewski at 312-886-7501 or email her at laszewski.virginia@epa.gov. We look forward to reviewing the I-69 Tier 2 FEIS for Section 2.

Sincerely,



Kenneth A. Westlake
Supervisor
NEPA Implementation
Office of Enforcement and Compliance Assurance

Enclosures: 2

cc: U.S. Army Corps of Engineers – Louisville District, Attention: CELRL-OP-F,
P.O. Box 59, Louisville, KY 40401-0059 (Michael Hasty)
U.S. Fish and Wildlife Service, Region 3, Bloomington Ecological Services
Office, 620 S. Walker Street, Bloomington, IN 47403-2121 (Scott Pruitt/
Andy King)
Indiana Department of Environmental Management, Office of Water Quality,
Section 401 Water Quality Certification Program, 100 N. Senate Avenue,
MC 65-40, Indianapolis, IN 46204-2251 (Jason Randolph, South Area
Project Manager)
Indiana Department of Natural Resources, 402 W. Washington St., Rm W264,
Indianapolis, IN 46204 (Matt Buffington)

SUMMARY OF RATING DEFINITIONS AND FOLLOWUP ACTIONS*

ENVIRONMENTAL IMPACT OF THE ACTION

LO—Lack of Objections

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC—Environmental Concerns

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

EO—Environmental Objections

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU—Environmentally Unsatisfactory

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

ADEQUACY OF THE IMPACT STATEMENT

Category 1—Adequate

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2—Insufficient Information

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3—Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

**From EPA Manual 1640 Policy and Procedures for the Review of Federal Actions Impacting the Environment.*

**U.S. EPA Comments Concerning the I-69 Evansville to Indianapolis,
Tier 2 Draft Environmental Impact Statement
Section 2 – Oakland City to Washington
CEQ No. 20090150**

AIR QUALITY

Ambient Air Quality Standards: Section 4.6 - Air Quality, Table 4.6-1 (Page 4-115) lists both the old and new standards for ozone and PM_{2.5}. Please note that the lead (Pb) standard has recently been changed to 0.15 ug/m³.

Recommendation: Please include both the old (1.5 ug/m³) and new (0.15 ug/m³) standards for lead (Pb) in Table 4.6-1 in the Tier 2 Section 2 Final EIS (FEIS).

Recommendation: We recommend Section 5.9.2 Regulatory Setting – Conformity Requirements (page 5-151) include a discussion of the new tighter 24-hour PM standard of 35 ug/m³ in the main body of the text.

PM_{2.5} Hot Spot Analysis: Section 5.9 Air Quality, 5.9.1 Introduction (page 5-150) states, “Section 2 occupies a portion of Washington Township in Pike County, which is nonattainment for the annual PM 2.5 NAAQS; it will be necessary to conduct a qualitative project level PM_{2.5} hot-spot analysis.”

Recommendation: This statement should be changed for the Tier 2 Section 2 FEIS to reflect the March 1, 2007 interagency consultation meeting where EPA, IDEM, FHWA, and INDOT determined that the level of traffic expected from the project did not meet the criteria for a project of air quality concern and thus no hot-spot qualitative analysis is required. Include language similar or the same as that found at the bottom of DEIS page 5-155.

Clean Air Act Compliance: The DEIS correctly identifies that the Tier 2 Section 2 EIS preferred alternative must be included in the Evansville MPO and the INDOT transportation plans and demonstrate conformity with the State Implementation Plans for air quality before FHWA will approve the Tier 2 Section 2 FEIS and issue its Record of Decision (ROD).

Air Quality Mitigation During Construction: Exposure to diesel exhaust by construction workers and those nearby a construction site can have serious health implications. In order to protect air quality in the project area during construction, we recommend INDOT consider strategies to reduce diesel emissions, such as project construction contracts that require the use of equipment with clean diesel engines and the use of clean diesel fuels, and limits on the length of time equipment is allowed to idle when not in active use (EPA recommends idling not exceed 5 minutes).

Recommendation: The Section 2 FEIS should identify and discuss the impacts to construction workers and nearby residents, schools, etc., from diesel exhaust during project construction. The Section 2 FEIS should discuss the feasibility of utilizing the

type of mitigation discussed above for Section 2 and disclose whether or not INDOT will consider or commit to implementing the above referenced and/or additional strategies, including but not limited to, formalizing INDOT actions for the entire I-69 project by developing and implementing a construction emissions reduction plan as recommended in our June 3, 2009, letter regarding the I-69 Tier 2 Section 3 DEIS.

STREAMS AND WETLANDS

Wetland and Stream Impacts Trade-offs: The Section 2 preferred alternative has comparable or fewer impacts to wetlands and streams than do the other alternatives. The preferred alternative in sub-section 9 has made the trade-off of taking more stream area and less wetlands. Overall, the preferred alternative has much lower estimated impacts to wetlands, 27.46 acres versus 49.58 acres for the other alternative, which is desirable. We are pleased that wetland impacts in Tier 2 are less than the 35 acres of wetlands impacts predicted in the Tier 1 EIS process for Section 2. The wetland impact matrix on p. 5-315 is helpful.

Stream resources: We are pleased to see the continuation of the commitment to bridge the Patoka River and Flat Creek, along with their 100-year floodplains. Stream resources impacts were updated during the DEIS review period using a more suitable methodology. The 2009 survey had better detection and resulted in considerably higher impacts to streams than first estimated, especially for the smallest water bodies. The relative ranking of the alternative, though, remains the same, with the preferred alternative having about 2,360 linear feet less stream impact than the next closest alternative. However, impacts for the preferred alternative still total 69,471 linear feet, or about 13 miles of stream, up a substantial 32,076 linear feet from the earlier estimate. Although some legal ditches/regulated legal drains have been substantially modified by drainage activities and degraded as natural systems, stream quality should not be inferred from this designation, alone. (page 7-28) since some native water bodies have this legal status in Indiana.

Recommendation: EPA recommends the folded diamond interchange (the DEIS preferred alternative interchange option subsection B-7) for the South Davies Interchange to slightly reduce stream impacts to Veale Creek.

Stream restoration: Page 5-333 relates a conceptual approach to stream restoration that includes important principles.

Recommendation: We strongly recommend that stream mitigation be calculated on a linear foot basis rather than an acreage basis, as consistent with the current practice of the Louisville District of the Corps of Engineers and the Indiana Department of Environmental Management.

Recommendation: Due to the substantial increase in the amount of streams impacts, we continue to recommend that INDOT consider and commit to bridging more streams and their 100-year floodplains, where feasible, and commit to restoring/enhancing the length of each stream and riparian habitat within the right of way.

Wetland Delineation: The formal wetland delineation will be conducted after the DEIS, on the preferred alternative, as part of the U.S. Army Corps of Engineers (USACE), Clean Water Act (CWA), Section 404 application. This will likely refine the exact amount of wetland area impacted, up or down from the estimated 27.46 acres, based on the detailed information derived from on-the-ground wetland delineation. This information will be carried into the Section 404 permit / 401 water quality certification processes. The approach taken here is acceptable to EPA for DEIS purposes, recognizing that the numbers will likely change for the FEIS as a result of the delineation.

Recommendation: The crossing of the East Fork of the White River has no identified wetland impacts so far, but should be checked during the delineation work, since the crossing includes considerable floodplain areas.

Wetland W-17: Wetland W-17 is a “red flag” area of 3.13 acres: from the assessment material in the appendix, this is highlighted because of rare species issues. We defer to the expertise of the Indiana Department of Natural Resources on addressing this specific impact. However, this wetland location is included in the area that would be bridged for the Patoka River crossing, which should help to reduce adverse impacts.

Recommendations: We recommend the following clarifications for the Section 2 FEIS.

- In Section 5.23.2, please indicate which water bodies are Section 10 permit waters, such as the White River.
- At the end of Section 5.23.2, and in Section 5.23.4, an additional step that should be added is that EPA reviews the jurisdictional determinations made by the USACE under our Clean Water Act authority.
- In Section 5.23.3, please clarify that EPA has no oversight of Section 401 water quality certifications for states; the certifications are undertaken by a state to ensure that the Federal permit does not adversely impact state water quality.
- In Section 5.24 on page 5-02, which discusses the National Pollutant Discharge Elimination System (NPDES), please explain that the permit program has been delegated to Indiana.

MITIGATION

Combined Mitigation Sites for Wetlands, Streams, Forest and Endangered Species: Combined mitigation sites for wetlands, stream, forest and endangered species purposes have been identified in separate planning documents and are suitable at the conceptual level for the DEIS. This analysis was based on the earlier under-estimation of stream resources in the project area. The combined mitigation sites appear to be able to produce much of the quantity and quality of mitigation to offset the wetland and a limited amount of the stream losses (about 1600 linear feet of stream channel with small catchment areas) for Section 404 permitting purposes. FHWA/INDOT have proposed that this be set up as a mitigation bank, so that work can begin in advance of the project. The Section 404 mitigation bank Interagency Review Team for Indiana is considering the technical proposal for this work, and the sites appear promising. Additional acres of wetland restoration will likely need to be provided for the 404 permit, depending on the projected and achieved yield of the mitigation sites and the final number of acres of wetland loss

permitted. Likewise, additional stream mitigation will be needed, through on-site riparian treatment of the stream system (see item below), and by restoring ditched or relocated stream channels. Progress toward providing compensatory mitigation is appropriate for the DEIS stage of the process, but work should be ongoing to provide additional mitigation for the permitting stage of the project.

Effective approaches to the future design of stream channels, bank stabilization and the riparian buffer zone within the project right-of-way will be extremely important for the stream resource's structure, water quality and aquatic habitat. This is discussed in the DEIS. Consideration should be given to the use of lower maintenance (e.g., less mowing) species native to southwestern Indiana for planting the riparian buffer zone and contributing to its ecological quality. Culvert design should be planned to promote the maintenance of aquatic communities and wildlife movement.

The impaired waters identified in the project study area reflect problems incurred from mining and agricultural land uses. The activities proposed should not worsen these specific impairments.

Recommendation: The Section 2 FEIS should discuss the status of the Section 2 and Section 3 Umbrella Mitigation Bank instrument and the outcome or status of INDOT's efforts to locate additional mitigation sites to compensate for wetlands, streams and upland forest impacts that were not covered by the draft bank instrument at the time of the release of the Section 2 DEIS.

Recommendation: We request that the Section 2 FEIS identify the upland forest mitigation sites that will be used to mitigate for Section 2 upland forest impacts.

Section 7, Threatened and Endangered Species Act: The DEIS identifies that the U.S. Fish and Wildlife Service (USFWS) will issue a Biological Opinion (BO) for Section 2 prior to issuance of the Tier 2 Section 2 FEIS.

Recommendation: We recommend the USFWS Section 2 BO be included in the FEIS and the FEIS identify and discuss any changes that need to be made to the current proposal based on USFWS requirements identified in the Section 2 BO.

Tracking Project-wide Impacts and Mitigation: DEIS Section 7.3 – Section 2 Mitigation Measures and Commitments (page 7-12) briefly mentions that INDOT will track mitigation commitments and mitigation activities associated with each resource category within a GIS database and spreadsheets. Details of INDOT's tracking system are not provided. The DEIS identifies that INDOT will provide to permitting agencies and EPA a tracking summary on an annual basis.

Recommendation: We request that the FEIS for Section 2 explain the method that INDOT proposes to use to keep track of the direct impacts to the resources of concern and impacts mitigation for each I-69 Tier 2 Section. The FEIS should explain how NEPA-identified mitigation commitments for resources impacts that are not part of regulatory mitigation requirements, such as upland forest, will be tracked to insure that

adequate mitigation occurs for all losses incurred to these resources in each Tier 2 section and throughout the entire I-69 (Indianapolis to Evansville) project.

Recommendation: EPA recommends the FEIS identifies how local communities, watershed groups and others, beside the resource agencies, may obtain updates regarding the I-69 impacts/mitigation tracking information.

Recommendation: We also recommend the Section 2 FEIS and all future I-69 Tier 2 EISs include the pertinent resources mitigation information to-date from the tracking system. This information could be included in the cumulative impacts analysis section of the EIS and/or in the FEIS Appendices that contains the running tally of the overall I-69 Indianapolis to Evansville project impacts.

I-69 Community Planning Process: We appreciate that Appendix Q of the DEIS provides an update regarding the measures that the local communities and counties that participate in the I-69 Community Planning Process (CPP) have and/or propose to undertake, if any, in order to protect and enhance these resources of concern in their local community and/or county. We commend FHWA and INDOT for undertaking this endeavor to help mitigate for secondary development impacts associated with the overall I-69 project. The CCP has the potential to result in local communities providing additional protection to resources of concern in the study area.

Recommendation: We request the Section 2 FEIS provide an update on the status of the I-69 CCP and identify any additional community actions that have taken place since the DEIS report.

Wildlife Crossings, Streams, Floodplain/Riparian Habitat: We concur with INDOT's commitment to include four wildlife crossings in Section 2: (1) Patoka River, (2) Flat Creek, (3) East Fork of the White River, and (4) a tributary to Jackson Pond. We note that wildlife crossings will automatically be created at the Patoka River and Flat Creek crossings because INDOT has committed to bridging across these water bodies and their 100-year floodplain.

Recommendation: We encourage INDOT to bridge across all streams and their associated floodplains/riparian habitat, when feasible. Bridging these areas would allow for stream and riparian habitat restoration and/or enhancement within the right of way, and automatically provide a wildlife crossing. This would allow for future restoration and/or enhancement of the stream and riparian habitat located outside the immediate right of way by private property owners, watershed groups, local communities, county, state and/or federal agencies.

DOCUMENT CLARITY – ERRATA: FIGURES/MAPS, TABLES, DEFINITIONS

Tier 2 Section 2 DEIS - VOLUME 1

Chapter 3 – Alternatives

Page 3-5 (footnote). Please be advised there is no Table 3-16 as stated in the footnote. In addition, Table 3-15 Preliminary Alternatives – Estimates of Annual Maintenance Costs (page 3-104) does not include all the cost information that the footnote claims it does.

Page 3-13. Please change “USEPA District 5” to “USEPA Region 5.”

Chapter 4 – Affected Environment

Table 4.2-14 (page 4-21) does not show future population projections for the three counties as stated on page 4-18. It shows a Summary of Existing Land Uses. Table 4.2-13 (page 4-18) shows population projections.

On Page 4-59 the reader is incorrectly referred to Page 4-67 to find Figure 4.3-1. The correct page is 4-66. Also, **Figure 4.3-2** is on page 4-67 and not on page 4-68.

Page 4-63 incorrectly refers the reader to page 4-69 for Figure 4.3-3. Figure 4.3-3 is on page 4-68.

Chapter 5 – Environmental Consequences

Page 5-134 – Figure 8-1 is not an aerial photo as stated here. Did you mean Figure 8-2?

Table 5.19-2 Wetland Impacts Matrix for Section 2 Alternatives (pages 5-315 through 5-321). This Table includes an Indiana [wetland] community type abbreviated as “SF.” If this is not a typo, please identify the wetland community “SF” stands for at the end of Table 5.19-2.

Table 5.19-9 Floodplain Impacts by Alternative (page 5-329). The floodplain acreage impacts for Alternatives A and B (113.59 acres and 112.10 acres, respectively) identified in this table do not coincide with the impacts acreage identified for Alternatives A and B (109.8 acres and 105.4 acres, respectively) in the text on page 5-329.

Page 5-330 incorrectly refers the reader to Table 5.24-2 (page 5-395) and Figure 5.24-1 (page 5-428) for information regarding Section 2 impaired streams. Table 5.24-2 presents information regarding Land Cover Types in Induced Growth TAZs and Figure 5.24-1 shows locations of projected Induced Growth areas. We recommend the FEIS includes the Figure that depicts and labels all impaired stream segments within the Section 2 study area and Section 2 corridor.

On Page 5-417 (first full sentence) there appears to be a math or typo error here regarding the amount of total acres of agricultural land contained within the three-county area, and consequently an error in the percentage of land reported here that would be converted from agricultural land due to the project. See page 5-426 (first full paragraph) for contradictory acreage/percentage figures.

Chapter 13 Glossary, Acronyms and Index

We recommend that **Community Planning Program** (CPP) be added to the FEIS index, and the FEIS list of acronyms include **CCP**.

We recommend that both **Direct Impacts** and **Induced Growth** be included in the FEIS index.

Tier 2 Section 2 DEIS - VOLUME II – Appendices (on Compact Disk only)

We recommend that all Community Advisory Committee (CAC) meeting minutes, phone calls and other documentation the FHWA/INDOT/consultant's used to help inform their EIS decision making process be included as part of the NEPA record in an FEIS Appendix.



PEORIA TRIBE OF INDIANS OF OKLAHOMA

118 S. Eight Tribes Trail (918) 540-2535 FAX (918) 540-2538
P.O. Box 1527
MIAMI, OKLAHOMA 74355

CHIEF
John P. Froman
SECOND CHIEF
Jason Dollarhide

February 12, 2009

Indiana Department of Transportation
100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204-2216

RE: Draft Environmental Impact Statement (Tier 2) for the I-69, Evansville to Indianapolis Project for Section 2 between Oakland City and Washington, Indiana.
[FHWA-IN-EIS-09-01-D]

Thank you for notice of the referenced project. The Peoria Tribe of Indians of Oklahoma is currently unaware of any documentation directly linking Indian Religious Sites to the proposed construction. In the event any items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during construction, the Peoria Tribe request notification and further consultation.

The Peoria Tribe has no objection to the proposed construction. However, if any human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction, the construction should stop immediately, and the appropriate persons, including state and tribal NAGPRA representatives contacted.

John P. Froman
Chief

xc: Bud Ellis, Repatriation/NAGPRA Committee Chairman



Miami Tribe of Oklahoma

P.O. Box 1326 Miami, Oklahoma 74355

Ph: (918) 542-1445 Fax (918) 542-7260



February 18, 2009

Indiana Department of Transportation\
100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204-2216

RE: Draft Environmental Impact Statement for the I-69, Evansville to Indianapolis Project for Section 2 between Oakland City and Washington, Indiana.

To Whom It May Concern:

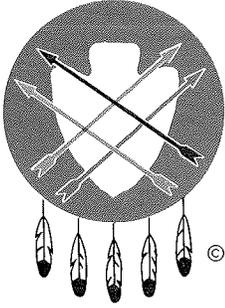
Aya, kikwesitoole. My name is Joshua Sutterfield and I am the Tribal Historic Preservation Officer for the Federally Recognized Miami Tribe of Oklahoma. In this capacity I am the Miami Nation's point of contact for all NAGPRA and Section 106 issues.

In reference to the above mentioned construction/project's, the Miami Nation is not currently aware of existing documentation directly linking specific Miami religious, cultural, or historic sites to the above referenced construction/project site(s). However, as this site(s) is/are within the aboriginal homelands of the Miami Nation, should any Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) be discovered during this or any construction project the Miami Nation requests immediate consultation with the appropriate State Historical Society or related entity.

The Miami Nation offers no objection to the proposed construction/project at this time. Again, should human remains and/or objects be uncovered please contact me at 918-542-1445, or by mail at the address listed above, to initiate consultation.

Sincerely

Joshua Sutterfield
Tribal Historic Preservation Officer
Miami Nation



PEORIA TRIBE OF INDIANS OF OKLAHOMA

118 S. Eight Tribes Trail (918) 540-2535 FAX (918) 540-2538
P.O. Box 1527
MIAMI, OKLAHOMA 74355

CHIEF
John P. Froman

SECOND CHIEF
Jason Dollarhide

May 6, 2009

Indiana Department of Transportation
100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204-2216

RE: Draft Environmental Impact Statement (Tier 2) for the I-69, Evansville to Indianapolis Project for Section 2 between Oakland City and Washington, Indiana.
[FHWA-IN-EIS-09-01-D]

Thank you for notice of the referenced project. The Peoria Tribe of Indians of Oklahoma is currently unaware of any documentation directly linking Indian Religious Sites to the proposed construction. In the event any items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during construction, the Peoria Tribe request notification and further consultation.

The Peoria Tribe has no objection to the proposed construction. However, if any human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction, the construction should stop immediately, and the appropriate persons, including state and tribal NAGPRA representatives contacted.

A handwritten signature in black ink, appearing to read 'JPL', is written over the typed name of John P. Froman.

John P. Froman
Chief

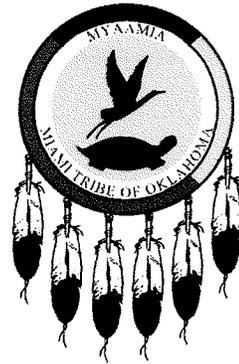
xc: Bud Ellis, Repatriation/NAGPRA Committee Chairman



Miami Tribe of Oklahoma

P.O. Box 1326 Miami, Oklahoma 74355

Ph: (918) 542-1445 Fax (918) 542-7260



May 7, 2009

Indiana Department of Transportation
100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204-2216

RE: I-69, Evansville to Indianapolis project for Section 2 between Oakland City and Washington, Indiana.

To Whom It May Concern:

Aya, kikwesitoole. My name is Jake Long and I am the Acting Cultural Resources Director for the Federally Recognized Miami Tribe of Oklahoma. In this capacity I am the Miami Nation's point of contact for all NAGPRA and Section 106 issues.

In reference to the above mentioned construction/project's, the Miami Nation is not currently aware of existing documentation directly linking specific Miami religious, cultural, or historic sites to the above referenced construction/project site(s). However, as this site(s) is/are within the aboriginal homelands of the Miami Nation, should any Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) be discovered during this or any construction project the Miami Nation requests immediate consultation with the appropriate State Historical Society or related entity.

The Miami Nation offers no objection to the proposed construction/project at this time. Again, should human remains and/or objects be uncovered please contact me at 918-542-1445, or by mail at the address listed above, to initiate consultation.

Sincerely

Jake Long
Acting Cultural Resources Director
Miami Nation

Environmental Unit
402 W. Washington Street, Rm. W264
Indianapolis, IN 46204-2641

23 June 2009

Mr. Joseph Leindecker
Jacobs Engineering Group
PO Box 8464
Evansville, Indiana 47716

**Re: DNR #11776-2: I-69 Evansville to Indy, Tier 2
Section 2 DEIS; Multi (Daviness, Gibson, and Pike Counties)**

Dear Mr. Leindecker:

The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

We recommend that due diligence be paid to construction activities in the White River, and that all erosion control measures be implemented. Recent records of endangered mussel species have been submitted for *Pleurobema cordatum* and *Cyprogenia stegaria*, which were noted in the East Fork of the White River.

The Department agrees with the preferred alternative of Alternative A in subsections 1, 2, 4, 5, 6, and 9. We also agree with use of Alternative B in subsection 7.

In subsection 3, the Department suggested using a hybrid of Alternative A and B. We recommended using Alternative A from the northern terminus of subsection 2 to the 56/61 interchange then switching to Alternative B in order to reduce environmental impacts. Alternative A runs between two wetland areas thus reducing connectivity between them. If Alternative A is used, the Department would suggest the installation of a wildlife crossing in this area.

In subsection 8, the Department has suggested the use of Alternative B rather than the preferred alternative A in order to avoid bisecting continuous tracks of forest.

The Department agrees with all of the preferred alternatives for the locations and types of interchanges.

In previous discussions, it was suggested that the use of bat friendly bridges may cause a conflict when the bridges are repaired in the future. Are bat friendly bridges still being considered in this section as mentioned in Section 3?

The tree cutting date restriction needs to be modified to be from April 1 through September 30.

The eastern box turtle (*Terrapene c. carolina*), which is a species of special concern, and the state endangered ornate box turtle (*Terrapene o. ornata*) both occur within the project vicinity. The eastern box turtle is more likely to be encountered due to its widely scattered population. Box turtles are relatively sedentary but move within a small home range that typically includes forested and open areas as well as a water source. They are subject to mortality due to various life history traits- long lived yet delayed sexual maturity, small broods, and low annual reproductive rates; site fidelity; hibernation under shallow cover; slow moving and a defense mechanism that involves retreat into their shells. Due to these various characteristics, box turtles could be subject to mortality during construction and post construction. We request that in consultation with the State Herpetologist, preconstruction surveys be conducted to locate and remove any individuals of either species from within the project boundaries. Relocation should occur within close proximity to their original location and barriers installed to hinder migration back into the project area.

A number of issues must be addressed as this project moves forward:

As previously mentioned, the Patoka River National Wildlife Refuge (NWR) crossing must be designed to not drain stormwater runoff directly into the wetlands, but to contain and channel it towards the end of the bridges where it should then be adequately treated to remove sediment and salts before being allowed to enter the Patoka River NWR.

Road traffic noise and artificial light have a documented negative effect on a variety of wildlife. Appropriate mitigation measures should be implemented where the highway crosses significant areas of wildlife habitat. Any lights along the highway where it is crossing a significant habitat area should be put on the shortest poles possible to limit the spread of light and should be shielded so the light shines only on the highway and not up or out from the road.

For any culverts that are to be used, we recommend using three-sided box culverts to allow a stream's natural stream bed to remain. Wetlands should be avoided as much as possible; however, when it is unavoidable, crossing wetlands with an appropriate number of adequately-sized bridges or three-sided box culverts will minimize the impacts to the wetland's hydrology and minimize the effects of the fragmentation of the habitat. All culverts should extend beyond the top of the bank (wider than the channel being crossed) or contain an above-water ledge for terrestrial wildlife use.

Any new or redesigned bridges in areas of high wildlife use will require design specifications that provide for wildlife habitat connectivity. This includes an adequate space under bridges with unsubmerged dry land unarmored with riprap with minimum dimensions of 8' tall by 24' wide to allow wildlife passage; this does not include the size of the opening over the channel. Riprap poses a barrier to movement and the threat of injury or death to wildlife trying to cross over it; therefore, if riprap is planned under the bridge, only dry land not armored with riprap should be considered in the opening dimensions. Considerations can be made if alternative armoring materials are used. Wildlife passages should be created in areas where significant habitat occurs on both sides of the highway to allow wildlife movement from one area to another and to reduce the risk of wildlife crossing the road to access these areas. We recommend that deer exclusion fences along any such areas be included in the highway design.

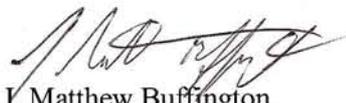
Mitigation for impacts to floodplain habitat must include wildlife mitigation, not just providing for flood capacity.

Incorporate soil bioengineering techniques for bank stabilization where conditions permit.

In-stream construction date restrictions will be likely.

Our agency appreciates this opportunity to be of service. Please do not hesitate to contact Christie Stanifer, Environmental Coordinator at (317) 232-4160 or toll free at 1-877-928-3755 if we can be of further assistance.

Sincerely,



J. Matthew Buffington
Environmental Supervisor
Division of Fish and Wildlife



Indiana Department of Natural Resources

Mitchell E. Daniels, Jr., Governor
Robert E. Carter, Jr., Director



Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov

June 26, 2009

Michelle Allen
Manager, Office of Environmental Services
Indiana Department of Transportation
100 North Senate Avenue, Room N642
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration (“FHWA”)

Re: Draft environmental impact statement pertaining to the I-69 Evansville to Indianapolis Section 2
Tier 2 Studies (FHWA-IN-EIS-09-01-D; DHPA No. 1351)

Dear Ms. Allen:

Pursuant to the National Environmental Policy Act of 1969, as amended (42 U.S.C. § 4321, *et seq.*) and Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470f) and implementing regulations at 36 C.F.R. Part 800, the staff of the Indiana State Historic Preservation Officer has reviewed the draft environmental impact statement (“DEIS”) submitted under the Indiana Department of Transportation’s cover letter, copy and revisions received February 9, 2009 and May 1, 2009, for the above project in Gibson, Pike, and Daviess counties in Indiana.

We agree with the conclusions in the DEIS regarding the identification of historic resources (aboveground properties) within the Section 2 study area that are eligible for inclusion in the National Register of Historic Places and with the conclusions regarding the impacts that this project will have on those historic resources.

In regards to archaeology, we concur with the archaeological information presented in the DEIS for the “Cultural Overview,” “Archaeology,” and “Archaeological Sites Analysis.”

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations.

If you have questions about archaeological issues, please contact Dr. Rick Jones at (317) 233-0953 or rjones@dnr.IN.gov. Questions about buildings or structures should be directed to John Carr at (317) 233-1949 or jcarr@dnr.IN.gov.

Very truly yours,

James A. Glass, Ph.D.
Deputy State Historic Preservation Officer

JAG:JLC:JRJ:jlc

cc: Robert F. Tally, Jr., P.E., Federal Highway Administration, Indiana Division
I-69 Section 2 Project Office

emc: Janice Osadczuk, Federal Highway Administration, Indiana Division
Staffan Peterson, Indiana Department of Transportation
Jason DuPont, P.E., Bernardin, Lochmueller & Associates, Inc.
Linda Weintraut, Ph.D., Weintraut & Associates Historians, Inc.
Alice Roberts, Gray & Pape, Inc.





STATE OF INDIANA
HOUSE OF REPRESENTATIVES

THIRD FLOOR STATE HOUSE
INDIANAPOLIS, INDIANA 46204

Mark Messmer
795 E. Scherle Lane
Jasper, IN 47546
website: www.in.gov/H63
E-mail: h63@iga.in.gov

COMMITTEES:
Small Business and Economic Development
Financial Institutions

June 15, 2009

Mr. Michael W. Reed
Commissioner
IN Department of Transportation
100 N. Senate Ave.
IGCN Room N755
Indianapolis, IN 46204

Dear Commissioner Reed,

I am writing to urge that the Indiana Department of Transportation fund the Pike North interchange during the initial phase of construction for the Interstate 69 project in Southwestern Indiana. The Pike North interchange will be of great benefit to both individuals and companies in my southern Indiana district.

I understand the difficult economic climate that we are in, and the subsequent lack of funding for many important projects. However, the Pike North interchange is essential to the economic success of the region. The area in question serves the North Pike Industrial Area that has over 350 employees. Included in the Industrial Area are the Indianapolis Power & Light coal-fired generating station and the Hoosier Energy Generating Station. Both stations require a high volume of tractor trailer traffic to deliver coal, limestone, and gypsum. These deliveries currently produce 650 tractor trailer trucks per day. Aside from that traffic, coal from nearby Solar Sources mine estimates that 30,000 trucks per month would utilize the Pike North Interchange to deliver resources to the rail yard on State Road 61.

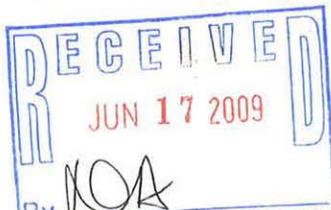
The lack of an interchange at Pike North would cause increased transportation costs for the industry that is so vital to the economic success of Pike County and the City of Petersburg. The lack of an interchange at Pike North would create a bypass around Petersburg's downtown area. With a current revitalization project in effect to make the city more attractive to Interstate travelers, Petersburg has invested money contingent on the construction of the Pike North Interchange.

Any delay in the construction of the Pike North interchange along I-69 will have a detrimental impact on the economic stability of local businesses, the City of Petersburg, and the energy industry that calls Pike County home. I urge you to reconsider your decision to defer the construction of the Pike North Interchange to another stage of the Interstate 69 construction.

Respectfully,

A handwritten signature in cursive script, appearing to read "Mark Messmer".

Mark Messmer
State Representative, District 63



Pike County Economic Growth and Development Council, Inc.

TO: Federal Highway Administration
Indiana Department of Transportation

FROM: Paul A. Lake, Executive Director *PAH*

DATE: March 19, 2009

RE: Interstate 69 & Segment 2

The Pike County Economic Growth & Development Council strongly supports the construction of Interstate 69. More specifically, we encourage you to begin construction of Segment 2 from Oakland City, Indiana to Washington, Indiana.

I-69 is something which is crucial to economy and future of the communities along the proposed route. As one who is engaged in the economic development field I can tell you that many of the businesses seeking to expand or relocate require that they be located within 10, 15 or 20 miles of a limited access interstate. Without construction of I-69 (Segment 2), our county immediately misses the opportunity to attract these businesses.

Furthermore, I-69 will provide a modern transportation system which is both safer and more environmentally friendly than the existing 1950s era surface highways. It is because of the safety factor that I also **strongly encourage you not to defer construction** of the proposed Pike County North interchange. By limiting Pike County to a single interchange at the edge of the City of Petersburg you insure that a high volume of coal trucks must daily compete with our main street, school zones and school buses. The north interchange is something which is intended to provide a safe and direct access point to the two coal fired power plants, thus removing a large number of the through town truck traffic from Petersburg's city streets. Development of a north interchange at this time will also provide room to grow in future years. Keep in mind that if a new business were proposing to develop a \$1 billion plus project north of Petersburg, today, the State of Indiana would quickly agree to develop the interchange. Our two existing power plants represent well over \$1 billion dollar investment.

In closing, I reiterate my office's support of I-69 and Segment 2 and the construction of the north interchange.

714 1/2 Main Street . P.O. Box 204 . Petersburg, IN 47567 . Tel (812) 354-2271 . Fax (812) 354-7196



INDIANA DEPARTMENT OF TRANSPORTATION PUBLIC HEARING

COMMENT SHEET

I-69 Evansville to Indianapolis, Indiana
Tier 2 Draft Environmental Impact Statement (DEIS)

Section 2: Oakland City to Washington
(SR 64 near Oakland City to US 50 east of Washington)

TO: Joseph Leindecker, P.E. AICP
Section 2 Project Manager
P.O. Box 8464
Evansville, Indiana 47716

FROM: Name C. Michael Taylor
Address 562 E 675 N Washington, IN 47501
Phone (812) 617-4894 (OPTIONAL) Email mrosecedlava@hotmail.com (OPTIONAL)
Organization/Agency (if relevant) Daviess County Commissioner Dist. #3 (OPTIONAL)

COMMENTS: (Note: Comment period concludes on June 8, 2009)

On sheet 11 of 12
Do away with CR3005 East bound from Troy Road
instead Dead End existing CR3005 After it crosses Veale Creek.
Then hardsurface CR4005 from old Troy Road to
Harrell Road.

RECEIVED
MAR 26 2009

BY: [Signature]



JON W. CRAIG, MAYOR
TAMMY SELBY, CLERK-TREASURER

City of Petersburg, Indiana

City Hall, 704 E. Main Street
Petersburg, Indiana 47567-1231
(812) 354-8511 • (812) 354-6720 Fax
www.petersburg.in.gov

May 14, 2009

To: Commissioner Reed
Tom Seeman
INDOT / I-69 project consultants

re: I-69 Pike North Interchange

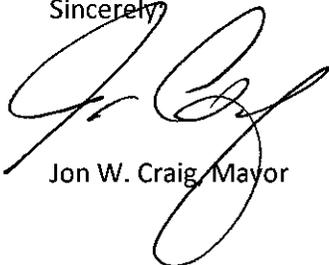
Please find the attached resolution of the Petersburg City Council regarding the necessity of the Pike North Interchange during the initial building of Interstate 69.

We are asking INDOT to not defer the construction of this critical interchange. Our primary goal should not be to build this highway as cheap as possible; it should be built as designed by the engineers with the necessary interchanges constructed.

All feedback and local input throughout the public hearing and CAC process emphasized its importance.

I invite your phone call to discuss this matter in greater detail.

Sincerely,



Jon W. Craig, Mayor

Common Council - City of Petersburg, Indiana
Resolution 2009 - 3

A Resolution Expressing the Absolute Necessity of the Pike North Interstate 69 Interchange During Initial Construction.

Whereas the Indiana Department of Transportation has released its Tier 2 Draft Environmental Impact Statement for Section 2 of the Interstate 69 project in Southwestern Indiana which includes the entire portion of the project within Pike County Indiana. And whereas the Indiana Department of Transportation is seeking public comment on the Section 2 proposed alternatives.

And whereas the Department of Transportation in their Public Hearing presentation on March 19, 2009 indicated the following verbatim priorities associated with the construction of the Interstate:

1. Increase personal accessibility for area residents
2. Reduce existing and forecasted traffic congestion
3. Improve traffic safety
4. Support local economic development initiatives

Prior to the public hearing, an official press release by the Indiana Department of Transportation noted that the Pike North interchange serving the Indianapolis Power & Light (IPL) and Hoosier Energy Generating Stations would not be funded in the initial construction process. This was confirmed at the public hearing where it was noted that the Pike North interchange would be a deferred interchange, postponing construction until a future date when funding might be available.

Therefore the Common Council of the City of Petersburg finds that the following facts reflect both the priorities listed by the Indiana Department of Transportation and the best interest of the City of Petersburg.

1. That the Pike North Exchange is necessary to increase personal accessibility for residents traveling to and from the Northern Pike County Industrial Area. Over 350 employees work in the North Pike Industrial Area.
2. The Pike North Exchange will reduce traffic congestion at multiple locations. Currently the IPL generating station receives over 650 tractor trailer trucks per day hauling coal, limestone, and gypsum. IPL has 300 employees and during construction projects and outages the number of contract employees on site can also approach 300 additional

workers. The traffic congestion at the intersection of State Road 61 and State Road 57 in Petersburg is also of the utmost importance.

The commercial tractor-trailer traffic at this intersection backs up traffic for hundreds of yards in each direction during peak times of the day. This coal related traffic includes more than just power plant related traffic. Solar Sources coal mine estimates that 30,000 trucks per month are currently hauling coal from northern Daviess County to the rail load out yard near Pike Central High School on State Road 61. Permitting is also in place to open the Charger Underground Mine on State Road 61 south of Petersburg which will employ 200 new coal miners and again change the trucking patterns in Pike County.

3. If the Pike North Interchange is not constructed commercial truck traffic including the traffic for the power plants will be forced to utilize the State Road 61, I-69 exit. Under current conditions state road 61 is a narrow, basically residential section of state highway that contains no turn lanes or other improvements to facilitate the increase in either the overall traffic quantity or the commercial traffic from the interstate. INDOT has released no plans in the Tier 2 study to make any lane improvements to SR 61.

The danger associated with SR 61 has already been recognized as an area of concern by INDOT. In the last 5 years they have reduced the speed limit on this stretch of road and established a school zone and cross walk. In addition INDOT funded a \$240,000 Safe Routes to Schools grant to the city of Petersburg due to the limited number of sidewalks in the area and the great risk to school children walking to and from school crossing SR61 in this same area.

4. The deferral of the Pike North interchange increases the costs of transporting coal, ash, limestone, and gypsum to and from the Pike North industrial area. These fossil fuels and byproducts consumed and generated by the production of power in this location remain one of Pike County's best opportunities for enhanced economic development in the area surrounding the power plants.

It is also noted that transportation plays a pivotal role in the economic development process. The billions of dollars invested in the Pike County power plants would have state and local economic development professionals pushing for the construction if this was a new development.

5. Pertaining to both health concerns and economic development is the issue that the Pike North interchange and the City of Petersburg fall inside Washington Township, a federally designated non-attainment area for air quality under the PM 2.5 standard. The harmful diesel emissions from the coal related traffic will be left to harm our citizens by their non-efficient access to the interstate. It is also noted that health and respiratory concerns are prevalent in our aging community. Improving the flow of commercial vehicle traffic from the power plant area will reduce these harmful

emissions. By promoting this ongoing problem, we also continue to limit our ability to issue new air permits for new business and industry seeking to locate in our area.

6. Deferring the Pike North interchange is an indefinite situation with no projected build date. Funding for the interstate has been hard fought and will continue to be difficult to secure. The unsure funding for sections North of NSWC Crane can potentially tie up funding for the southern deferred projects for decades more.
7. The deferral of the Pike North interchange will have the opposite effect on the economic vitality of the Petersburg community if it is not constructed with the initial construction project. The interstate will create a bypass of Petersburg's Main Street business district. Leaving our main street with only local traffic and the heavy commercial traffic associated with the coal industry. Steps are currently being taken to enhance the downtown streetscape and revitalize our business district in an effort to increase the destination traffic for our local retailers. It will be detrimental to our downtown environment to plan for both destination retail and attractive professional offices while accommodating the heavy truck traffic at the same time.

INDOT recognizes the potential impacts both positive and negative associated with I-69, as they funded a \$100,000 planning grant for our community to prepare for the impacts of the project. This money in Pike County was used to develop new comprehensive plans for both the city and the county which has helped to develop the very strategy on removing the commercial traffic from downtown.

In essence the deferment of the Pike North Interchange insures that the four express goals of Interstate 69 will not be benefits that Petersburg and Pike County can realize as a result of the project.

Be it therefore resolved by the Common Council of the City of Petersburg, Indiana that the immediate construction of the Pike North interchange meets all of the goals established by the Indiana Department of Transportation as set forth for the Interstate 69 project; and that the construction of the Pike North Interchange should not be deferred and should be included in the primary construction phase.

Be it further resolved that a copy of this resolution be supplied as part of the I-69 Tier 2 DEIS public comment, and that copies of this resolution be forwarded to the Commissioners of Pike County; the Project Manager of the Interstate 69 project; The Deputy Commissioner of the Indiana Department of Transportation, Vincennes District; The Commissioner of the Indiana Department of Transportation; The Governor of Indiana; and all the State Senators and Representatives and United States Senators and Representatives serving the City of Petersburg.

This Resolution Duly Passed and Adopted by the Common Council of the City of Petersburg, Indiana this 4th Day of May, 2009 at 7:35 o'clock PM.

Voting Aye

Lion Lewis
Orville
John Meekins

Voting Nay

This Resolution Approved by the Mayor of Petersburg this 4th Day of May, 2009 at 7:35 O'Clock PM.

[Signature]
Jon W. Craig, Mayor

Attest: [Signature]
Tammy Selby, Clerk-Treasurer

Dear: I69 committee: I am writing in concern of the I69 project my name is David Rhoads and I'm the Fire Chief at the City of Washington, the way I understand it is now figured for the City of Washington there is only one interchange in the current plan which is located east of Washington . The problem with this is, if there is a incident at this interchange the next interchange is at least 20 miles away either north of Petersburg or around the Crane interchange, being in the Emergency field as we are I can see a problem with this situation and the need of a second interchange for the City of Washington which is a must with the possibility of growth expansion of business and being the biggest City in Daviess County and the County Seed. With the possibility of working accidents on this road one interchange could be a big mistake to make for this project, and it would cost the taxpayers a lot more money later to do what should be done at this time. Thanks for the opportunity to express my opinion on this matter. Fire Chief David Rhoads City of Washington

DAVISS COUNTY
HIGHWAY DEPARTMENT



5247 E 100 N
MONTGOMERY, INDIANA 47558
812-444-5798

June 4, 2009

Joe Lindecker, P.E., AICP, I-69 Project Manager
P.O. Box 8464
Evansville, IN. 47716

Re: Comments for I-69 Section II

Dear Mr. Lindecker:

After our review of I-69 Section II Preliminary Plans, please consider our comments attached below:

300S – Option 1: Close 300S at Troy Road. Relocate 300S across new bridge over Veale Creek and construct new intersection with Horrall Road.

Alternate 300S – Option 2: Close 300S at Troy Road. Dead end 300S just west of existing bridge 234. Improve 400S from Horrall Road to Old Troy Road. L= 0.74 miles.

Daviess County Highway Department prefers option 2.

250S – Option 1: Close 250S at I-69. Improve and raise 250S and 125E above flood plain at intersection.

Alternate 250S – Option 2: Close 250S at I-69. Improve and raise 250S and 125E above flood plain at intersection. Continue the improvement of 125E between proposed construction areas. L = 650' +/-

Daviess County Highway Department prefers option 2.

Thank you for your consideration in this matter.

Sincerely,

A handwritten signature in black ink that reads "Larry F. McLin". The signature is written in a cursive style.

Larry F. McLin, Supervisor
Daviess County Hwy Dept

BOARD OF DAVIESS COUNTY COMMISSIONERS

200 E. WALNUT STREET
WASHINGTON, IN 47501

PHONE: 812-254-8662 FAX: 812-254-8697

June 4, 2009

Joe Lindecker, P.E., AICP, I-69 Project Manager
P.O. Box 8464
Evansville, IN. 47716

Re: Comments for I-69 Section II

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Daviess County Highway Department prefers option 2.

Thank you for your consideration in this matter.

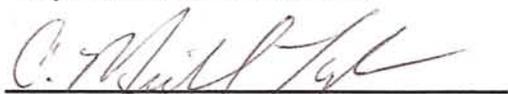
Sincerely,



Anthony D. Wichman, Commissioner



Larry G. Wilson, Commissioner



Michael Taylor, Commissioner

RECEIVED

JUL - 7 2009

JOINT RESOLUTION OF THE DAVIESS COUNTY COUNCIL
AND THE DAVIESS COUNTY BOARD OF COMMISSIONERS

BLA - EVANSVILLE

**A Resolution Expressing the Absolute Necessity of the Pike North
Interstate 69 Interchange During Initial Construction**

WHEREAS, the Indiana Department of Transportation has released its Tier 2 Draft Environmental Impact Statement for Section 2 of the Interstate 69 project in Southwestern Indiana which includes the entire portion of the project within Daviess County and Pike County, Indiana; and

WHEREAS, the Indiana Department of Transportation is seeking public comment on the Section 2 proposed alternatives; and

WHEREAS, the Department of Transportation in their public hearing presentation on March 19, 2009, indicated the following verbatim priorities associated with the construction of the interstate:

1. Increase personal accessibility for area residents.
2. Reduce existing and forecasted traffic congestion.
3. Improve traffic safety.
4. Support local economic development initiatives.

Prior to the public hearing, an official press release by the Indiana Department of Transportation noted that the Pike North interchange serving the Indianapolis Power & Light (IPL) and Hoosier Energy Generating Stations would not be funded in the initial construction process. This was confirmed at the public hearing where it was noted that the Pike North interchange would be a deferred interchange, postponing construction until a future date when funding might be available.

THEREFORE, the Daviess County Council and the Daviess County Board of Commissioners find that the following facts reflect both the priorities listed by the Indiana Department of Transportation and the best interests of Daviess County.

1. That the Pike County North Exchange is necessary to increase personal accessibility for residents traveling to and from the Northern Pike County Industrial Area and the Southern Daviess County Area. Over three hundred fifty (350) employees work in the North Pike Industrial Area.
2. The Pike North Exchange will reduce traffic congestion at multiple

SCANNED TO ELECTRONIC FILE

103-0001-1PL
 PROJECT NUMBER
 7-7-09
 DATE
 Initial
 INITIAL

hundred fifty (650) tractor-trailer trucks per day hauling coal, limestone and gypsum. IPL has three hundred (300) employees and during construction projects and outages the number of contract employees on site can also approach three hundred (300) additional workers. The traffic congestion at the intersection of State Road 61 and State Road 57 in Petersburg is also of the utmost importance.

The commercial tractor-trailer traffic at this intersection backs up traffic for hundreds of yards in each direction during peak time of the day. This coal related traffic includes more than just power plant related traffic. Solar Sources coal mine estimates that thirty thousand (30,000) trucks per month are currently hauling coal from Daviess County to the rail load out yard near Pike Central High School on State Road 61. Permitting is also in place to open the Charger Underground Mine on State Road 61 south of Petersburg which will employ two hundred (200) new coal miners and again change the trucking patterns in Pike County.

3. If the Pike North interchange is not constructed commercial truck traffic including the traffic for the power plants will be forced to utilize the State Road 61, 1-69 exit. Under current conditions, State Road 61 is a narrow, basically residential section of state highway that contains no turn lanes or other improvements to facilitate the increase in either the overall traffic quantity or the commercial traffic from the interstate. INDOT has released no plans in the Tier 2 study to make any lane improvements to State Road 61.

The danger associated with State Road 61 has already been recognized as an area of concern by INDOT. In the past five (5) years, they have reduced the speed limit on this stretch of road and established a school zone and crosswalk. In addition, INDOT funded a Two Hundred Forty Thousand Dollar (\$240,000) Safe Routes to Schools grant to the City of Petersburg due to the limited number of sidewalks in the area and the great risk to school children walking to and from school crossing State Road 61 in this same area.

4. The deferral of the Pike North interchange increases the costs of transporting coal, ash, limestone and gypsum to and from the Pike North Industrial area. These fossil fuels and byproducts consumed and generated by the production of power in this location remain

one of Pike County's best opportunities for enhanced economic development in the area surrounding the power plants.

It is also noted that transportation plays a pivotal role in the economic development process. The billions of dollars invested in the Pike County power plants would have state and local economic development professionals pushing for the construction if this was a new development.

5. Pertaining to both health concerns and economic development is the issue that the Pike North interchange and the City of Petersburg fall inside Washington Township, a federally designated non-attainment area for air quality under the PM 2 standard. The harmful diesel emissions from the coal related traffic will be left to harm citizens by their non-efficient access to the interstate. It is also noted that health and respiratory concerns are prevalent in our ageing community. Improving the flow of commercial vehicle traffic from the power plant area will reduce these harmful emissions.
6. Deferring the Pike North interchange is an indefinite situation with no projected build date. Funding for the interstate has been hard fought and will continue to be difficult to secure. The unsure funding for sections North of NSW Crane can potentially tie up funding for the southern deferred projects for decades more.
7. The deferral of the Pike North interchange will have an opposite effect on the economic vitality of Daviess County and Pike County if it is not constructed with the initial construction project.

In essence the deferment of the Pike North interchange insures that the four (4) express goals of Interstate 69 will not be benefits that Daviess County or Pike County can realize as a result of the project.

BE IT RESOLVED, by the Daviess County Council and the Daviess County Board of Commissioners that the immediate construction of the Pike North interchange meets all of the goals established by the Indiana Department of Transportation as set forth for the Interstate 69 project; and that the construction of the Pike North interchange should not be deferred and should be included in the primary construction phase.

BE IT FURTHER RESOLVED, that a copy of this Resolution be supplied as part of the I-69 Tier 2 DEIS public comment, and that copies of this Resolution be

forwarded to the Pike County Council and the Pike County Board of Commissioners, the Project Manager of the Interstate 69 project, the Deputy Commissioner of the Indiana Department of Transportation, Vincennes District, the Commissioner of the Indiana Department of Transportation, the Governor of Indiana, and all the State Senators and Representatives and United States Senators and Representatives serving Daviess County.

This Resolution duly passed and adopted by the Daviess County Council on June 10, 2009, and duly passed and adopted by the Daviess County Board of Commissioners on June 8, 2009.

DAVIESS COUNTY COUNCIL

By Jack Graber
Jack Graber, President

By Jo Arthur
Jo Arthur

By Jo Ann McCracken
Jo Ann McCracken

By Loretta Kendall
Loretta Kendall

By Dave Smith
Dave Smith

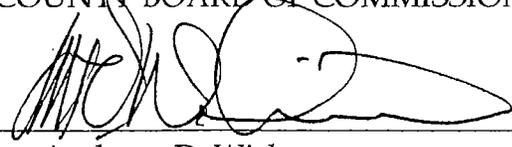
By Kenneth C. Solliday
Kenneth Solliday

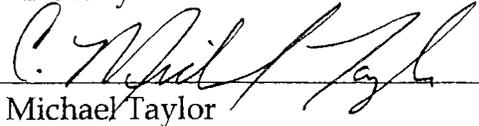
By _____
Michael Sprinkle

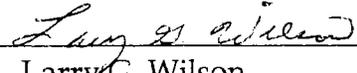
ATTEST:

Gail Doades
Gail Doades, Auditor
Daviess County, Indiana

DAVISS COUNTY BOARD OF COMMISSIONERS

By 
Anthony D. Wichman

By 
Michael Taylor

By 
Larry G. Wilson

ATTEST:


Gail Doades, Auditor
Daviss County, Indiana

COUNCILMAN NORMAN DILLON: Good afternoon.

I've never supported I-69. I feel building a new terrain highway is wrong for environmental reasons. But being a councilman, I feel whenever this initially started, Pike County was going to have three interchanges. We had a south, a middle and a north. You done away with our north interchange. And in between that time we've had several grants and monies that we've had to do studies on industrial parks, how it's going to help our community, how the urban sprawl was going to come out, how our sewer and water system was going to work. And you're taking away our economic development and our growth when you take away the north exit. And also, on the 61 exit, we need a full, or a double four-leaf clover to make it safe for trucks to come on and off. This sliding down and going to a stoplight and having to sit there and wait with semis with coal and stuff is unsafe. We need a double four-leaf clover at 61 to make traffic flow in and out of our county. And you do away with the north exit. You're killing our economic development because economic development, just not at our industrial park when we finally get one built, it's in between those two exits where you have mom-and-pop shops being built in between those two corridors because somebody comes off that interstate can pull off of one exit, drive through and come out the other end and get on an exit. You're doing away with that. You're hurting my county. You're limiting the access to that road where we can get from Point A to Point B like Evansville wants to get to Indianapolis. So I'd appreciate it if you'd put that north exit back on and definitely make 61 a double four-leaf clover. Thank you.

MAYOR JON CRAIG: Thank you, and thank you to Bernardin, Lochmueller; Jacobs Civil; Hannum & Klein; and INDOT for all your hard work on this project.

But I'd like to echo actually some of Mr. Dillon's comments. I'm going to keep my remarks tonight to the north interchange, and it's important to Petersburg and, I believe, also to Pike County. We're preparing for what I-69 is going to do to our downtown. It's going to create a bypass of Petersburg. We understand that. Many communities in Indiana today you see have--have main streets that are struggling because the through traffic has left that downtown. Your slide earlier showed a 58 percent reduction potentially on State Road 57. Again, we're preparing for that. We're trying to enhance our downtown. We've got downtown revitalization plans in place. We're doing our land use planning to make this interstate the absolute best it can be here in Pike County and to plan progressively for economic development initiatives. So as we look at this project, and we look at the future, the north interchange is the key to our economic growth and prosperity as it relates to the development of Interstate 69. It feeds a current industrial area, a current industrial area that if the interstate was present today, and the power plants in that area would announce that they're going to build these billion-dollar investments, it's my opinion that INDOT, the State of Indiana, the Economic Development Corporation, would be doing everything in their power to attract this industry to our communities. So think about it the other way is all we're asking. You mentioned very early on today that your goals in the project were to receive local input, put in place local economic development initiatives, make those things happen, enhance our public safety, and reduce congestion, and increase our accessibility. That's all the same reasons we're promoting the north interchange, to reduce 1,000 coal trucks a day from State Road 61. 1,000 coal trucks a day are going to be pushed onto State Road 61, which is not meant to handle this traffic. Thank you very much.

MAYOR LARRY HAAG: Thank you, Rickie, and I'd also like to thank everyone that's worked on this project.

It's real easy for me to stand here tonight and say that we in Washington are in favor of this project because it's not going through our family farm. It's not going through our homes and so forth. But what we need to look at in the State of Indiana, I-69 is going to be built. It's going to be a socioeconomic impact, and what we all hope for is that it is a plus. And what we need to think about is the north interchange for Pike County, the southern interchange for Daviess County. The savings is very small; very, very small on the big picture. There's trillions of dollars being dumped by the current Presidential administration. We're talking very, very low money here on this northern and southern interchange. We're talking about massive socioeconomic impact. We're talking about safety. We're talking about emergency concerns. We're talking about real growth in southern Indiana that we've never seen before because we didn't have the highways. Yes, it will save us a little bit of money. Let's don't be penny wise and dollar dumb. Let's really look at the true impact. Don't sell yourself short. In southern Indiana we've done that. We've done it in Washington. But today, Ladies and Gentlemen, we need to stand up and say, if this is going to happen to us, we want the biggest bang out of this highway because it's going to take our property, some of our properties. It's going to take some of our households. So let's grab ahold of this, and let's be heard that this has to happen. We're--in Washington, Indiana we're sitting very nicely with U.S. 50 and the interchange. We'll do all right in Washington, Indiana. But don't forget about the country folks. You're hurting the country folks when you take their homes away from them. Give them something back. Let them grow. Thank you.

MR. PAUL LAKE: Good evening, and I appreciate your giving me the opportunity to speak to you tonight. My comments will be brief.

I'm going to reiterate some of the things you've heard before. In terms of my position within the county, I'm the director of the Pike County Economic Growth & Development Council, and I'm also a resident of Pike County. We talk about opportunity, and I can tell you now that on a weekly basis I see leads from companies coming in from across the nation and in some cases from across the world. And in some of the rural communities that do not have an access point to a limited access interstate highway, we're automatically crossed off the list. These companies want to be within 10, 15 or 20 miles of an interstate. So those are opportunities that are forever lost and have been forever lost to those in Pike County that don't have that benefit. We look at Interstate 69 in terms of public safety. And we have talked about one interchange on State Road 61 just outside of Petersburg, and we've talked about the northern interchange as well and the fact that it may be deferred. I would argue that in terms of public safety, that north interchange is critical to Pike County and those people that are going to be passing through it because the mayor of Petersburg referenced a number of coal trucks that pass through on a daily basis feeding the two coal-fired power plants we have. If you do not have that Pike County north interchange, you are going to force the majority of those trucks to get off the interstate and come through the City of Petersburg competing with our school busses, our grade schools, and our citizens and visitors as they pass through. So I would ask you to go back, look at that again, sharpen your pencil and decide, yes, the Pike County north interchange is crucial to this area. Thank you very much.

JUNE 2009

MR. JOSEPH LEINDECKER
SECTION 2 PROJECT MANAGER
P.O. BOX 8464
EVANSVILLE IN 47716

GENTLEMEN

THERE ARE AREAS IN SECTION 2 OF THE I69 PROJECT THAT NEED TO BE LOOKED AT AGAIN. THESE AREAS ARE IN PIKE CO. IN LOGAN TOWNSHIP. THE I69 TEAM IS PROPOSING TO CLOSE CO. ROADS AND INSTALLING TURN AROUND CIRCLES AND BUILDING NEW ACCESS ROADS TO PRIVATE PROPERTY. WE DO NOT AGREE WITH TWO AREAS IN OUR COUNTY.

THE FIRST AREA IS ON CO RD 325W. IF THIS ROAD IS CLOSED OFF IT WILL CAUSE THE MAIL CARRIER TO TURN AROUND AND BACK TRACK. IT WILL CAUSE THE SCHOOL BUS TO DO THE SAME THING. IT WILL ALSO CAUSE CONFUSION WITH THE AMBULANCE SERVICE AND THE SHERIFF DEPT WHO ARE DISPATCHED.
THIS ROAD SHOULD BE RECONNECTED

TO CO RD 2005 GOING WEST. THIS WOULD BE A SHORT CONNECTION TO THE WEST ALLOWING THE PUBLIC TO ACCESS CO RD 2005 AND GO EAST OR WEST.

ALSO IN THE SAME AREA THE I69 TEAM IS PROPOSING TO BUILD A NEW ACCESS ROAD FROM 2005 NORTH APPROX. 1/4 MILE TO GIVE ACCESS ON EAST SIDE OF I69 PROPERTY OWNERS WHO'S PROPERTY IS BEING CUT INTO. THIS ROAD WILL TAKE UP MORE FARM LAND AND DOES NOT NEED TO BE BUILT.

OUR PROPOSAL IS TO GO EAST ON 2005 TO STAR DR. THIS IS A CO. RD (250W). THE PROPERTY OWNER CHANGED THE CO. SIGN AND PUT UP HIS OWN SIGN CALLING THIS CO. RD. STAR DR. THIS CO. RD GOES NORTH TO SUE DR. AGAIN THE PROPERTY OWNER PUT UP SUE DR SIGN. SUE DR. IS A PRIVATE ROAD GOING WEST. THE PROPERTY OWNER HAD INTENTION OF BRING THIS ROAD UP TO COUNTY SPECS AND TURNING IT OVER TO THE COUNTY. THE PROPERTY OWNER SUDDENTLY PASSED AWAY BEFORE THIS WAS DONE. IF THIS ROAD WAS COMPLETED IT WOULD GIVE ACCESS TO THE PROPERTY OWNERS ON THE EAST

SIDE OF I69 THEREFORE THE NEW ROAD NORTH FROM CO RD 200 S WOULD NOT BE NEEDED.

ALSO BACK ON CO. RD 325 W, IF THIS ROAD IS CLOSED OFF THE WATER CO. WILL HAVE NO WAY OF KEEPING THE WATER LINE GOING WEST ON CO RD 200 S.

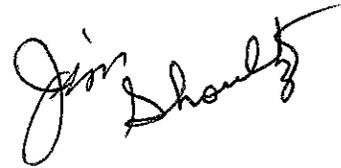
ANOTHER AREA OF BIG CONCERN IS CO. RD. 250 W BEING CLOSED OFF JUST SOUTH OF 50 S. THIS DOES NOT MAKE ANY SENCE. THIS CO. RD 250 W NEEDS TO BE CONNECTED TO CO. RD 75 S ON WEST SIDE OF I69. THIS IS THE ROUTE ALL THE FARMERS USE AND GIVE ACCESS TO ALL THE PROPERTY OWNERS. AGAIN THIS WOULD BE A SHORT CONNECTION. THEREFORE THERE WOULD BE NO NEED FOR A NEW CO. RD COMING DOWN FROM DIVISION ROAD SOUTH TO CO RD 50 S. NO NEED TO TAKE UP MORE FARM LAND. NO NEED TO WASTE MORE MONEY ON A ROAD THAT IS NOT NEEDED.

WE WOULD BE GLAD TO MEET WITH YOUR FIELD PEOPLE AND POINT OUT HOW TO SAVE A LOT OF MONEY. ALSO WE SUPPORT A SECOND INTERCHANGE IN PIKE CO. NORTH OF PETERSBURG NEAR THE POWER PLANTS.

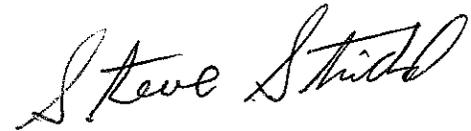
WE PRAY YOU WILL TAKE THESE CONCERNS SERIOUSLY AND CHECK THEM OUT. IF WE CAN BE OF FURTHER HELP, DO NOT HESITATE TO CONTACT US AT THE ADDRESS BELOW.

THANKS FOR CONSIDERING

JIM SHOULTZ PAST COUNTY COMMISSIONER
2254 W CO RD 1255
PETERSBURG IN 47567
812-354-9018



STEVE STIDD PRESENT COUNTY COMMISSIONER
787 W RIVER RD.
PETERSBURG IN 47567
812-354-9038



MARK FLINT PRESENT COUNTY COMMISSIONER
2143 E ALFORD
PETERSBURG IN 47567
812-354-6413



ROGER HAM COUNTY HWY SUPERINTENDENT
3159 W CO RD 755
PETERSBURG IN 47567
812-354-9842





AEP: America's Energy Partner®

American Electric Power
700 Morrison Road
Gahanna, Ohio 43230-6642
www.aep.com

Jacobs Engineering Group
Joseph Leindecker
P.O. Box 8464
Evansville, IN 47716

June 9, 2009

RE: Draft Environmental Impact Statement (Tier 2) for the I-69, Evansville to Indianapolis Project for Section 2 between Oakland City and Washington, Indiana

Dear Mr. Leindecker:

Effective February 1, 2001, the responsibility for coordination with public agencies and private developers for the relocation of electric facilities and evaluations of proposed developments were split according to whether the voltage of the affected facility was **transmission** or **distribution**. There is no longer a single point of contact for all of our electric facilities and substations.

Transmission:

After reviewing your information **this section of the proposed I-69 between Oakland City and Washington, IN directly affects AEP's Rockport-Sullivan 765,000 volt transmission line. AEP's ability to relocate or modify a 765kV transmission line is extremely time consuming and costly. Construction requires scheduled outages with PJM. Outage approvals may take as long as a year to receive, and can only be requested once the project design is complete. In order for AEP to fully identify the impact of the proposed alignment, more information is required. Please continue to keep in contact with AEP as the project progresses. See attached Figure S-10 for AEP's transmission line location. We **urge extreme caution** when operating a crane, vehicle or mechanical equipment capable of having part of its structure elevated, near any equipment or energized lines. Please adhere to all OSHA standards when working near any energized line.**

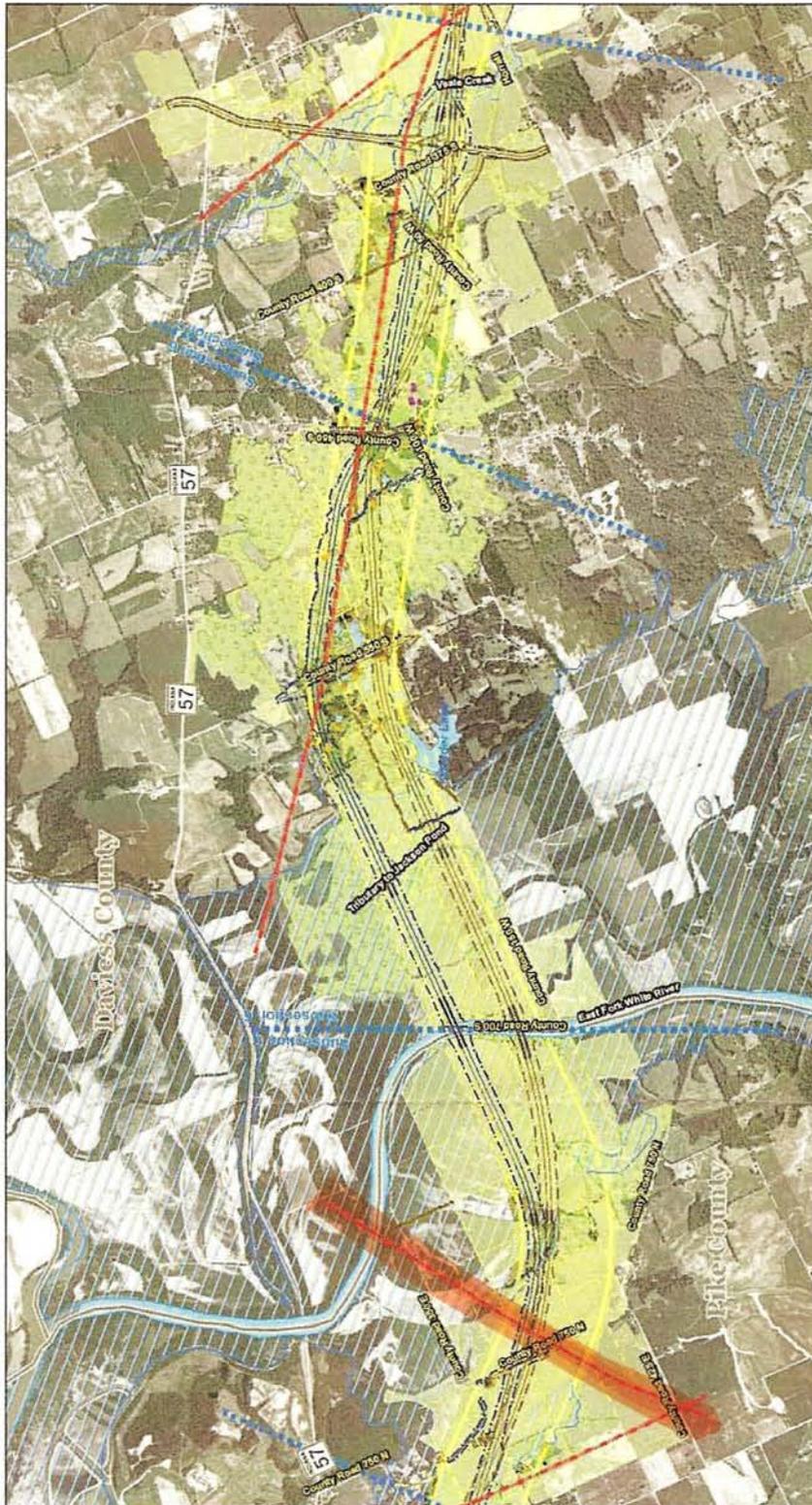
If you should have any questions or concerns, please feel free to contact Jessica Scott on 614-552-1825 or jlscott@aep.com.

Sincerely,

Tina L. Hairston

Tina L. Hairston
Transmission Line Project Engineering

cc: T. David Parrish, Gahanna



PRELIMINARY
 PROPOSED PROJECT LOCATION IS SUBJECT TO REVISIONS BASED ON THE RESULTS OF ADDITIONAL STUDY AND PUBLIC COMMENT.

Legend

- Subdivision Base
- Wetland (Acquired)
- Wetland (Potential)
- Forest
- Lake/Stream
- Plowland
- Wetland
- River
- Agricultural
- Section 2 Approved Corridor
- Permit
- Alternative A Bridge
- Alternative A Parameter
- Alternative A Potential Right-of-Way Limits
- Alternative B Bridge
- Alternative B Parameter
- Alternative B Potential Right-of-Way Limits
- Alternative C Bridge
- Alternative C Parameter
- Alternative C Potential Right-of-Way Limits
- Phaselines
- Other
- Church
- Commercial
- Geographic
- Highway

Scale: 1:200 500 0 1,200 2,400 3,600 Feet

North Arrow

Logos: I-69, Indiana Department of Transportation, Key Environmental Impacts

Text: I-69 Evansville to Indianapolis Tier 2 Studies Section 2 Indiana Department of Transportation Key Environmental Impacts

Author: MANUSCRIPT & TITLE BY THE I-69 TEAM
 L. JACOBS

Figure S-10

ROCKPORT - SULLIVAN 765 kV LINE
 AMERICAN ELECTRIC POWER

Figure S-10: Section 2, Subsection 6



ANN D. MURFLOW | President & CEO
Office: 317-261-8760 Fax: 317-630-6752

June 15, 2009

The Honorable Karl Browning, Commissioner
Indiana Department of Transportation
100 N. Senate Avenue, Room N758
Indianapolis, Indian 46204

Dear Commissioner Browning:

Indianapolis Power & Light Company (IPL) strongly supports economic development in Petersburg, Pike County, southern Indiana and the construction of Interstate I-69, including the Northern Pike County interchange. The opportunities and the value that the interchange brings to southern Indiana are immeasurable and the positive benefits not only affect IPL, but community as a whole. Your reconsideration and support the Northern Pike County interchange would be appreciated.

IPL is one of the lowest cost producers of power in the nation, serving 470,000 customers in the Indianapolis area and is very proud to have a plant located in southern Indiana that supports the community and the welfare of the citizens of Pike County. The IPL Petersburg generation station ("Petersburg" "the plant") is located very near the proposed interchange site and during the past five years, IPL has invested hundreds of millions of dollars in Petersburg.

The plant employs approximately 330 full time equivalents, spends over \$24 million in annual payroll and buys approximately seven million tons of coal each year from local southern Indiana mines. At least half of the coal comes in by truck, in addition 450,000 tons of gypsum and hundreds of tons of ash are produced. There are approximately 650 trucks in and out of the plant daily (except Sundays). The Northern Pike County interchange will help the truck traffic while improving traffic safety for IPL people, the residents of Pike County and surrounding counties.

The completion of this interchange will benefit IPL, our neighbor Hoosier Energy, our suppliers and all the other area businesses. The interchange will contribute to new economic development and growth opportunities in Pike County and Petersburg.

Thank you for your consideration.

Sincerely,

cc: Governor Daniels	Senator Lindel Hume
State Representative Mark Messmer	Mayor Jon Craig, Petersburg
State Representative Craig Battles	Mr. Tom Seeman, I-69 Project Manager
Mr. Mark Flint, IPL, Pike County Commissioner	

COMMENTS ON I-69 EVANVILLE TO INDIANAPOLIS, TIER 2 STUDIES,
DEIS, SECTION 2 (The Study)

SUBMITTED BY: CITIZENS FOR APPROPRIATE RURAL ROADS (CARR)
JUNE 2009.

IN ADDITION, THE COMMENTS OF CITIZENS FOR APPROPRIATE RURAL ROADS
(CARR) ON THE TIER 2, DEIS, SECTION 2, INCLUDE THE FOLLOWING.

CARR's Letter Requesting An Extension Of The Comment Period For This DEIS, with
responses. 16 May, 2009.

Letter To The Inspector General, USDOT. 29 May, 2009.

CARR's Comments On The Tier 2 DEIS, Section 2. June 2009

Press Release on I-69 Cost Increases. March, 2009

Comments by Jess A. Gwinn. June 2009.

Hoosier Environmental Council Report: "The Case for the Common Sense Alternative to
the New-Terrain I-69 Highway from Indianapolis to Evansville", May 2008.

Various Groups Comments On The Tier 1, FEIS, Submitted 2 February, 2004.

Consulting Archaeologists Study, October, 2002.

Smart Mobility Study, November, 2002.

CARR'S Comments On The DEIS For I-69 Submitted On November 7th, 2002.

Various Groups Report And Analysis Of Purpose And Need Statement For I-69, "The
Untold Story", September, 2001.

CARR'S Comments On The DEIS For The SW Indiana Highway Corridor, July 1996.

The Comments of Bill Boyd and Comments by The Hoosier Environmental Council on
this DEIS, Section 2, will be sent under separate cover but are to be included as part of
CARR's comments.

GENERAL COMMENTS:

The Tier 2 DEIS, Section 2, fails to fulfill many major requirements of NEPA:

- 1) The entire project is illegally segmented.

- 2) It does not consider all reasonable alternatives to an environmentally destructive and extravagantly expensive new terrain route.
- 3) The Purpose and Needs section does not supply sufficient justification for the preferred alternative, or the project as a whole.
- 4) This DEIS is based on biased analyses that attempt to justify a pre-determined outcome.
- 5) This DEIS contains incomplete, inadequate and out-of-date information; as a result, cost estimates, environmental and social impacts cannot be realistically and completely assessed.
- 6) This DEIS does not adequately address indirect and cumulative impacts of the project.
- 7) This DEIS does not adequately address the impacts, costs and implementation of mitigation procedures.

The I-69 project does not have realistic projections of a probable completion date.

There is no known source of funding to complete the entire project from Evansville to Indianapolis. "Innovative financing" is not a credible funding source. Large portions of the project are listed as "illustrative" which means they have no known funding source. Based on current cost estimates for sections 1-3, there is no money available to complete Section 2 of this project. The legality of going forward with Section 2 must be addressed because it is not fiscally constrained, i.e., there is no credible funding source for it.

The comment period for this DEIS is too short. To make the situation more difficult, two DEISs were released at the same time making it even more unlikely that citizens would have the time to offer meaningful comments. Complicating the issue even further is the recent release of a revised DEIS for this section. Due to the revisions, both documents will have to be compared to find all the changes. These are long, complicated documents that requires many hours of study and research. In general, citizen input is requested in order to fulfill the NEPA requirement and to feign interest. In fact, the only input sought is from those who can offer help in building this highway, or information that helps the agencies figure out how to get around the opposition. Serious citizen comment showing opposition is routinely ignored or dismissed as irrelevant. Despite unprecedented opposition for nearly twenty years to this proposed highway, that opposition is not mentioned in this document.

The purpose and need evaluation for this project is out-of-date and ignores likely increases in construction costs, the high cost of fuel and the changing needs of transportation.

The models used for this Study project out 20-25 years and are based on past performance. The past is now a poor predictor of the future of transportation. The transportation needs for the U.S. as well as Indiana has changed dramatically since the FEIS was released in 2004. This DEIS is completely out-of-date in terms of the economics of highway building. High fuel prices will continue to rise over the life of the project. This will have major impacts on transportation needs and the ability to pay for transportation projects. Funding sources for highway construction have significantly declined. Also, there is also a much greater understanding of the value of farmland and forests. The world has changed and analysis of transportation projects needs to reflect these changes. The models used for this DEIS need to be updated.

Indiana ranks 10th in the Nation in interstate highway density, 6th in overall road density, yet its economy has been faltering for years. It now has an unemployment rate of over 10%, one of the highest in the Nation. Clearly, Indiana has enough interstate highways. Another highway is not going to significantly improve Indiana's economic standing. The billions of dollars that would be spent on I-69 can be better spent on alternatives to building more highways.

The alternatives analysis for this project must include the alternatives of public transit and rail freight options. Transportation by rail is increasing dramatically as truck transportation continues to increase in cost. This trend will continue into the foreseeable future.

Section 2 is one small part of the proposed NAFTA highway from Canada to Mexico. What is the role of this highway segment within the larger project? **The modeling for this project assumes the entire project is completed.** How likely is this entire project to be completed, when will it be completed and what will it cost? All of these questions need to be answered to determine the feasibility of building Section 2. Texas has already dropped plans for a new terrain I-69 in Texas because of citizen opposition and spiraling construction and fuel costs.

The costs of this project have skyrocketed and will continue to rise. This is clearly shown by the updated cost estimates for Sections 1, 2 and 3. Extrapolating from these estimates indicates the cost will reach, conservatively, \$4-5 billion. Attempts to cut this cost by cheapening the project and delaying or cutting out some structures will change the project in ways that affect the economic outcomes. This all argues for redoing the entire EIS. The models and assumption used for this EIS are invalid.

The cost increase for Section 2 given in the DEIS is misleading. The median cost estimate for this section in the FEIS is \$222 million, not the \$342 million adjusted figure given in the DEIS. This creates the impression that the increase was less than it actually is. The decision to continue with this project was based on the figures in the FEIS not some adjusted figures released after the FEIS was published.

A disturbing new development in this project is the public statement by Governor Daniels that INDOT should "throw out the rule book" for construction guidelines in an attempt to cut costs for the project. This has national as well as statewide ramifications if it were to be attempted. At what point are the studies done for this project simply no longer applicable? Is INDOT going to throw out the federal rules for building I-69? If so what parts are going to be tossed out? This turns out to be a substantially different project than was addressed in the FEIS and would violate all established guidelines. The Tier 2, FEIS for Section 1 was based on a highway with concrete pavement. Is that section now going to be asphalt? If so, the project is being significantly changed after release of the ROD. This is simply unacceptable and possibly illegal.

Global Climate Change must be addressed in this DEIS. Highways are a major contributor of greenhouse gases. The higher speeds and increases in traffic volume and miles traveled (VMT) caused by this highway will significantly increase carbon emissions. If the Study claims there will be little or no increase in traffic, and therefore no increase in emissions, then there will be no increase in economic development. An increase in economic development is a major goal of this project.

It is very likely that some form of carbon emission caps will become law in the near future. Since auto emissions are a major source of carbon emissions, building I-69 will add to Indiana's already overabundance of highway emissions and will put it at a competitive disadvantage in attracting new businesses. This scenario must be addressed in this and all other EISs for this project.

The National Environmental Policy Act (NEPA) has been compromised and corrupted in all the studies for the I-69 extension. Tiering the studies and segmenting the entire route by creating 6 segments for separate study make it impossible to evaluate the impacts of the project as a whole. Tier 1 locked-in the route before all the impacts and costs were known. This study does not follow the letter or the spirit of the law. NEPA was intended as legislation to insure public participation and full consideration of alternatives but it has been twisted and corrupted into a pork barrel feeding frenzy by highway consultants and engineering firms. **The EIS from the beginning, through Tier 1, and now into Tier 2 has been a clear example of how to get around the intent of NEPA and to lock in the more destructive alternative over the will of the people and over good transportation planning and fiscal responsibility.**

A major problem with tiering is revealed in the Tier 2, Section 2 DEIS. After being approved by the Tier 1, FEIS, this route was found to have many more riparian and stream impacts in Section 2 than was stated in the FEIS and in the Tier 2, DEIS. This increase in impacts will result in increased costs. As a result, the DEIS had to be revised. While the revisions are quite extensive, citizens were given only 2 weeks to review them. Then, because someone neglected to publish a Notice of Availability in the Federal Register, the comment period was extended by another week. This is still not sufficient time to review these changes. One has to ask what else was missed or underreported in the FEIS that is now incorrect in this and other DEISs? An obvious example is the cost. We have argued for years that INDOT/FHWA are underestimating the costs of I-69. We have released at least 2 press releases to explain this position. At the time INDOT/FHWA denied our claims. Now it is clear that we were correct all along. The cost of Section 2 alone has increased nearly 150%. The Tier 1, FEIS estimate was \$222 million, this DEIS puts it at \$553 million. The tiering approach simply has not worked with the I-69 project. Impacts and costs are seriously underreported in Tier 1 only to be revised upwards in Tier 2. We anticipated this problem and commented on it in the past but were ignored. The remedy now is clear--there needs to be a supplemental FEIS for this entire project.

The Federal Highway Administration (FHWA) has shown itself to be only a rubber stamp for the Indiana Department of Transportation (INDOT). FHWA is a wet noodle when it comes to its oversight role. It enables INDOT to indulge in its indiscriminate lust for more highways. An example of this is the FHWA's signing off on the funding for this highway. This project is supposed to be fiscally constrained, but it is clear that there is no confirmed source of funding to complete it. Yet FHWA goes along with INDOT in its vague statement that the money will come from its usual sources when it is apparent that the usual sources have all changed or have withered. Representative Brad Ellsworth has a budget request for I-69 in the upcoming reauthorization of the Federal Transportation Bill. He is asking for \$1.2 billion. This clearly shows the money to build is not now there. Where is the money to complete I-69 going to come from? Without this information, I-69 is not fiscally constrained.

This DEIS makes vague commitments to do things that will never materialize. Deferring interchanges and access roads until the need arises and the money becomes available is a meaningless commitment. Promised mitigation measures may also not occur if the money is not available. Making changes that impact the goals of the project without changing the expected impacts is deceptive and destroys any credibility the studies might have. If major changes in design and engineering are made then the studies must be redone to reflect the impacts of those changes. Bait-and-switch is not an acceptable means of justifying a project.

This individual section (Section 2) of the I-69 project does not have “independent utility” as required by the FEIS. The proposed I-69 project is an international truck corridor stretching from Canada to Mexico. Without all of the other sections in place this small part of the project in SW Indiana serves little purpose and does not justify its cost of \$553 million for 28.6 miles. This DEIS states: “... **all traffic modeling conducted for the I-69 Evansville-to-Indianapolis project takes into account that all these projects will be constructed.**” Each section does not have independent utility and all sections must be built to conform to the economic models. Without them all, none work as planned.

The purposes, needs and goals of I-69 are in conflict. There are three separate purpose and need statements (PN) for the entire I-69 project: The PN for the entire I-69 corridor from Mexico to Canada, the PN for the subsections of the international route and the PN for each of the six sections within Indiana. The PN for these individual sections are not in complete agreement. The alternatives analysis, the heart of NEPA, is not the same for all of the studies. For example, the alternatives for connecting Canada, the U.S. and Mexico are different than the alternatives for connecting Washington, Indiana to Greene County, Indiana. The goal of being a major international truck corridor will be harmful to each of the individual sections within Indiana. This creates conflicts and confusion among the purposes and goals of the project. The needs of an international NAFTA truck corridor are not what small towns in Indiana need. Safety, accessibility and local businesses will suffer due to the large volume of truck traffic passing through. Design changes may eliminate interchanges, overpasses, access roads and rest stops. This may have little impact for transcontinental travel but will create negative impacts for local communities.

I-69 may cause NSWC Crane to close. Crane’s remoteness is a reason it has survived past base closings. Increased traffic to and by NSWC Crane will threaten the continued operation of that base. Easy access to the large stores of munitions on the base will create security problems. In fact, it is well known that some businessmen want Crane to close so it can be developed privately. Already private development is occurring on the periphery of the base. These possible negative impacts on Crane due to the presence of I-69 need to be addressed in this DEIS.

Another quite different scenario for Crane is that it could become a nuclear waste repository. Rumors of such a possibility have been reported in the media on occasion. In this scenario I-69 would be needed to transport nuclear waste from around the country to this remote site. This possibility should be addressed in this DEIS.

I-69 will be a hazardous cargo route. Local emergency agencies will need to be prepared for major spills and accidents. Who will provide the personnel and training for those agencies? This will be a burden on local economies. This must be addressed and the costs included in the indirect and cumulative impacts.

The breaking up of I-69 in Indiana into 6 sections is simply segmentation of the project. This used to be illegal and may still be, but INDOT acts as it has the right to overrule this restriction. This segmentation allows INDOT to avoid addressing the entire cost of the project in Tier 2 and it allows them to avoid addressing all of the impacts. Since the Tier 1 analysis was flawed and underestimated the costs and impacts, the public has no way of knowing all of the costs or impacts until after the project is completed. This is not what was intended by NEPA. Further comments on this issue appear in our other submissions for this DEIS.

In 2008 Forbes Magazine listed Indiana 49th among the states in environmental quality. Constructing the new terrain I-69 alternative will push Indiana closer to the bottom. How low can we go? This will have serious negative impacts on our economy now and in the future. Environmental quality is an important factor for some companies when determining where to locate.

Employees of the U.S. Fish and Wildlife Service and the Corp of Engineers are being paid by INDOT or Bernardin Lochmueller & Associates (proponents of the new terrain I-69) in order to expedite their review of this EIS. This creates a conflict of interest on the part of those federal agencies and opens up areas of bias to enter the study process. Federal oversight agencies need to be independently funded and controlled so that there is not even the appearance of possible bias. We ask that INDOT and/or their consultants immediately withdraw all financial support of these federal agencies. Federal oversight agencies should not have to farm out their employees to do their job. Federal funding necessary to carry out all of their tasks must be awarded these agencies.

Approximately 145,000 citizens have signed petitions opposing INDOT's preferred route for I-69. Of 21,873 comments submitted to INDOT for the Tier 1, DEIS, 94%, (20,467) were in favor or the US 41/I-70 alternative or opposed to INDOT's new terrain preferred alternative. If citizen input matters than these signatures and comments should matter. The overwhelming citizen opposition to this project must be stated clearly in this and all EISs for this highway.

The section on Major Controversies and Unresolved Issues Raised by Agencies and the Public misses many major issues, most of which are included in these comments and were included as comments on past EISs. Serious problems that might negatively impact the feasibility of this project are simply ignored. Not only does this EIS cherry pick the data used to justify this project but also it cherry picks which comments from the public it responds to. This is a serious flaw in this EIS--it is essentially covering up serious problems with the project. Ignoring these issues shows clearly that INDOT/FHWA are not listening to, or responding to, the public's concerns but are involved in a cover-up of problems.

SPECIFIC COMMENTS:

Several significant changes from the Tier 1, FEIS and ROD are proposed for Section 2 including the delaying of two interchanges and delaying some access roads and overpasses. The design of interchanges may also change. Delay means they will probably never be built. The clear zone and width of the median may also change. Instead of concrete, asphalt will be used for the pavement. The environmental, social and economic impacts for the project are based on the Tier 1, FEIS and ROD. If these changes are made then this DEIS must use new economic models that reflect these changes. A supplemental FEIS is needed.

The Study states, on page 5-42, that a select panel of experts identified interchanges as places for economic development, yet, the same panel says there would be little induced development at the South Daviess County interchange due to a lack of utilities. Why was this interchange planned if it would not support development? One study (TIER 1, FEIS) claims there will be development at interchanges another study says there will be little development. Which is it? Clearly, there won't be any development if there is no interchange. This is one in a list of bait-and-switch scams around this highway proposal.

Section 2 does not have independent utility. The two interchanges to be deferred are an integral part of the plan for I-69. Without them in place the plans for economic development will not materialize. In addition, the FEIS states that traffic and economic models assume that all sections are completed. Therefore, Section 2, as now planned, does not have independent utility as required by the FEIS.

The tiering process has many problems. An example of how Tier 1 studies are flawed is the following: Impacts on streams, wetlands, floodplains and forests are significantly different in Tier 2 than estimated in Tier 1 (table 6-10). A reevaluation of riparian impacts was undertaken for Section 2 resulting in much greater impacts than estimated in the Tier 1, FEIS. The justification for proceeding with the project was based on the findings in Tier 1. As we pointed out in earlier comments, the data used in Tier 1 was out of date. For example, the forest cover data was from 1992. Now many other of those findings are found to be incorrect. This points out one of the many problems with the tiering process. Much of the data used in the Tier 1 studies were out-of-date and inaccurate.

The problem continues. Tier 2 aerial mapping was done in 2003-2004, 5-6 years before the release of this DEIS. Many changes have occurred during this time. These maps are out-of-date and incorrect in their details. More up-to-date information is available.

Traffic forecasts were predicted on land use forecasts for 2030 based on year 2000 data. This could be wildly wrong since traffic data has changed greatly in recent years due to increasing fuel costs and concerns for Global Climate change. These new forces must be included in an updated forecast of traffic and land use. There is a much greater interest throughout the country on improving public transit. This option must be addressed in this DEIS. If this section has independent utility and is being studied in its own right, as claimed, then other options besides completing the Canada to Mexico link can be addressed. If completion of the Canada to Mexico

link is required then this section does not have independent utility and the project is illegally segmented.

Table 2-4 is difficult to read. However, based on the list on page 2-9, local projects could solve any existing congestion problems that this area has. The need for I-69 to solve traffic congestion is not demonstrated. Rural SW Indiana as a whole does not have serious congestion problems that can't be solved by local projects. The really serious traffic congestion occurs in and around larger cities and those cities with existing interstates.

Forest impacts were based on aerial photos from 2003. In the intervening 6 years many changes may have occurred and these projected impacts may now be incorrect. Current aerial photos must be used to determine expected forest impacts.

There is a strong urban bias in this DEIS. When assessing impacts on communities, only densely developed communities are considered. While rural, agricultural communities may consist of widely spaced homes they are still coherent communities. The impact on rural communities will be severe. When roads are cut off it means travel within rural areas is greatly and negatively impacted. Delaying or eliminating interchanges and access roads, as proposed in this DEIS, will have major impacts on these rural communities.

The emerald ash borer has now been found in several Indiana counties, including Monroe County and the Hoosier National Forest. It is very likely that this insect will soon be found more widely in SW Indiana, including the counties crossed by I-69. This EIS must address the preventive measures that will be taken to stop the spread of this very destructive insect. E.g., what will happen to the trees that will be cut to clear the ROW? How will the wood be handled to prevent spreading the insect? An action plan should be prepared now and included in the supplemental EIS for this section as well as all other sections.

White Nose Syndrome (WNS) is spreading rapidly in the eastern states and may soon be found in Indiana. This disease could have devastating impacts on the bats in Indiana including the federally endangered Indiana Bat. An action plan for dealing with this disease must be prepared now, as this highway would cross bat habitat, including habitat for the Indiana Bat. This plan must be included in the supplemental EIS for this Section and all other sections. This threat calls for an updated Biological Opinion by the U.S. Fish and Wildlife Service.

SW Indiana is in an active earthquake zone. All structures for I-69 must be built to earthquake standards. This is especially important for the bridge over the Patoka National Wetlands Project and Flat Creek. This DEIS does not commit to those standards. The FEIS must affirm and state clearly and definitively that all bridges and grade separations will be constructed to withstand a major earthquake. These increased costs must be included in any updated cost estimates.

On page 5-22 the Study states that Gibson, Pike and Daviess "...have a higher percentage of households with individuals aged 22-64". This is a very wide range and is essentially meaningless because it does not give the percentage of those households in the population.

This proposed highway will take thousands of acres of good farmland. This was a major concern of many people during public hearings yet it is given little mention here. This DEIS makes known that replacement land for farming is unavailable in this area and the loss of valuable farmland is permanent. In a time of worldwide food shortages it is immoral and wasteful to be taking valuable, irreplaceable farmland for another highway. Given the world and statewide loss of farmland the value of this agricultural land is seriously underestimated. The true and total cost of lost farmland must be included in the DEIS or supplemental FEIS. This DEIS ignores impacts on agricultural travel. Simply stating that I-69 would facilitate the transport of agricultural products is not sufficient. Costs of extended agricultural travel due to roads being cut off, and a lack of access roads must be included in the long term, indirect and cumulative impacts to farming communities.

Proposed mitigation measures are often stated in the vague, general terms: “Efforts have been made...”, “Efforts will be made...”, “Where reasonable and cost effective...”. These types of statements are weak and subjective. They do not assure that anything will be done to mitigate various impacts. All mitigation measures must be stated clearly and positively to insure that they will be carried out. All mitigation costs must be included in cost estimates. Specific information about the implementation of mitigation and timelines for implementation of mitigation should be mandated by the DEIS.

Loss of agricultural land due to indirect and cumulative impacts is not adequately estimated. What is the estimated loss of forest land and wetlands due to indirect and cumulative impacts? These losses should be clearly stated. Table 5.3-1 shows no indirect impacts to wetlands and forests. This is incorrect and indicates an attempt to ignore those impacts.

Loss of jobs due to indirect impacts must be calculated. Jobs are lost when traffic is diverted from existing roadways. This loss occurs over time and is due to the construction of alternative routes of travel. Transfer effects are well known impacts of highway construction. How many jobs with businesses on existing roadways will be lost due to the diversion of traffic to the proposed interstate?

If there are going to be few indirect impacts, as this Study anticipates, then there will be little development due to the highway. Once again this DEIS tries to have it both ways—little traffic increases and few indirect impacts but lots of economic development. This is a major contradiction. The bull will be in the china shop but nothing will be broken!

The Study admits that changes in travel patterns due to the construction of I-69 could cause longer trips and slower response times for emergency vehicles. There will also be longer commutes within the area due to road closures. This would result in more hardship for local businesses and residents and more energy use with more carbon emissions.

I-69 will be a barrier to travel within the area. The level of service on several roads will decline if I-69 is built and many roads will be closed. This will impact school functions by causing longer travel times between many homes and the schools. This can impact meeting schedules and sports practice and sporting events. Longer travel times means more time on local roads which the Study says are not always safe. School buses traveling on interstates is also a safety issue.

The Study claims (p. 5-41) that if the highway is not needed the land can be converted to other uses. When has that ever happened? This is a ridiculous statement.

The option of upgrading existing roads as an alternative to the proposed interstate 69 highway in this area of the state has not been adequately or honestly studied in this DEIS or any earlier study on I-69. Since each section is required to have "independent utility" this alternative must be seriously addressed, not treated like a skunk in the room. Upgrading existing roads would be a cost effective means of improving transportation in this section. For example: Widen the road bed, put in 10 foot paved shoulders, put in passing lanes where needed and put in left and right turn lanes where appropriate. These upgrades to existing highways in SW Indiana would do more to improve safety and the flow of traffic at much less cost than the proposed I-69.

The impact of interstate highways on criminal activity must be addressed. SW Indiana is a relatively safe place to live now. How will that change if I-69 is built from Canada to Mexico? It is commonly understood by law enforcement agencies that interstate highways are major routes for drug runners. How will local police agencies deal with increased crime? How will local governments pay for more officers? The DEIS must address these concerns and costs to local communities.

The Study fails to prove that traffic safety would improve if I-69 is built. As in other studies for this project, the crash data used to compare accident rates on rural highways with rates on interstates is way out-of-date. (See table 2-1, this data was collected 18 years ago!) Certainly more current data is available and must be used. Current traffic volume projections are different than they were just a few years ago. Because several local roads will be closed due to I-69 there will be more local traffic on some roads resulting (according to the Study) in more accidents on those roads. There will also be more induced traffic to more distant cities. More traffic on interstates also means more accidents. The total volume of traffic, build vs. no build, is not given so a complete analysis cannot be done. Only selected roads are compared.

The section on safety is confusing. Table 3-11 is confusing. The Study tries to make the case that there will be decreases in accidents as a result of building I-69. However, there will be large increases in traffic volumes in the three counties traversed by I-69 and overall significant increases in accidents in two of those counties. Three other counties not traversed by I-69 are averaged in and make it appear that there will be fewer accidents overall. This is suspicious. Why are three non-traversed counties included? Without these counties included there would be a very large increase in overall accidents. Two of the non-traversed counties show virtually no impact from I-69, so averaging them in lowers the numbers for overall accidents. We have to question how these numbers were derived, why certain counties were included and whether they are valid. Also, safety data are projections based on 2030 traffic volumes. Do those projections take in to account the reductions in expected traffic due to fuel costs and global warming initiatives? This Study is lying with statistics.

Accurate, up-to-date data must be used. Also, the Study does not compare safety improvements due to interstates versus other improvements to local roads. I suspect that many local road improvements would result in greater traffic safety for this region. The Tier 1, FEIS as well as

this DEIS attempt to show that traffic improvements throughout SW Indiana with the construction of I-69. This is wishful thinking with no credible basis, especially now, with traffic patterns changing due to fuel costs and concerns with Global Climate Change. The no-build alternative assumes virtually nothing is done to the transportation system in this area of the state. This is an unfair assumption. With the money saved by not building I-69 a great deal could be done to improve the transportation system in SW Indiana. The no-build alternative should assume some reasonable improvements will be made in the region.

Operations and maintenance costs are underestimated in this DEIS. The 2003 FEIS for this project estimated the annual O&M costs at about \$18,000 per mile for the 3C route. This figure was based on 2001 dollars. This DEIS estimated the maintenance costs alone at about \$12,000 per mile (\$3000 pre lane mile). No operations costs are listed. The annual Operations costs in the FEIS are given as about \$8,200 per mile for the 3C route. If this figure is added to the maintenance cost for Section 3 the total for O&M is over \$20,000 per mile. This is probably a low estimate as inflation has increased the costs of all materials.

Also, in Section 3, maintenance data from New Mexico was used. Did this DEIS use data from the state of New Mexico? If so, why wasn't Indiana data used? A northern state like Indiana will have greater O&M costs. O&M data in this DEIS is not documented as to source and is incomplete. O&M information must be made complete using up-to-date cost estimates.

To lower the costs of this highway the Study proposes using asphalt instead of concrete for the pavement. Asphalt has a shorter usable life span than concrete. The Governor has also proposed making the asphalt pavement thinner. While these measures may lower the initial cost they will increase the long-term costs significantly. Indeed, the long-term cost increases will end up being more than was saved by cheapening the initial costs. These increases must be added into the operations and maintenance costs.

The projected job increases due to the construction of I-69 is purely and highly speculative. These jobs cannot be guaranteed and the promise of jobs is used simply to draw attention to the project—like hot air balloons at a used car dealership.

This Study claims there will be no actionable noise impacts due to the presence of this international truck corridor. No noise barriers are being proposed. This completely ignores the reality of highway noise impacts on humans and wildlife. Of course there will be severe noise impacts but this Study discounts them. But for people living in these rural areas this I-69 highway will have significant noise impacts that will lower their quality of life. That has to be acknowledged. The impacts on wildlife must also be addressed. Highway noise is a polluting influence that destroys the quality of life in both urban and rural areas. Mitigation of these noise impacts and the costs of this mitigation must be included in the DEIS.

Historic Preservation and Lack Thereof: Section 106

Because the Section 106 review for the I-69 project has been segmented into 6 sections, it has been extremely difficult for CARR to participate in a meaningful way in the review process. While INDOT and FHWA appear to solicit citizen participation, the segmentation of the project in fact discourages meaningful participation by stakeholders and citizens. Overall, the Section

106 review indicates that the careful consideration of historic and cultural resources takes the back seat to the political pressure to build another highway through southwest Indiana. The SHPO and the consultants doing the Section 106 review will not present information that would jeopardize a project that is supported by the political powers in the State.

Please include as part of CARR's Comments, the comments submitted by Dr. Edith Sarra.

Patoka Bridges Historic District

The technical report "Measures to Minimize Harm, Patoka Bridges Historic District" prepared by Jacobs Engineering from St. Louis, Missouri attempts to obscure the obvious: The construction and operation of an international truck route 242 feet from the Patoka Bridges Historic District will destroy the historic integrity of this site. There is no remediation that will compensate this loss.

The "preferred route" through the Patoka river area was predetermined years ago for political reasons. US41/I-70 alternative, which would have had very little impact on wetlands, farmland and forests, as well as cultural and historic resources, was rejected.

The sensible solution is to abandon the new terrain route and upgrade the existing US41 and I-70 alternative.

We concur with the SHPO to make funding available for the Pike County Commissioners for repairs to the bridges, to prohibit construction traffic on the bridges.

"Perhaps our age will be known to the future historian as the age of the bulldozer and the exterminator; and in many parts of the country the building of a highway has about the same result upon vegetation and human structures as the passage of a tornado or the blast of an atom bomb." --Lewis Mumford

THE PROCESS IS BROKEN:

I-69 is driven by politics not by transportation needs. The lack of objective oversight and regulatory control over INDOT has allowed this misguided project to continue long after it should have been shelved as unnecessary and unaffordable. This project mirrors the lack of oversight and regulatory control that led to the recent housing and banking crisis and the economic breakdown.

Any objective observer who looks at the process which has allowed I-69 to advance would see that it is seriously flawed. Unfortunately, no one overseeing the project was willing to say 'the emperor has no clothes'.

The studies done to assess the purpose and need of the I-69 extension are a disgrace—the manipulation of data, cherry picking and use of out-of-date data, ignoring important facts, pie-in-the-sky economic projections, and flawed models would never be allowed in any successful business. Any graduate student in any credible university in the country who turned in a thesis

like the EISs for I-69 would be thrown out of graduate school. But rewarded by multimillion-dollar contracts the consultants delivered the results they know INDOT wants. In so doing they assured themselves of the next contract, and the next. The official State highway map for 2003 shows that the route for I-69 was pre-determined. The route for the future I-69 is shown on that 2003 map and has been on every official state map since then despite the fact that the Tier 1, FEIS was not released until March of 2004. State highway officials had determined what the route was going to be long before the NEPA process was completed.

The studies were done so as to support a previously determined conclusion. All of this was approved and passed by FHWA, EPA, COE, and DNR. They were bolstered by a judge who deferred to INDOT's "experts" over all other authorities—a deference given without even considering the possibility of bias or errors.

The politicians who back I-69, driven by campaign contributions and the need for votes, perpetuate the myth of highways as economic saviors in spite of all evidence to the contrary. It's a fairy tale they repeat over and over—"I-69 will make one quarter of the entire state of Indiana and large parts of Texas, Louisiana, Mississippi, Arkansas, Tennessee, Kentucky, and Michigan prosperous and happy forever after"—all because of one more highway. Meanwhile, these politicians are keeping their hands out for political contributions from the highway construction lobby.

It is clear that the needs of transportation have changed and are continuing to evolve in a rapidly changing world. The I-69 extension is truly a dinosaur highway--it may have made sense 50 years ago but it does not make sense now. Those few state and federal employees who were brave enough to speak out against I-69 were told to shut up. They were led to believe, or were told outright, that if they continued to speak out they would be fired.

The NEPA process has been co-opted by high paid consultants, such as Bernardin-Lochmueller Associates, who are milking the consultant cow dry—expert fabricators for hire. They are highly paid to justify a predetermined outcome of the studies. They begin with a contrived purpose and need statement for the project, then they present us with false choices: "It's the highway or economic stagnation, it's this highway or no highway." Their models rely on a past that cannot be repeated. They belittle negative impacts and exaggerate all benefits. "Oh, don't worry, this highway will only take a tiny fraction of 1 percent of the farmland and forest in the state." They ignore the reality that Indiana was once 90 % forested and is now about 20 % forested—all those forests lost by individual projects like this and all the indirect losses that follow. They ignore the fact that Indiana is losing tens of thousands of acres of farmland every year to many other projects that have only a "tiny" impact. They refuse to see the massive hole that small shovels have dug. A recent study by Purdue scientists found that between 1992 and 2002 Indiana lost nearly 322,000 acres of farmland to development of various types (Purdue Extension, Dec. 9, 2008).

This pattern of deception is repeated over and over in all areas of the studies with the complete approval on INDOT and FHWA. No follow-up is ever done to assess the results of projects, comparing the promises given in the studies to the actual outcomes. If highways bring economic

prosperity there should be a lot less poverty and much less unemployment in Indiana, instead, Indiana's unemployment rate now stands at 10.6%, one of the highest in the Nation.

There has never been a credible source of funding to complete I-69. It was never "fiscally constrained". Yet FHWA shrugged and let the fantasy persist—"the money will be found somewhere". Any business acting in this way cavalier way would quickly go bankrupt. But don't worry, INDOT and FHWA say, the taxpayers will come up with the money.

In light of this flawed process and past actions, it is time for a thorough and independent audit of INDOT. INDOT has become a cash cow for whatever politicians are in control. It feeds a multitude of consultants who suck our tax dollars from INDOT contracts. It is a well understood that the Commissioner of INDOT is the most popular person at parties of transportation contractors and politicians—he has lots of goodies to pass out.

The result of this very flawed and biased process is that citizens lose faith in the system. This leads to disillusionment and cynicism in the entire process. This, in turn, leads to a failure of the democratic process. Citizens are taught to believe they cannot win against the government so they shouldn't even try. INDOT officials become arrogant, incompetent, and wasteful of tax dollars. What we are left with is a bloated, bullying, rogue agency that does not serve the citizens but caters to special interests.

A further cause for disillusionment occurred when Gohmann Asphalt and Construction Inc. won a state contract to pave the first 1.77 miles of I-69. Less than a year before, this company paid \$8.2 million to settle fraud claims that it switched road core samples to hide inadequate work. After the settlement the company was awarded the \$25.23 million contract. That's how it works in Indiana, for corrupt practices against the state, companies are rewarded with multimillion dollar contracts. This is just another reason that citizens are cynical about state and federal government.

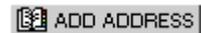
INDOT and FHWA need a complete overhaul. They have failed their mandates to serve in the public interest. They have created a very bad process for establishing public policy. In the process they have co-oped and destroyed the best promises of NEPA.

NEPA is now beyond repair, it needs to be replaced by new legislation. That legislation should demand honest, credible studies and fiscal responsibility. It must also take public input seriously. As it stands, public input is a cruel joke and a sham. There has never been public opposition to a highway in Indiana like there is to I-69, yet the project has remained virtually unchanged since it was proposed 20 years ago. The agency review process is corrupt, wasteful, deceitful and out of touch with true transportation needs. No one wins when public works become a cash cow for politicians and special interests. I-69 is a poster child for bad public policy.

CONCLUSION: This EIS is out-of-date and contains numerous errors. To update the many areas where information is out-of-date, to consider the current thinking on highway feasibility and transportation needs and to correct the many errors in this EIS we ask that this DEIS be redrafted and that a Supplemental Environmental Impact Statement be prepared for the Tier 1, FEIS.

Date: Mon, 29 Jun 2009 22:52:32 -0500

From: ezform@cinergycom.com



To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Tim
LastName = Maloney
StreetAddress = 3951 N. Meridian St.
Address =
City = Indianapolis
State = IN
ZipCode = 46208
Email = tmaloney@hecweb.org
Comments =

June 29, 2009

Mr. Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, Indiana 47716.

RE: Comments on the Draft Environmental Impact Statement for the I-69
Evansville to Indianapolis Project, Section 2

Dear Mr. Leindecker:

The Hoosier Environmental Council submits the following comments on the DEIS
for Section 2 of the I-69 Project.

Incorporation of comments on Tier 1 EIS

HEC incorporates by reference its comments on the Tier 1 EIS and selection of
the new-terrain (3C) route for I-69. In summary, the FEIS:

- a) contained a flawed purpose and need statement, which was biased toward a
new-terrain route;
 - b) failed to rigorously explore and evaluate alternatives, including the U.S.
41/I-70 upgrade alternative;
 - c) failed to accurately measure environmental and other relevant impacts;
- and,
- d) failed to comply with other binding laws, including the Clean Water Act.

Comments specific to Tier 2, Section 2 DEIS

1. Purpose and Need

INDOT has improperly segmented the Tier 2 EIS by separately evaluating
sections of the highway that do not have independent utility. There is no
evidence provided that Section 2 would meet a demonstrated transportation
need if the other sections of I-69 were not completed.

Personal Accessibility

The discussion of the personal accessibility factor focuses on access to an
interstate highway, and to arbitrarily selected regional destinations, yet
overlooks local accessibility which is a more important component of personal
travel. Nor does it consider how accessibility would be affected if an
interstate corridor was located elsewhere in southwest Indiana, such as along

the U.S. 41/I-70 corridor. (Pg 2-7,2-8)

The claims made for travel time savings due to proximity to an interstate are meaningless, given that similar time savings could be experienced by selected communities in the region if an interstate were constructed along another corridor in the region, such as U.S. 41, or SR 231. Because of the flawed nature of the tiering process used in studying I-69, the travel time comparisons consider only variations on the Tier 1 alternative 3C route vs. a no-build alternative, which results in a misleading comparison as noted above. (Pg 3-92, 3-93)

The DEIS assessment of travel time differences only considers time to a few regional destinations, and to an interstate. It does not assess local travel times, or travel to regional destinations other than Evansville, Bloomington, or Indianapolis. Nor does it assess limitations to local travel times caused by a limited access highway which results in local road closings. (Pg 3-92).

In the accessibility discussion, Knox County/Vincennes are mentioned as part of the study area, and a beneficiary of improved access from new-terrain I-69. However, the new-terrain I-69 does not enter Knox County, nor serve Vincennes. If communities in adjoining counties are beneficiaries of an interstate in another county, then this same argument can be made for the benefits of using U.S. 41 for the I-69 route to communities such as Washington, Petersburg, and the Crane facility. (Pg 2-10)

The accessibility needs alleged to be met by new-terrain I-69 appear to disregard the commuting patterns described in Chapter 4. Based on these patterns, there is significant east-west travel in the study region which would be unserved by the new-terrain I-69 route. Moreover, a major portion of the north-south commuting pattern is along the U.S. 41 corridor rather than the chosen route for I-69. (Pg 4-51 to 4-54)

Highway safety

The DEIS relies on outdated and incomplete safety information used in the Tier 1 EIS to claim that 3 counties in the study area have high crash rates. INDOT should revise their safety analysis based on current data, and more specifically identify any safety issues that may be present on existing roadways.

Moreover, the DEIS's traffic analysis indicates that traffic levels on some local roads will increase significantly as a result of construction of I-69, which will affect local traffic safety. The DEIS claims that the new I-69 will reduce overall congestion on the region's roads, but the traffic statistics provided do not appear to support this. Level of service ratings for roads in both Knox and Dubois Counties will decline if the highway is built. Moreover, truck volume increases are projected as well on a number of roads, such as SR 61/56. (Pg 3-98)

2. Affected Environment

Air Quality

The DEIS states that a new transportation conformity determination is required (based on Gibson and Pike Counties's status as a "maintenance" area). This conformity determination should be completed prior to the completion of the FEIS, so that the public has an opportunity to review and comment on the document. (Pg 4-114)

The DEIS mentions the possibility of phased construction, to reduce costs, and that some interchanges may be deferred. (pg 5-11)

Energy impacts

The DEIS reflects that building of the preferred alternative will increase energy consumption in the study area by 193% in Daviess County, and by 146% in Pike County, by the year 2030, compared to not building the highway. (Pg 5-431)

3. Comparison of Alternatives

Cost Comparisons

The DEIS discloses that the cost of building Section 2 has increased substantially over the cost projections provided in Tier 1, an 53% increase. (Table S.8-2, DEIS; Tier 1 FEIS). Because of the higher costs, INDOT is proposing in the DEIS to use lower cost materials (asphalt vs. concrete) and to defer construction of road features such as full interchanges, rest stops, overpasses, and access roads. However, the DEIS states "a decision to use the initial guidelines, low cost guidelines, or a combination (any of which meet IDM standards) will be made in the FEIS and/or subsequent design." (pg 6-3) As a result, the final features, costs, benefits, and impacts of Section 2 remain uncertain and the analysis therefore is incomplete. Moreover, INDOT's cost calculations do not contain the most up to date information on highway construction costs (Construction Cost Indices, Washington DOT, 4/9/2009), which have increased since 2007, when INDOT's 2004 unit costs were updated, according to Appendix D of the DEIS.

The DEIS also used outdated figures for farmland costs, using Purdue's 2005 study of farmland values. (pg 16, Appendix D). This study is updated regularly, and the most recent version reveals significant increases in farmland value since 2004. For southwest Indiana, from June 2007 to June 2008, farmland value increases ranged from 12% to 16.5% depending on the land quality.

The DEIS contains no discussion of the likelihood of all 6 sections of I-69 being funded. A specific funding source for Sections 4, 5, and 6 is not identified in INDOT's Long Range Transportation Plan. Moreover, at the current cost estimates, Indiana's identified source of funding for I-69, the \$700 million from the Indiana Toll Road lease, will not be sufficient to complete Sections 1 and 2, leaving Section 3 unfunded as well.

Given the higher costs and likely reduction in features that will affect the project's performance, INDOT should re-evaluate the entire I-69 project to determine if it is cost effective and justified.

Comparison of Tier 1 FEIS Costs and Impacts to those of Tier 2 Preferred Alternative

Table 6-15 of the DEIS reveals that the environmental impacts of Section 2 are greater than those projected in the Tier 1 FEIS. Total right-of-way required increased to 1,824 acres, farmland destroyed increased to 1,195 acres, and forestland destroyed more than doubled to 213 acres. The Tier 2 FEIS for Section 1 also reflected increased right-of-way impacts, as does the Tier 2 DEIS for Section 3.

"The differences in the impacts shown in Table S.8-2 are primarily due to the level of detail in the Tier 1 and Tier 2 analyses." (pg S-25) This statement illustrates a main flaw in the tiering process used for studying I-69, and highlights the fact that the route corridor for I-69 was selected without knowing the full impacts of the highway. Moreover, the full impacts are still unknown since the Tier 2 DEIS for Sections 4, 5, and 6 have yet to be completed or published.

INDOT has disregarded the request of U.S. EPA (Kenneth Westlake, 8/31/06) that each Tier 2 EIS provide a tally of impacts for all Tier 2 sections, including both direct and indirect impacts. EPA's request assumed that a Tier 2 DEIS would be completed for all sections before any final Tier 2 EIS was completed. A "tally of impacts" was provided in the Section 1 FEIS, but the DEIS for Sections 2 and 3 demonstrate that this tally was inaccurate and underestimated impacts, as did the Tier 1 EIS. Not only has EPA's request not been honored, construction on the highway has started before all Tier 2 DEIS are available. As a result, INDOT has avoided a complete quantification of the direct, indirect and cumulative impacts of the I-69 highway.

4. Quality of Information and Surveys

INDOT surveys for fish and mussel species in the Section 2 corridor were extremely limited, and the discussion of potential impacts to listed species is cursory.

Actual field surveys for birds, mammals, amphibians, and reptiles were limited to a 1.4 mile section of the Patoka River bottoms. (Pg 5-240, 5-241). Other areas of the Section 2 corridor should have been surveyed as well, including the White River corridor.

The discussion of listed bird species misidentified the cerulean warbler as a species of special concern; it is now a state endangered species. (Pg 5-246)

The fish surveys were limited to very short stretches of the affected waterways, and thus may have missed species that migrate along these waterways. (Pg 5-244)

The assumption, repeated for many of the listed species, that since no evidence of breeding grounds was discovered for species noted as present, then there would be no impact to the species, is not sound reasoning. The surveys were very limited and nests or other evidence of breeding sites could easily be overlooked. (Pg 5-260, red-shouldered hawk for example)

More thorough studies are needed to fully document the impacts of the proposed highway on sensitive, rare and endangered fish and wildlife species.

5. Forest and Wildlife Impacts and Mitigation

The preferred alternative will destroy 213 acres of forest and 27.5 acres of wetlands. The proposed mitigation is inadequate to replace the lost habitats. Forest habitats will be "replaced" at only a 1:1 ratio, with another 2:1 ratio for "preserving" existing forest through purchase. This does not represent a true 3:1 replacement ratio, which should require that 3 acres of forest be re-created through plantings for every 1 acre destroyed. Even at a 3 to 1 ratio, the function of a mature forest takes many years to replace. (pg 7-7)

Conclusion

Because of the I-69 highway's significant environmental impact, high cost, and questionable benefits, Section 2 as well as the entire Alternative 3C route for the new-terrain I-69 should be reevaluated, and instead INDOT should pursue the U.S. 41/I-70 route alternative.

Tim Maloney
Senior Policy Director
Hoosier Environmental Council

Date: Tue, 10 Feb 2009 12:32:30 -0600

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

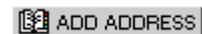
Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Gary
LastName = Moody
StreetAddress = 299 1/2 W Madison St
Address =
City = Franklin
State = IN
ZipCode = 46131
Email = garyx56@comcast.net

Comments = Obviously, the most prudent course, with the absolutely smallest environmental impact, would be to route any new-terrain corridor to align and/or merge with US 41 via the shortest possible route. As thousands of Indiana citizens (versus various shills, lobbyists, and economic pressure groups) have told you people from the get-go, your current plan, or anything remotely resembling it, is one of the biggest boondoggles in Indiana history. I have personally spoken out, in official forums among others, against boondoggles, such as the "Indiana Commerce Connector" and the current I-69 plan. I spoke to an Indiana Senate committee in 2006 against this plan. As I recall, there were officials from Oakland City and Petersburg there, speaking in favor of the boondoggle. The mayor of one of those towns (I don't recall which) actually claimed that I-69 was needed to transport coal! After he spoke, I told him, in a very loud "stage whisper", that his town is badly in need of a railroad! Because, obviously, nobody in the coal business who wants to make a profit, since people stopped heating their homes with it, transports coal in trucks! My point being, if officials in Oakland City and Petersburg are hellbent on having I-69 IN their communities, please route it THROUGH those towns, as you are planning to do to Martinsville, or as close as possible, and thence to Vincennes, where INDOT has already built bypass infrastructure which is sitting unfinished and unused. Further improvements to the route to Terre Haute, and perhaps beyond, can then be planned. And SR 37 is fine as it is now, thank you very much.

Date: Fri, 13 Feb 2009 17:12:30 -0600

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Nichole

LastName = Arnold

StreetAddress = 2828 E. Co. Rd. 650 N.

Address =

City = Petersburg

State = IN

ZipCode = 47567

Email = nicholearnold@hotmail.com

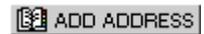
Comments = My house is located at the above address in subsection 4. The property was bought from Dennis and Brenda Arnold (mother and father inlaw). We built our house 3 years ago. Our property will be effected by the path you have chosen, however we do not think that you have our house on the maps and realize that we are there. I will also be contacting our local I-69 office. Please e-mail and let me know if you realize our house is being affected.

Thank You,

Nichole Arnold

Date: Sun, 22 Feb 2009 08:40:12 -0600

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Nichole

LastName = Arnold

StreetAddress = 2828 E. Co. Rd. 650 N.

Address =

City = Petersburg

State = IN

ZipCode = 47567

Email = nicholearnold@hotmail.com

Comments = As I stated in a previous e-mail, I live at the above address.

In reference to your email, I should have made more reference to how I-69 will affect our house. I am aware that it does not hit our house, however, it does land lock us. I-69 goes directly across our drive way at an angle, leaving us no access to get out of our house. We have studied the maps very well, and do not see a solution to this matter, as the road behind us is not a public road. It is a private access road for Texas Gas Company. This path also affects our house because the road will cut off our water and electric (our lines are buried.) I am just wanting to make sure that the I-69 planning committee is aware that this path does land lock us and cuts off our utilities which are buried across 650 N. Please reply to this e-mail to let me know.

Thank you for your time and response to my e-mails.

Nichole Arnold

Date: Sun, 22 Feb 2009 08:33:53 -0600

From: Nichole Arnold <nicholearnold@hotmail.com>

 ADD ADDRESS

To: <section2pm@i69indyevn.org>

Attachments: Part 2: [msg-1238449348-3452-1.html](#)

Subject: RE: I-69 Tier 2 Web Site Comment Section 2

-- [Part: 1](#) --

I

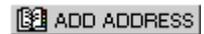
In reference to your email, I should have made more reference to how I-69 will affect our house. I am aware that it does not hit our house, however, it does land lock us. I-69 goes directly across our drive way at an angle, leaving us no access to get out of our house. We have studied the maps very well, and do not see a solution to this matter, as the road behind us is not a public road. It is a private access road for Texas Gas Company. Our house is also affected due to this path because it will cut off our water and electric source (our lines are buried). I am just wanting to make sure that the I-69 planning committee is aware that this path does land lock us and cuts off our utilities. Please reply to this e-mail to let me know.

Thank you for your time.

Nichole Arnold

Date: Sun, 22 Feb 2009 17:31:00 -0600

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Dennis & Brenda
LastName = Arnold
StreetAddress = 6041 E Co Rd 450 N
Address =
City = Otwell
State = IN
ZipCode = 47564
Email = dbarnold@fullnet.com
Comments = TO WHOM IT MAY CONCERN:

This may be a repeat email, I'm not for sure if the first one got sent or not.

We own 92 acres in the path of I 69. We have 67 acres on County Rd 650E known as the Twin Oaks road. It is in subsection 4, we understand that the preferred alignment is A. All of our ground will be landlocked in this area. Do you realize that? The road on the south side of our ground is a gas road, owned by Texas gas, not a county road. We cannot get equipment in that way. Our son Todd Arnold has built a house on part of this ground and it will take his driveway and utilities. I don't know if his house is on your list.

The other 27 acres that we own will be destroyed no matter which alignment is chosen. It will cut it across the diagonally. We assume that you will purchase all of that acreage.

We are against I 69 being built. You will be taking retirement income away from us. This ground was to be part of our retirement in the way of cash rent. They are not making anymore ground.

We hope to receive a reply or that someone will be able to answer our questions on March 19 at the meeting.

Dennis & Brenda Arnold
812-354-2407
812-582-0356

Date: Wed, 04 Mar 2009 12:20:43 -0600

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = brian

LastName = gainey

StreetAddress = 626 forest dr

Address =

City = bloomfield

State = IN

ZipCode = 47424

Email = cdcoroner@sbcglobal.net

Comments = Has on/off ramp locations been determined and how can we find out where they will be at?



Riskier

INDIANA DEPARTMENT OF TRANSPORTATION PUBLIC HEARING

COMMENT SHEET

I-69 Evansville to Indianapolis, Indiana
Tier 2 Draft Environmental Impact Statement (DEIS)

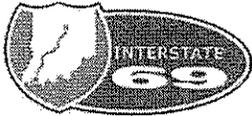
Section 2: Oakland City to Washington
(SR 64 near Oakland City to US 50 east of Washington)

TO: Joseph Leindecker, P.E. AICP
Section 2 Project Manager
P.O. Box 8464
Evansville, Indiana 47716

FROM: Name Forrest Hillman
Address 899 E 2505 Washington Ter 47501
Phone (912) 254-6085 (OPTIONAL) Email _____ (OPTIONAL)
Organization/Agency (if relevant) _____ (OPTIONAL)

COMMENTS: (Note: Comment period concludes on June 8, 2009)

*Road 2505 East of our house & back into rain
heavy. Our only way out when this happens is about
to Troy road. How are going to have a way
to get out?*



INDIANA DEPARTMENT OF TRANSPORTATION PUBLIC HEARING

COMMENT SHEET

I-69 Evansville to Indianapolis, Indiana
Tier 2 Draft Environmental Impact Statement (DEIS)

Section 2: Oakland City to Washington
(SR 64 near Oakland City to US 50 east of Washington)

TO: Joseph Leindecker, P.E. AICP
Section 2 Project Manager
P.O. Box 8464
Evansville, Indiana 47716

FROM: Name Larry Lamar & Theresa
Address 2858 N Meridian Rd Petersburg TN
Phone (812) 354-2137 (OPTIONAL) Email _____ (OPTIONAL)
Organization/Agency (if relevant) _____ (OPTIONAL)

COMMENTS: (Note: Comment period concludes on June 8, 2009)

The Highway will be taking 3 large barns which my husband keeps our hay equipment large Bales of hay plus a Stud horse so it would be nice if you could go back a little further because we have barns that will be expensive to replace we will also have to build fence on this side for the Stud horse. If you go further up the side we will lose our home we use the other house for Rat house Also on the house on the other side you will be taking possibly 100 feet this is used for pasture of Baling hay for our horse business it would be nice if you could make that back part of the way because we will have to build all new fence so our horses dont get out on the highway & get killed also there are so many bushes on



Anticipates this could possibly go through our fence
our house would get out so you guys pay
for the fence for our home protection. or will there be
a road or railroad or fence put up so we don't have to
worry about this. This will be very stressful
for me Theresa Lammie. We also will not have room
at our other house to build the barn we need. Do
this anyway you could buy ground right beside
the best house which this ground is sitting empty
& we would not have a problem if you guys would
take this into consideration the owner is David Kinnaman
his whole property of 200 acres is sitting empty

A Letter to the Editor:

A few months ago the Rural Assistance Program of the State of Indiana and the Indiana Department of Environmental Management provided our county with funds for the purpose of the study that would look at drainage and sanitation conditions within our county.

Preliminary findings have been made available and the final report is expected in the very near future. I am sure copies of the study will be made available by county officials shortly thereafter. These early reports certainly show justifications for the study and why an overview of drainage systems can help provide approaches to resolve some of the hazardous conditions that exist.

There is probably not a drainage ditch in the county that does not carry some black water seepage (septic runoff) at one time or another over a period of a few weeks or months and in many cases black water is a constant factor and coming in larger quantities at an increasing rate. I am advised that Ecoli becomes a major threat under these conditions; other areas are experiencing similar problems and are finding the costs to correct them are staggering. It is not difficult to understand the reasons why so many health hazards continue to exist.

Growth in our county is continuing at a fast pace and along with it the demand and need to expand all public utilities not the least of which is sanitary sewage treatment. If the proposed I-69 becomes a reality there can be no commercial development without proper sewage treatment. A number of other possible enlargements and developments could be hampered or stopped for the same reason. The preliminary report seems to indicate that our present problems are largely a result of residential run-off.

RECEIVED

MAR 19 2009

81
BLA - EVANSVILLE

To relieve present problems and to help insure future needs for residential, business, and industry, it would appear all these areas must be considered and their help requested. Businesses and industry are always looking for healthy, happy, and productive employees, and we are all interested in healthy living conditions. Again, the final report of the study should be available soon, so when this happens get a copy, share it with your neighbors and offer some constructive thoughts.

I am looking forward to seeing the final report of the study, but frankly I am going to be pleasantly surprised if the final report shows some improvement over preliminary findings. I really do not think we need to see the final report to know what will happen if we do not show IDEM some real progress towards correcting some of our nasty conditions with a plan that can start in the near future. If we leave the planning totally up to IDEM, we will likely find ourselves in an even more undesirable position. I am sure the quad counties organization (Warrick, Posey, Vanderburgh, and Gibson Counties) would like to be helpful in this matter because the other three receives almost 100% of our drainage whatever it might be. I am sure the State of Indiana needs to be involved, since Gibson County carries about 60-65% of the entire state drainage. Business and industry must play a part in finding answers to this challenge. Again, look forward to the final report and play a part in the solution to this major problem.

Yours in the best interest and future of our county,

RECEIVED

MAR 19 2009

BLA - EVANSVILLE

Bill McConnell
318 South Stormont
Princeton, IN 47670
385-2700

*Gibson County
Council at Large*

*Copies:
TO
GOV.
LT GOV.
LUCAS
ELLIS WORTH
REG. DEVL.
...*



INDIANA DEPARTMENT OF TRANSPORTATION PUBLIC HEARING

COMMENT SHEET

I-69 Evansville to Indianapolis, Indiana
Tier 2 Draft Environmental Impact Statement (DEIS)

Section 2: Oakland City to Washington
(SR 64 near Oakland City to US 50 east of Washington)

TO: Joseph Leindecker, P.E. AICP
Section 2 Project Manager
P.O. Box 8464
Evansville, Indiana 47716

FROM: Name Pamela SKINNER
Address 6998 S. Meridian Oakland City IN 47660
Phone (812) 749-4254 (OPTIONAL) Email _____ (OPTIONAL)
Organization/Agency (if relevant) _____ (OPTIONAL)

COMMENTS: (Note: Comment period concludes on June 8, 2009)

Show me the
money!



INDIANA DEPARTMENT OF TRANSPORTATION PUBLIC HEARING

COMMENT SHEET

I-69 Evansville to Indianapolis, Indiana
Tier 2 Draft Environmental Impact Statement (DEIS)

Section 2: Oakland City to Washington
(SR 64 near Oakland City to US 50 east of Washington)

TO: Joseph Leindecker, P.E. AICP
Section 2 Project Manager
P.O. Box 8464
Evansville, Indiana 47716

FROM: Name William C. Young (Land owner)
Address 12305 N. Green River Road
Phone (812) 867-2721 (OPTIONAL) Email _____ (OPTIONAL)
Organization/Agency (if relevant) _____ (OPTIONAL)

COMMENTS: (Note: Comment period concludes on June 8, 2009)

Starting at highway 57 please consider
running county road 750 N. stright east and
connecting into 350E. This route has been
surveyed this way two or three times.

This would save raising a crooked 750 N.
road bed and building a new bridge in this
very low area. The water gets eight to ten
feet over the old existing bridge during flooding.

a new stright 750 N road way would be
much cheaper to construct, and the elevation
of the land is much higher for the road bed.

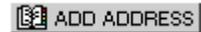
My other suggestion would be to close
750 N. at Carl Fredrick's house, buy the
(over)



other two houses going east rd 750 N.
and do away with that section of
road 750 N.

Date: Wed, 25 Mar 2009 19:37:22 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = guy

LastName = cockerham

StreetAddress = 108 walnut

Address =

City = petersburg

State = IN

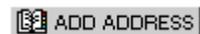
ZipCode = 47567

Email = guybonn19@yahoo.com

Comments = I want to voice my opinion regarding INDOT's proposal not to include the north ramp on the tier 2 section of I69. Without this off ramp even more trucks would pass through Petersburg. As you are probably aware the city of Petersburg has been in national publications as one of the dirtiest cities in the USA. Not only do we have a powerplant that puts thousands of tons of pollutants in the air each year, we also have up to 2000 trucks per day on Petersburg's main street. With the black smoke rolling and when empty sounding like they are turning over because the manhole covers and highway can not stand up under the strain Petersburg's only hope was the new highway. A few years ago IDOT paid several millions of dollars to rebuild the bypass south of Princeton Indiana. This was done to give Toyota one more railroad track into their plant. Why not try to help several thousand taxpayers in Pike County and include the North Ramp in the Tier 2 construction plan.

Date: Wed, 25 Mar 2009 13:02:50 -0500

From: ezform@cinergycom.com



To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Mark

LastName = Cravens

StreetAddress = 501 East County Road 300 North

Address =

City = Petersburg

State = IN

ZipCode = 47567

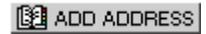
Email = cravensvm@aol.com

Comments = We were curious about our property, if it was going to be in the path of I69.If not we would like to know how close it is going to be in relation to our homestead.Your reply is appreciated.

Thank you,Mark J Cravens

Date: Thu, 26 Mar 2009 06:47:47 -0500

From: ezform@cinergycom.com



To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = jerry

LastName = johnson

StreetAddress = 3728 west state rd 56

Address =

City = petersburg

State = IN

ZipCode = 47567

Email = jerryjan.1@netzero.net

Comments = we need this enter change very bad because of the truck traffic you can't hardley get through petersburg for truck traffic an they don't give you any leaway.

Yhank You

Jerry Johnson



INDIANA DEPARTMENT OF TRANSPORTATION PUBLIC HEARING

COMMENT SHEET

I-69 Evansville to Indianapolis, Indiana
Tier 2 Draft Environmental Impact Statement (DEIS)

Section 2: Oakland City to Washington
(SR 64 near Oakland City to US 50 east of Washington)

TO: Joseph Leindecker, P.E. AICP
Section 2 Project Manager
P.O. Box 8464
Evansville, Indiana 47716

FROM: Name Phil Cornelius
Address 5247E 100N MONTGOMERY, IN. 47558
Phone (812) 444-5798 (OPTIONAL) Email Phil.Corn@RTCCOM.NET (OPTIONAL)
Organization/Agency (if relevant) DAVIES CO (OPTIONAL)

COMMENTS: (Note: Comment period concludes on June 8, 2009)

ON sheet 11 of 13
DO AWAY WITH CR 3005 EASTBOUND FROM TROY ROAD
INSTEAD DEAD END EXISTING CR 3005 AFTER IT
CROSSES VEALE CREEK.
THEN HANDSURFACE CR 4005 FROM OLD TROY ROAD
TO HOARELL ROAD.

RECEIVED
MAR 26 2009
BY: aw

Date: Sat, 28 Mar 2009 09:48:52 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = C. Wayne

LastName = Satkamp

StreetAddress = 11392 south

Address = county road-975 east

City = Stendal

State = IN

ZipCode = 47585

Email = sodbuster13@psci.net

Comments = I worked for INDOT in the Construction Dept. for 35 years. I understand Bridge and Road work and I feel that not building the interchange at Petersburg and Washington would be a very big mistake, for they will not continue to grow if this would happen. I also feel that you already know this, and I think these city's deserve the interchanges as well as any other city's. Thank you for your time.

Date: Tue, 07 Apr 2009 15:25:01 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Boyd

LastName = Toler

StreetAddress = 5458 N St Rd 57

Address =

City = Petersburg

State = IN

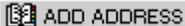
ZipCode = 47567

Email = tolerlawoffice@verizon.net

Comments = Please build the northern Petersburg (Highway 57) interchange. Without it, you will simply be shunting the truck traffic through town on a slightly different route--you won't eliminate or even reduce it. If you build it, it will have a significant reduction on the truck traffic coming through town. People who do not live here or in a similar "coal country" town don't realize how many trucks there are in town and the impact it has. With the northern interchange, even truck traffic coming from the east on Highway 356 would likely use county road 200E from 356 to the new Blackburn Road then to the powerplants rather than make the sharp turn (in the center of Petersburg) at the intersection of Highways 356 and 57. (You should see them try to turn there--they have to swing out into the other lane of traffic to make the turn and so must wait for both northbound and southbound lanes to be clear.) Maybe the county could improve county road 200E and specifically encourage traffic on it to get to the new Blackburn Road or I-69. This would essentially have the impact of having three interchanges--the northern interchange would accommodate people wanting to access Highway 356 or Highway 57. Two-for-one seems like a good deal to me; you should build the northern Petersburg interchange.

Date: Wed, 08 Apr 2009 10:12:04 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Tonja

LastName = Toler

StreetAddress = 5458 N State Road 57

Address =

City = Petersburg

State = IN

ZipCode = 47567

Email = tonjatoler@verizon.net

Comments = Please build the Highway 57 exit at Petersburg so we don't have all the coal truck traffic going through and "dirtying up" our small town.

Comment Sheet
I-69 Evansville to Indianapolis, Indiana
Tier 2 Draft Environmental Impact Statement (DEIS)

Section 2: Oakland City to Washington
(SR 64 near Oakland City to US 50 east of Washington)

To: Joseph Leindecker, P.E. AICP
Section 2 Project Manager
P.O. Box 8464
Evansville, IN 47716

From: Stanley E. Brewster
3225 E. CR 750 N
Petersburg, IN 47567
(812) 354-9261 email: _slow_poke_1999@yahoo.com

Comments: (Note: comment period concludes on Jun 8, 2009)

In regards to the proposed construction of I-69 in tier 2, specifically in regards to CR 750 N in Pike County. Specifically in regards to the current plan to build up the land to reconstruct and re-route CR 750 N from a point about 1/8th of a mile east of SR 57 to current intersection of CR 750 N and CR 350 E.. If the land is raised to a level that would prevent it from being submerged when the river floods would cause a great hardship on me. Currently my lower property floods when the river is up, and in 2005 flood, the flood waters broached my damn and went in to my pond. Should the purposed construction and re-routing of CR 750 N be completed it would put my property at risk of flooding as much as 80 percent. This would eventually cause my damn to erode to the point of collapse. In the 2005 flood CR 750 N was closed for over 3 weeks due to flooding and has been closes on average of 2 times each year due to flooding. There are posted high water signs on both approaches to the bridge. One when you enter onto CR 750 N from State Highway 57 and one when you turn onto 750N from CR 350 E. County roads 750 N, 350 E and 425 E, which are all located to the north and east of my property provide access and regress for all the remaining property owners to the east of the proposed interstate.

RECEIVED

APR - 8 2009

BLA - EVANSVILLE

Considering the above information it would be more feasible to purchase this property, and the Robinson Farms house and property that sets just north of the CR 350 E and CR 750 N intersection on the west side of CR 350 E it would be more feasible to close CR 750 N on the west side of the bridge.

Property owners and drivers who would normally use CR 750 N from SR 57 to the intersection of CR 350 E would still have access to their property using SR 57 to CR 650 N to CR 350 E, CR 425 E or CR 475 E Both of these roads to CR 750 N. Assess can also be gained from SR 356 on to 475 E to the above roads. Emergency vehicles and utilities can all gain homes and property from the above routes as well. Closing CR 750 N as purposed above would not put any homes or property at risk. Assess can be gain in about the same time as currently is when the road is closed due to flooding.

It would be in the best interest of my family if the proposed plans were changed as mentioned. It would also save a lot of money in construction. It would cost less to purchase both properties and close the road. Below are pictures of the property and the bridge in question.



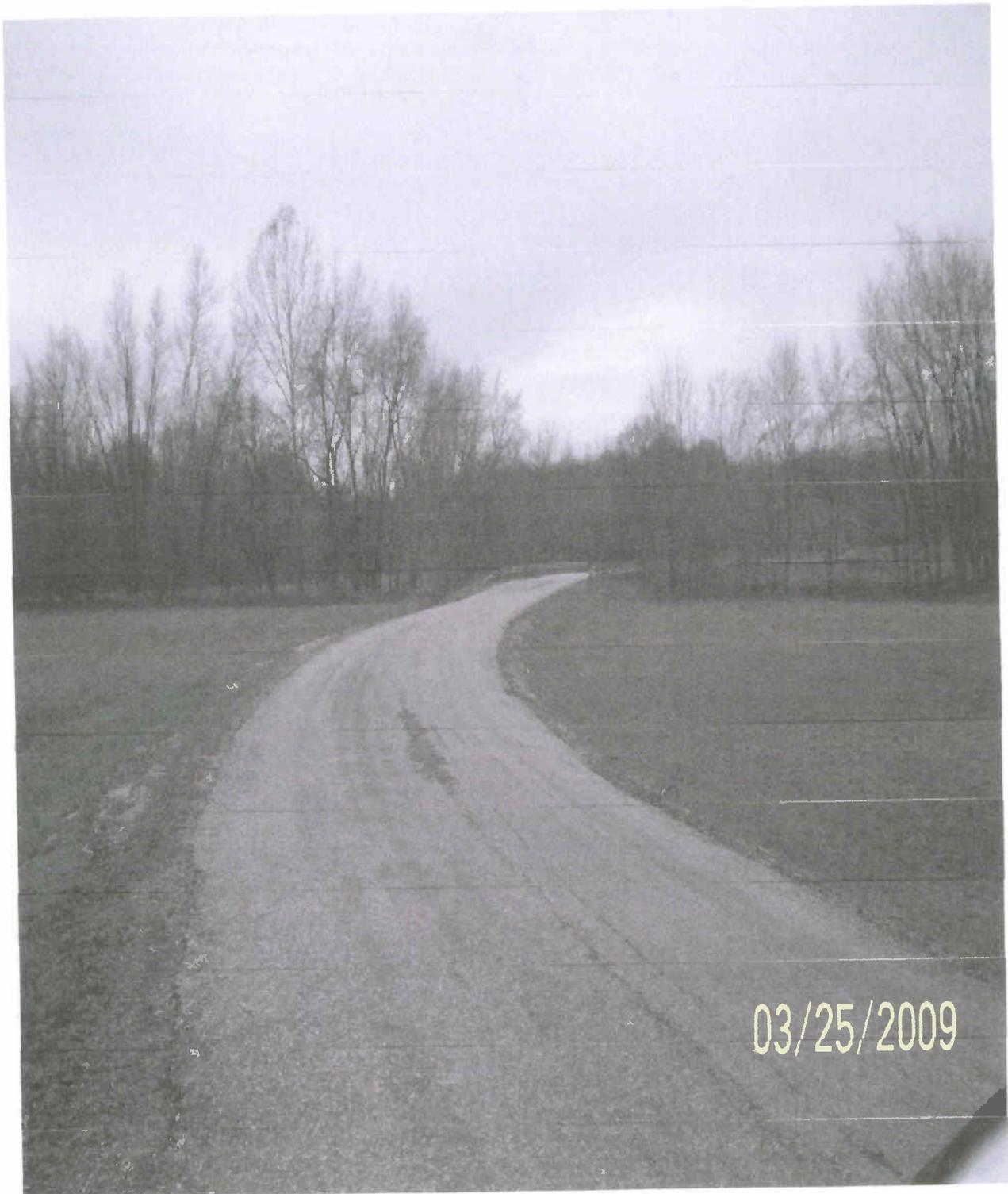
This photo is taken from the edge of my property on CR 750 N. The photo shows my mailbox and in the background shows the bridge on CR 750 N. The area from my mailbox toward the bridge and on both sides of CR 750 N has been under water when the river floods. The golf cart and the horse trailer would be submerged. The River has been as high as were my mailbox is.



This picture is taken at my mailbox facing west toward the bridge. When the river floods as it did in 2005 the car and golf cart would both be submerged. The sign in the photo which is to the right of the curve toward the bridge is just under seven feet from top of sign to ground. In the past the water has been about 3 feet above the top of the sign.



This is the sign between my property and the bridge on CR 750 N, and the water has been about 3 feet over the top of this sign



This picture was taken at the sign facing west toward the bridge. At this location the water has been up to 8-10 feet at times.



This photo was taken from the bridge facing east toward my property. In the Photo to the right is the embankment with trees on the right. The sign is in the center of the photo and the mailbox is at the end of the drive way at the to left of the photo. From this point to the end of the driveway is usually under water above the sign at the center of the photo.



This picture was taken west of the bridge facing east toward the bridge. The road has been flooded up to this point and further in the past. At the center of the photo an embankment starts where the land rises. All the land on the right floods as does the land on the left to the embankment.

*Please feel free to contact me
at 812-354-9261
Thank You
Stan Brewster*



INDIANA DEPARTMENT OF TRANSPORTATION PUBLIC HEARING

COMMENT SHEET

I-69 Evansville to Indianapolis, Indiana
Tier 2 Draft Environmental Impact Statement (DEIS)

Section 2: Oakland City to Washington
(SR 64 near Oakland City to US 50 east of Washington)

TO: Joseph Leindecker, P.E. AICP
Section 2 Project Manager
P.O. Box 8464
Evansville, Indiana 47716

FROM: Name WILFRED B. BAHR & MARGARET J. BAHR
Address 1012 E. MAIN ST., P.O. Box 275, PETERSBURG, IN 47567-0275
Phone (812) 354-6477 (OPTIONAL) Email (OPTIONAL)
Organization/Agency (if relevant) (OPTIONAL)

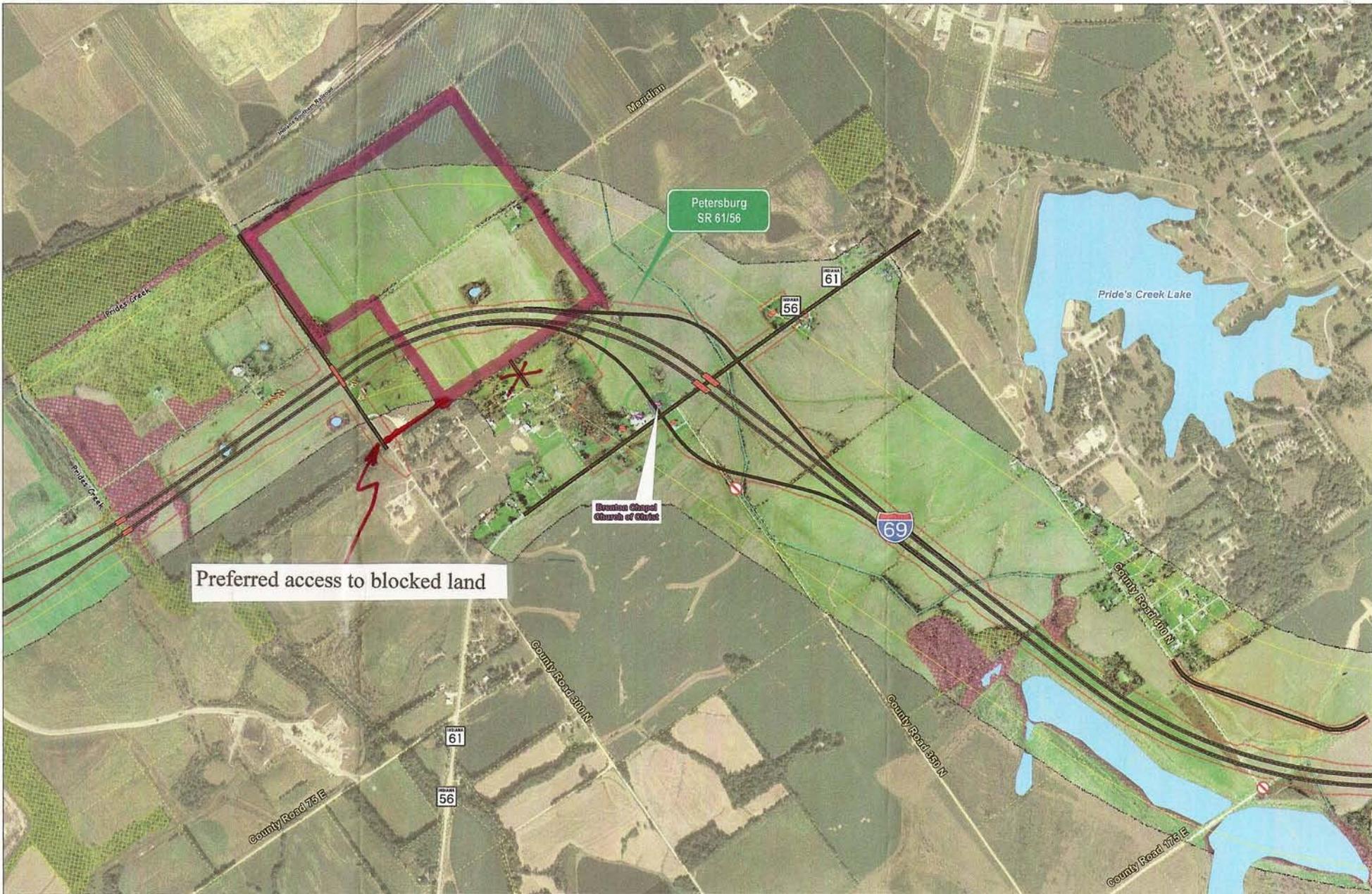
COMMENTS: (Note: Comment period concludes on June 8, 2009)

PLEASE SEE ATTACHED MAP 6 SHOWING OUR LAND, WHICH INCLUDES A PARCEL THAT APPEARS WILL BE LAND-LOCKED. ACCESS PER YOUR MAP 6 IS PROVIDED BY EXTENDING A PRIVATE ROAD THRU A RESIDENTIAL AREA.

WE PREFER THE ACCESS TO OUR BLOCKED LAND BE AS SHOWN FROM BASE LINE ROAD. (300N FROM THE RD)

REASONS: IT IS CLOSER FOR US. LESS DISRUPTIVE TO RESIDENTS. IT IS MORE IN THE OPEN FOR LARGE FARM MACHINES. YOU WILL BE CONDEMNING THIS NEW LOCATION LAND ANYWAY. IT SHOULD REQUIRE LITTLE OR NO MAINTENANCE. YOU SHOULD REDUCE YOUR CONSTRUCTION/ACQUISITION COSTS.

Wilfred B. Bahr Margaret J. Bahr
4-13-09



Preferred access to blocked land

Petersburg
SR 61/56

Bremen Chapel
Church of Christ

Pride's Creek Lake

County Road 75 E

County Road 300 N

County Road 350 N

County Road 376 E

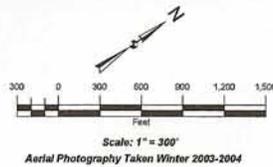
LEGEND

- Preferred Alternative
- Section 2 Corridor Approved in Tier 1
- Proposed Right-of-Way Limits
- Proposed I-69 Pavement
- Proposed New or Reconstructed Local Road Pavement
- Proposed New Bridge
- Proposed Road Closure

- Natural Features**
- Wetlands
- Lakes/Ponds
- Floodplain
- Rivers/Streams
- Forest

- Proposed Relocations/Acquisitions**
- Church
- Residence
- Commercial
- Garage/Outbuilding
- Property Lines (As of 2005)

PROPOSED ROADWAY INFORMATION AND RIGHT-OF-WAY PURCHASES WILL NOT BE FINALIZED UNTIL THE DESIGN STAGE, WHICH FOLLOWS THE FINAL APPROVAL OF THE PROJECT BY FEDERAL HIGHWAY ADMINISTRATION IN A RECORD OF DECISION (ROD).

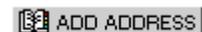


I-69 Evansville to Indianapolis Tier 2 Studies
Section 2
 Indiana Department of Transportation
Preferred Alternative
Key Environmental Impacts



Date: Mon, 13 Apr 2009 16:54:21 -0500

From: ezform@cinergycom.com



To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Jesse

LastName = Billings

StreetAddress = 1207 W Co Rd 200 N

Address =

City = Petersburg

State = IN

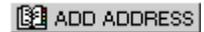
ZipCode = 47567

Email = jesseb6148@aol.com

Comments = Please do not defer the Petersburg north interchange. This interchange is critical for coal truck traffic to bypass the town. If the I-69 project acquires the land and does nothing with it, it will cause a loss of tax revenue the community can't afford.

Date: Thu, 16 Apr 2009 08:32:43 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Randall

LastName = Katter

StreetAddress = 824 E 100 S

Address =

City = Washington

State = IN

ZipCode = 47501

Email = katterrk@avenuebroadband.com

Comments = Due to schedule conflict, I couldn't attend public hearing. I am in favor of constructing I69. The southern part of Indiana needs it very much for commerce and business. One objection is the elimination of the interchange north of Petersburg for connection to SR 57. That interchange is needed for the many coal trucks which feed the two power plants along SR57. Otherwise all of these trucks must go through Petersburg and Washington. Many people have been killed in accidents with coals trucks in recent years on US50 and SR57. One other objection is the elimination of the interchange at SR58. This interchange will be only access point to I69 between Washington and Crane. Otherwise traffic must go back through Washington (very much of a bottleneck) to get access to I69.

April 16, 2009

Randall Katter
824 E 100 S
Washington, IN 47501

Joseph Leindecker
P.O. Box 8464
Evansville, Indiana 47716

Re: I69 Construction Public Comment

Dear Sir:

Due to schedule conflicts, I was unable to attend either the Section 2 or Section 3 Public Hearings. I would like to comment to endorse the construction of a new terrain I69 road from Evansville to Indianapolis. Southern Indiana needs the highway for better commerce and business. Too many business avoid southern Indiana because we have very poor highways.

One objection I have with the proposed highway is that the interchange between Petersburg and Washington is needed very much because of the many coal trucks (semis) that travel to the two power plants along SR 57. With no interchange, the trucks must travel through Petersburg and Washington. In recent years many people have been killed in accidents with coal trucks on US 50 and SR 57. These are two very dangerous roads to travel.

One other objection is elimination of the interchange between Washington and Crane. Without that interchange all traffic in Daviess County must travel through Washington (a severe bottleneck) to access I69.

For your information, I have included a photo copy of the newspaper article about the Section 2 public hearing which appeared in The Press-Dispatch on March 25, 2009.

Thank you.

Respectfully,



Randall K. Katter

snow days, staff developments not excepted

By Mike Johansen

In a move that is less than popular among educators, Indiana Superintendent of Public Instruction Dr. Tony Bennett announced changes in Department of Education policies designed to ensure students receive at least 180 days of instructional time each year, the minimum number required by state law.

The Pike County School Corporation will have to adjust its school calendar for next year and find a way to work in the six required staff development days.

There are several questions the Pike County School Corporation and other school corporations in the state will have to answer.

Pike County schools cur-

riculum will be affected after a half day of classroom time for students and staff. The staff remains for the afternoon session to work on various projects or to have sessions designed to address various aspects or issues in education.

Under the new policy from the Indiana Department of Education those half days can not be counted as a full day of class work. The Professional

Continued on page 7

es on roller skates will deliver items such as root beer floats and hot dogs.

The event will be sponsored by the Winslow Economic Development Committee. Ralph Bertram of the committee said proceeds will go to help fund two projects. A hiking trail and building a deck along the Patoka River near the dam just upstream of the Highway 61 Bridge.



Steve Robinson, Bill Bahr and Jim Nelson look over one of the many large maps that lined the Pike Central High School Cafeteria showing the final location of I-69. The Indiana Department of Transportation had a public meeting to gather public input and present the final route location to the area.

Locals emphasize importance of I-69 north ramp

By Andy Heuring

A couple hundred people made their way to Pike Central High School last Thursday. Some to see where the final route of the I-69 will run in relation to their property. Others went to express an opinion, some to form an opinion and others all three.

All the local elected and appointed officials from both Pike and Daviess Counties admonished the Indiana Department of Transportation to rethink their recommendation to not build two interchanges, one at

US 50 in Daviess County and the other just north of Petersburg on Highway 57.

Following an informal time for people to view the large highway maps, INDOT officials had a formal presentation going over the project as a whole and concentrating on Section II, which runs from just north of Oakland City to Washington.

Joe Lindecker of Jacobs Engineering, told the group the section is 29 miles long and has an estimated cost of \$454 million to \$553 million.

As proposed the highway in Section II will cause 53 residential relocations, one business, Bud's Garage and one church, Brenton Chapel to be relocated. They are located next to each other on Highway 61 just south of Petersburg.

It will affect 1,195 acres of agricultural land, 910 acres of which are harvested. One of the largest and most expensive features of the highway will be a 4,400 foot bridge in the Patoka River floodplain.

Continued on page 2

THE PRESS - DISPATCH NEWSPAPER, MARCH 25, 2009

dry Otwell Water Corpora- morning they were sell-

★ Importance of north ramp stressed

Continued from page 1
INDOT estimates there will be 135 fewer accidents in the year 2030 because of the improved separated lane road versus traveling on Highway 57. Other estimates are it will lead to 21 percent reduction in congested hours of travel, 32 percent reduction in traffic volume on Highway 57 north of Petersburg and 827 fewer trucks, a 58 percent reductions of trucks.

INDOT said a record of decision on the proposed plan would be issued by early 2010 with a final design to be complete by 2013 and construction is estimated to begin in Section II by 2011 and be completed by 2015.

INDOT emphasized comments on the project must be received by June 8, 2009. They can be posted on the I-69 website at www.i69indyevn.org or written comments can be mailed to Joseph Leindecker, Section 2 Project Manager, PO Box 8464, Evansville, IN 47716.

Once the presentation ended local elected officials were allowed to speak and then anyone with an opinion was allowed to espouse it in two minutes.

County councilman Norman Dillon said he has been against the project from the start. However he said since it is going to be built Pike

County needed both the north exchange and instead of just an off ramp at Highway 61 there needed to be a double clover leaf, because of the heavy truck traffic using it. He said it will be a traffic hazard for loaded trucks to have to come to a stop at the bottom of a hill.

"You are taking away our economic development when you take away the north exchange," said Dillon.

Petersburg Mayor Jon Craig said he wanted to echo Dillon's comments.

"It is important," said Craig of the north interchange.

"We are preparing for what this is going to do to our downtown. We are preparing for that 58 percent reduction in traffic on Main St."

He said it is a safety issue as well. "It (not having the north interchange) will push 1,000 trucks a day onto Highway 61, which isn't designed to handle all that traffic."

Craig said if the power plants were announcing they want to locate here now the state would be doing everything they could to attract them.

Washington Mayor Larry Haag said, "It is going to make an impact. We are all hopeful it will be a plus

to us. These interchanges are a very small difference in cost. With the massive amount of money being dumped by this (Obama) administration it looks like this is something that makes sense. The impact is huge on this area."

"Let's, not be not be penny wise and dollar dumb," said Haag.

Joe Dedman said, "I have repeated this—it is all about economic development for our community. We need it now more than ever. Please accelerate the project."

Dedman also made a pitch for the north interchange saying, "The north interchange has tremendous benefits with development and traffic congestion.

Pike County Economic Development and Growth Council Director said, "In terms of safety the north exchange is vital to the safety of residents of Pike County. One thousand trucks a day will be forced off the interstate into Petersburg."

A number of opponents of the highway being built, despite construction already underway in Section I, claimed the highway was too expensive. They said the state can't afford to maintain the roads they have, let alone build a \$1 billion new highway.

based on Superinten- fellow teachers, like his teaching and his students, had very good attendance, and that the Superintendent was fortunate to know and work with Cullen."

It further claims both Thomas and Kelley told him at that meeting they both had nothing negative to say about Cullen if someone were to contact them about a reference for him.

Cullen said after being assured he would receive a good reference from the school he decided to resign at the end of the year.

He claims he interviewed with Vincennes High School Principal Greg Parsley on July 30, 2008 for a math vacancy. His suit says the next day Parsley called Cullen and told him he had the job until Parsley talked to Pike Superintendent John Thomas.

"Principal Parsley told Cullen he had to give the job to another candidate

Thomas telling him there was too much time in Cullen's class and that there was too much food being brought into classroom.

Cullen attached a copy of an e-mail from Parsley to him "which confirms information given to him by Superintendent Thomas."

Cullen said none of the evaluations given him mentioned food in the classroom or too much time.

A copy of a letter of commendation from Thomas dated April 2008 states:

"I am pleased to write this letter of recommendation on behalf of Mr. D. A. Cullen, a professional colleague who currently teaches mathematics at Pike Central High School. Mr. Cullen has indicated to me he is interested in looking for other employment only because he would r

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2005 NISSAN ALTIMA 3.5 SE GREEN 52,000 MILES	16995	13995	2005 CHEVY A
2006 CHEVY MALIBU MAXX WHITE 57,000 MILES	12995	11995	2005 GMC SIEF
2006 CHEVY COBALT LS 2 DOOR RED 45,000 MILES	11995	10995	2005 DODGE R
2006 DODGE CHARGER SILVER 53,000 MILES	16995	15995	2006 FORD F15
2006 FORD MUSTANG BLUE 52,000 MILES	14995	13995	2006 FORD F15
2006 CHEVY COBALT LS 4DOOR RED 41,000 MILES	11995	SOLD	2005 FORD F11
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2006 PONTIAC GRAND PRIX BLACK 35,000 MILES	16995	13995	2007 DODGE R
2006 PONTIAC G6 BLACK 67,000 MILES	11995	10995	SUV
2006 PONTIAC G6 BLUE 59,000 MILES	12995	SOLD	2005 GMC YUK
2007 MITSUBISHI ECLIPSE GS GRAY 10,000 MILES	16995	13995	2005 SATURN V
2007 CHEVY MALIBU LS WHITE 25,000 MILES	13995	11995	2006 JEEP LIBE
2007 CHRYSLER SEIBRING TOURING BLACK 37K MI	14995	13995	2006 MERCURY
2007 DODGE CALIBER ORANGE 31,000 MILES	14995	13995	2006 JEEP COM
2008 DODGE CALIBER BEIGE 42,000 MILES	14995	13995	2006 JEEP GRAI
TRUCKS	WAS	NOW	
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2004 CHEVY COLORADO 4WD WHITE 48,000 MILES	14995	13995	2006 FORD EXP
2004 CHEVY AVALANCHE 4WD BLACK 71,000 MILES	16995	SOLD	2007 DODGE NI
			2007 FORD ESC

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1998 DODGE RAM 2WD BLACK 121,000 MILES	7995	2004 CHEVY TI
2000 DODGE DAKOTA BLACK 98,000 MILES	7595	2004 FORD EXI
2001 FORD F150 BLACK 4WD 105,000 MILES	11995	2004 VOLKSW
2003 CHRYSLER PT CRUISER BLUE 57,000 MILES	8995	2005 DODGE SI
2003 DODGE DAKOTA 4WD SILVER 85,000 MILES	11995	2005 CHEVY SI
2003 CHEVY VENTURE DK RED 99,000 MILES	SOLD	2005 CHEVY EI
2003 PONTIAC GRAND AM GT SILVER 59,000 MILES	10995	2005 CHRYSL
2003 CHEVY MONTE CARLO SS SILVER 69,000 MILES	9995	2006 CHRYSL
2004 PONTIAC GRAND AM SILVER 52,000 MILES	10995	2006 KIA SEDO
2004 CHRYSLER PACIFICA BLUE 71,000 MILES	SOLD	2006 SATURN I
2004 CADILLAC DEVILLE BLACK 90,000 MILES	10995	2007 PONTIAC
2004 CHEVY SILVERADO 4WD RED 86,000 MILES	SOLD	2007 NISSAN V

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Volume III - Part B Expires 3-31-2009

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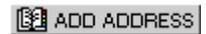
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Board Certified in Hearing Instrument Sciences
www.obrienhearingcenter.com



Date: Thu, 23 Apr 2009 19:28:48 -0500

From: ezform@cinergycom.com



To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Carrie

LastName = Arnold

StreetAddress =

Address =

City =

State = IN

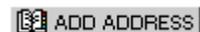
ZipCode =

Email = dataresearchsolutions@gmail.com

Comments = Good Day. I am doing some research regarding Section 2 and was wondering if a list of parcels to be acquired by right of way acquisition was available. I understand that it still may be preliminary, which is fine. I also understand this is public information. Anything you can offer would be much appreciated!

Date: Sat, 09 May 2009 08:05:28 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Scott
LastName = Willis
StreetAddress = 3795 North State Road 61
Address =
City = Petersburg
State = IN
ZipCode = 47567
Email = sgwillis@blueriver.net
Comments = I-69 Evansville to Indianapolis, Indiana
Section2: Oakland City to Washington
Comment Sheet

To: Joesph Leindecker, P.E. AICP
Section 2 Project Manager
P. O. Box 8464
Evansville, IN 47716

From: Scott Willis
3795 North State Road 61
Petersburg, IN 47567

I am in complete agreement with the comments made on 19 March 2009 at the public hearing held at Pike Central High School that were made by Pike County Councilman Norman Dillion, Petersburg Mayor John Craig, and Washington Mayor Larry Haig concerning the decision to postpone the Scenario 5 "Four interchanges portion of the I-69 Section 2 plan.

The postponement of the North Pike County interchange will do nothing but continue and hasten the decline of economic development for Pike County and Petersburg as well as isolate the rural portion of Daviess County. This decision will cause a great amount of economic harm to the Petersburg/Pike County area by leaving out an exchange that would be used for industrial development and causing Petersburg to be bypassed with the exception of possible small businesses that will be able to locate at the I-69/SR-61 interchange.

By not building the South Daviess County interchange this decision will isolate farmers from their farmland that is going to be divided by the building of I-69.

By only having the one interchange in Pike county located on the Southeast side of Petersburg will cause an increase in coal truck traffic that is already causing considerable damage to 9th Street SR 61) as well as to Main Street (SR 57) in Petersburg. Both streets are already suffering heavy damage to the storm and sanitary sewer systems that are buried under the pavement due to the heavy coal truck traffic.

An even more important issue will be the safety of our school students, both driving as well as bussed, due to the increase in heavy truck traffic on the existing SR-61/56 route. This route sees heavy traffic for school attendance as well as for extra curricular activities.

While I am not altogether happy about having my home taken, I'd rather that 109
Volume III- Part B than be left living next to the I-69 highway.

Thank you for the opportunity to comment on the issues that I am concerned

with on the construction of I-69.

Scott Willis



INDIANA DEPARTMENT OF TRANSPORTATION PUBLIC HEARING

COMMENT SHEET

I-69 Evansville to Indianapolis, Indiana
Tier 2 Draft Environmental Impact Statement (DEIS)

Section 2: Oakland City to Washington
(SR 64 near Oakland City to US 50 east of Washington)

TO: Joseph Leindecker, P.E. AICP
Section 2 Project Manager
P.O. Box 8464
Evansville, Indiana 47716

FROM: Name Paul Flint
Address 5677 S. State Rd 57, Washington, In, 47501
Phone (812) 254-7021 (OPTIONAL) Email None (OPTIONAL)
Organization/Agency (if relevant) Flint Farms (OPTIONAL)

COMMENTS: (Note: Comment period concludes on June 8, 2009)

We farm Bill Bahr's farm at Petersburg. The access road to his east side will not work. The road it hooks to is too small for every piece of machinery we have except pick-up truck. The access road needs to come from the County road to the south.

We were told at the meeting at Pike Central in March, that the South Daviess Co, and North Pike Co, interchange were not going to be built now.

The North Pike Co, interchange needs to be built now or at the same time the road is built, or they will be very little traffic taken off state Rd 57. We need the



North Pike Co interchange.

We do not need the South Daviess Co, interchange, where it at. Where it at it will cost too much to put it in. Other than Fire Truck, it won't effect the traffic very little. Medical & Police will come from Washington.

If you have to have an interchange like Public Officials want, come on down to road 450 S, and put it there. Intersect it to st Road 57 on Top the hill just north of the present 450 S, 57 intersection. This could be done for $\frac{1}{3}$ the cost of the present interchange. This would only be $\frac{1}{2}$ to $\frac{3}{4}$ mile ~~farther~~ south than the present plan.

Thank you for
your consideration.

Paul Flint

Kathleen Warfel Hull, MD
7899 N. Briarhopper Road
Monrovia, IN 46157

May 15, 2009

Joseph Leindecker
Jacob Engineering Group
PO Box 8464
Evansville, IN 47716

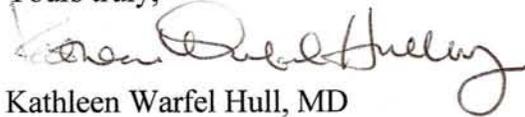
Dear Mr. Leindecker:

I am writing to tell you that I feel very strongly about how wrong it is for the proposed I-69 route to go through new terrain.

The only thing worse than the high financial costs of construction will be the high cost in damage to our environment. Plus the disruption to the lives of local citizens as travel is cut off by the highway should not be overlooked.

If a better route for transportation of goods and materials is needed, let's spend our resources on a modern train route that will serve well into the future. Trains can move hundreds of times more goods per gallon of diesel fuel than trucks can.

Yours truly,



Kathleen Warfel Hull, MD

317 996-4380
hullk@ccrtc.com

Did you know:

In terms of fuel efficiency, railroads are three times more fuel-efficient than trucks. If just 10 percent of the freight moved by highway were diverted to rail, the nation could save as much as 200 million gallons of fuel each year. And, railroad fuel efficiency has increased by 72 percent since 1980. Prior to 1980, a gallon of diesel fuel moved one ton of freight an average of 235 miles. In 2001, the same amount of fuel moved one ton of freight an average of 406 miles. Overall, railroads and rail suppliers have reduced the weight and increased the capacity of rail cars to improve fuel efficiency and reduce emissions.

Studies also indicate the diversion of freight traffic from truck to rail can reduce highway congestion. For example:

- One intermodal train can take 280 trucks (equal to 1,100 cars) off our already congested highways
- Trains carrying other types of freight can take up to 500 trucks off the highway.

A study of 50 major U.S. metro areas by transportation consultant Wendell Cox found that the diversion of 25 percent of truck freight to rail would lead, by 2025, to:

- 2.8 billion fewer traveler-hours wasted in congested traffic
- A savings of 16 billion gallons of fuel
- Nearly 800,000 fewer tons of air pollution.

http://www.uprr.com/newsinfo/releases/environment/2006/0428_fuel_economy.shtml



INDIANA DEPARTMENT OF TRANSPORTATION PUBLIC HEARING

COMMENT SHEET

I-69 Evansville to Indianapolis, Indiana
Tier 2 Draft Environmental Impact Statement (DEIS)

Section 2: Oakland City to Washington
(SR 64 near Oakland City to US 50 east of Washington)

TO: Joseph Leindecker, P.E. AICP
Section 2 Project Manager
P.O. Box 8464
Evansville, Indiana 47716

FROM: Name Larry & Angie Fettinger
Address 6059 North Fettinger Lane, Petersburg, IN. 47567
Phone (812) 582-0159 (OPTIONAL) Email -NA- (OPTIONAL)
Organization/Agency (if relevant) -NA- (OPTIONAL)

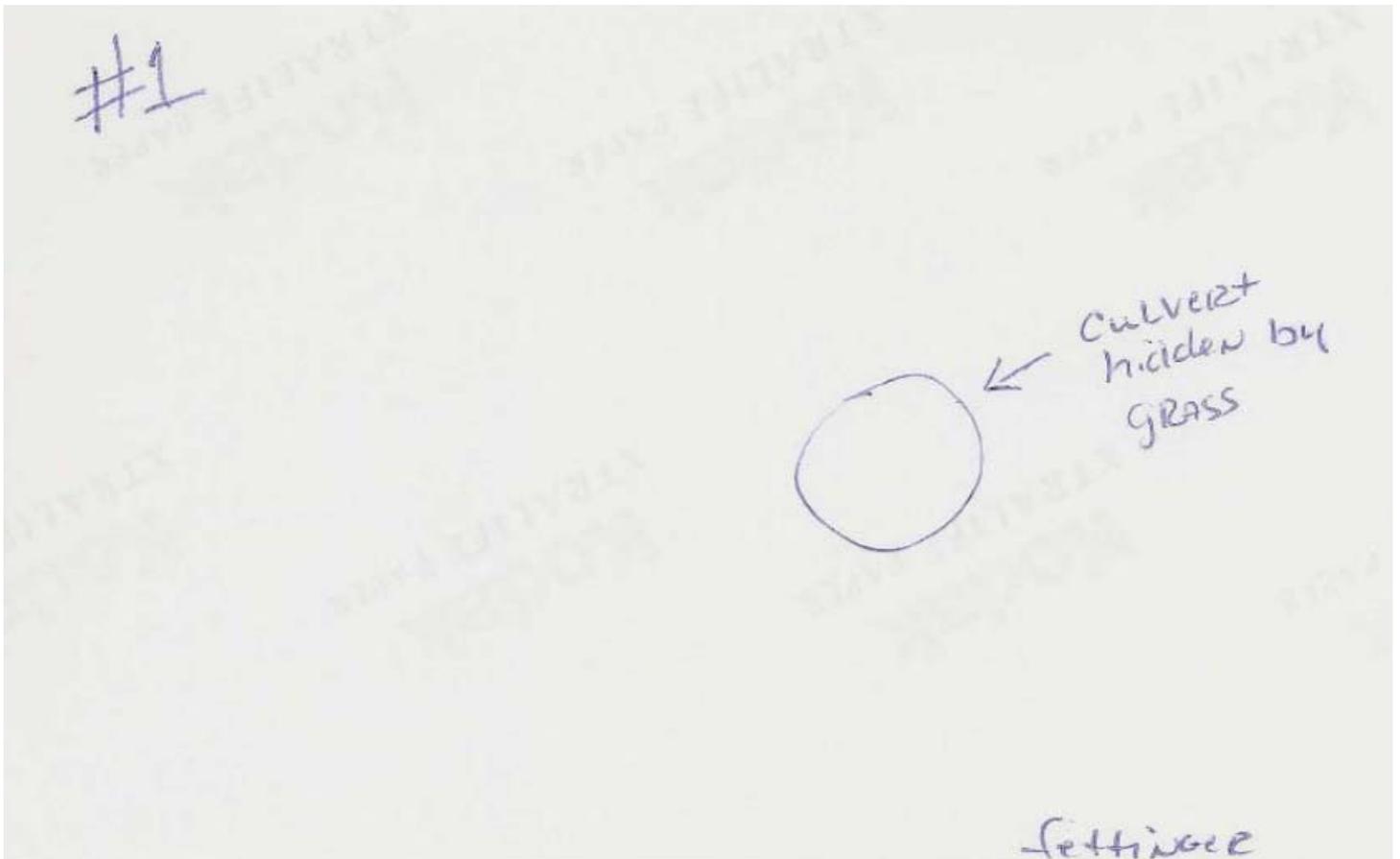
COMMENTS: (Note: Comment period concludes on June 8, 2009)

This comment concerns a portion of map #7 North Pike County, Blackburn Road. We have a serious rainwater drainage problem. Water runs along both sides of Blackburn Road and empties into the Fettinger Lane area. The main problem is located where the new Blackburn Road will cross the existing Fettinger Lane. Rainwater runs along the southern side of Blackburn Road, crosses under the road through a culvert (picture #1). From there it crosses a portion of property owned by IP+L (pictures #2, 3, 4), then into our backyard which is partially woods (pictures #5, 6, 7, 8). Also, rainwater runs off the northern side of Blackburn Road (picture #9) and joins water running down a hill owned by IP+L (pictures #10, 11). At this point water crosses under Fettinger Lane through a culvert (picture #12) and joins the water that is already crossing IP+L property and draining into our backyard (picture #13). When the flow is so great the culvert cannot carry all the water, it will flow over Fettinger Lane (picture #14). The new Blackburn Road is to be built over this section of the lane (picture #14). Water is also known to flow off of Blackburn Road directly onto Fettinger Lane (picture #15) where it joins water flowing across the lane (picture #14). All of this water runs the entire length



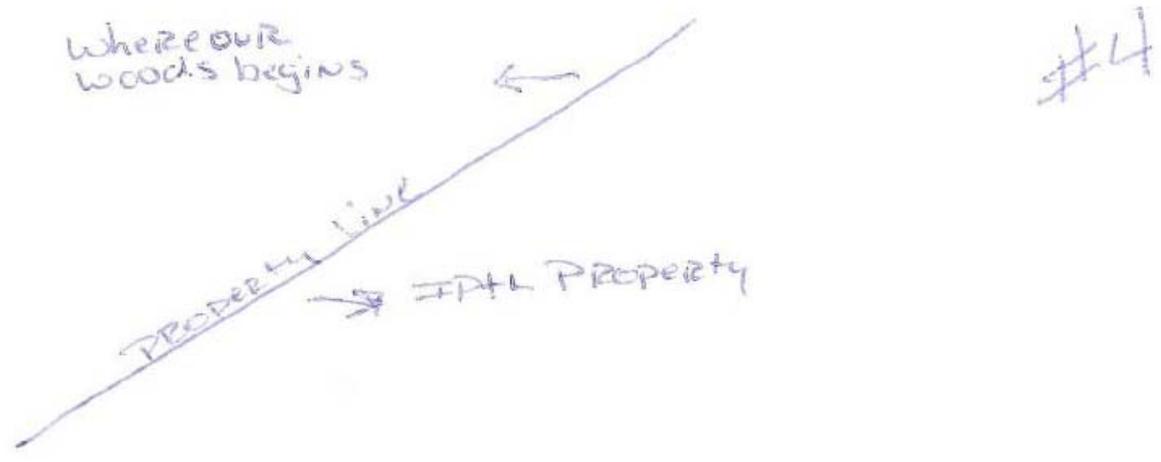
of our backyard until it reaches a small pond located between our property and our neighbors (pictures # 16, 17, 18, 19, 20). A large portion of our backyard stays wet from autumn through early summer until mid-late summer brings a dry season. There is another drainage problem when rainwater crosses another portion of IPTL property. Water drains under Fettinger Lane through a culvert and into the yard beside our house (picture #21). It then drains into the same pond mentioned earlier (picture #22). Please note that all of the IPTL property and Fettinger Lane mentioned in this comment/letter will be affected in some way by the construction of the new Blackburn Road. It is our desire that this drainage problem will not be increased by but be corrected by the construction of the new Blackburn Road across Fettinger Lane.

Please find enclosed a series of pictures showing the problem.





4



fettinore

5



#5

← Present Black Burn Road →

↙
Approximate
Property Line ↘

we own the wooded area

Lettinger

6



#6

Water Running
Through our woods

7



#7

Through our woods
into our backyard

Letting go

8



#8

far away view
of picture #7

9



#9

← Present BLACKBURN ROAD

10



11



12

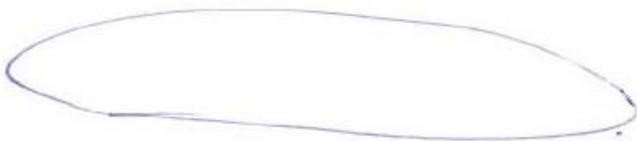
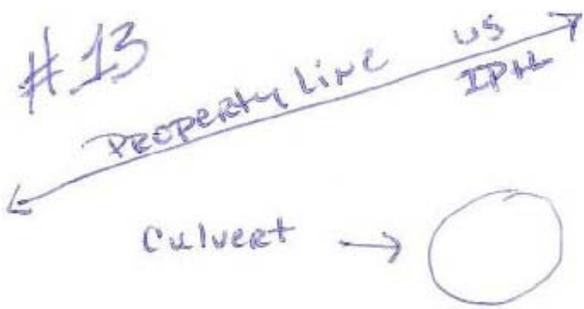


#12

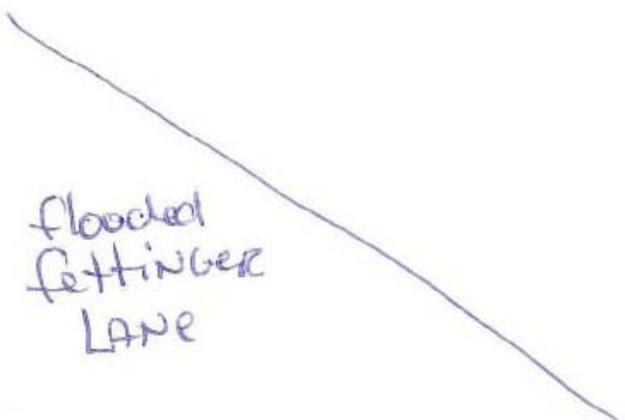
← Culvert

Settin' Cox

13



SAME AREA AS IN PICTURE #4



fetterer

14



#14

Culvert in
Picture # 13



Gettins





18





19



20

#20

Closeup of AREA IN
Picture # 19

Letting

21





Protect Our Woods

880 Church Avenue
Jasper, IN 47546
May 21, 2009

Re: Comments DEIS I-69, Tier 2, Section 2

Dear Mr. Leindecker,

I would like to submit the following comments as part of the official record for the I-69 DEIS.

The cost of I-69 has gone sharply up and will likely continue to rise as time passes. It is essential that INDOT do a new cost/benefit analysis that includes all costs. This study should incorporate the entire highway, not just segments. Clearly, this is not a local project. In addition, INDOT is planning another new north/south highway construction just east of the proposed I-69. The US 231 expansion would be expected to siphon off some of the north/south traffic. This needs to be delineated. Traffic counts need to consider both of these planned highways.

Long term maintenance costs must be identified using projections for future price increases and possible shortages of materials. The use of cheaper materials in highway construction could compromise the integrity of the structure. This needs to be explored in a new EIS.

Long term costs due to loss of farmland, wetlands, forests, must be factored in. In addition, Patoka Lake, a primary water supply for the area (including Gibson, Pike, and Dubois counties), is now 40+ years into its projected 100-150 year lifespan. There are already problems with shoreline erosion and eutrophication, and a task force is currently studying the lake. Future water shortages will have ramifications for limiting growth in the entire area.

Many climate change projections show the region as being drier and hotter in the decades to come. Any new construction needs to take climate change and the necessity for reduction of CO2 into consideration. Rail must be considered as a cheaper, more sensible alternative to building more highways. All impacts on communities in the region need to consider the negative aspects of any population growth as well as loss of farmland, forest, and wetlands.

Indiana does not need more highways. Rather, we need to focus on fixing what we have and planning for a transportation system of the future—more rail, less road. And no new I-69!

Sincerely,



Jeanne Melchior

From: Sorensen, Clark C [mailto:sorensen@indiana.edu]

Sent: Sunday, May 24, 2009 5:31 AM

To: Elsner, Mike

Subject: Fresh water was I-69 Mitigation Project

Michael,

I have no objection to reserving land in natural state whether for useless highway mitigation or otherwise.

What bothers me is this:

USA tax dollars and state funds wasted on useless out of date highways like I-69.

Hear me out.

If Americans had a notion, we could do the right things with these tax dollars.

For instance, why not use billions in highway money to fund engineering, construction and realization of something really needed?

A vast network of fresh water reserves!

Inter-connected by pipe lines or canals use for barge traffic. It would require large investments of same limited resources as highways –engineers, construction equipment, manpower.

But we would end up with something really needed. Fresh water. And lots of it.

Water will be the cause of wars in the near future. We'd have plenty to share with friends and enemies using recycled plastic bottles and/or cleaned out oil super tankers to ship back for good will and/or oil dollars.

Why not talk "fresh water proposal" at BLA who have only to start losing consultation income dollars when I-69 meets it eventual certain fate – "no go..."

While you are at it, discuss single payer national health care.

I'd be very interested in your thoughts. And I understand how uncomfortable these ideas might be a BLA.

Feel free to quote me.

Cheers,

Clark Sorensen
Bloomington Indiana

Clark C. Sorensen

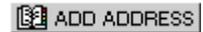
*Manager of Information Systems and Services
Senior Assistant Registrar*

Indiana University

Office of the Registrar - Bloomington
Franklin Hall 113
601 East Kirkwood
Bloomington, Indiana 47405
812-855-2472

Date: Mon, 25 May 2009 09:50:05 -0500

From: ezform@cinergycom.com



To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = James

LastName = Pate, Jr.

StreetAddress = 7131 S. Burch Road

Address =

City = Bloomington

State = IN

ZipCode = 47403

Email = jbobp8@aol.com

Comments = In view of the most recent cost estimates that indicate the cost of the new terrain i69 project has more that doubled to over \$4 billion dollars, it is extremely important that InDOT conduct a new cost/benefit analysis.

Any degradation of design or construction materials - as is suggested - to reduce the cost of this project would be extremely dangerous and should be avoided at all costs. The long term costs in lives and maintenance must be given upmost considereation.

If, after all is said and done, InDOT continues to push for an extension of i69 through southern Indiana the new terrain project be scrapped and an alternate route utilizing existing roads be adopted. This will greatly reduce the cost for taxpayers and save many acres of farmland and forests.

Lober, Tracey

From: Sorensen, Clark C [sorensen@indiana.edu]
Sent: Wednesday, May 27, 2009 8:54 AM
To: Lober, Tracey
Cc: H60@iga.in.gov; s40@iga.in.gov
Subject: RE: Fresh water was I-69 Mitagation Project

Tracy (and Senator Vi Simpson and Indiana State Representative Peggy Welch),

Thanks for your inadequate "canned" InDot reply.

I would be interested to know the precise next step for my suggestion to develop Indiana fresh water reserves instead of wasting money on the environmentally unfriendly (at best) pork barrel I-69 in Southwest Indiana.

In other words, where does the buck stop? Will I expect a serious detailed reply from someone with authority to take action?

Please advise,

Cheers,

Clark Sorensen
Bloomington

From: Lober, Tracey [mailto:Tracey.Lober@jacobs.com]
Sent: Wednesday, May 27, 2009 9:42 AM
To: Sorensen, Clark C
Subject: RE: Fresh water was I-69 Mitagation Project

Mr. Sorensen,

Thank you for your message below that was forwarded to us from the I-69 Project Management Consultant. Your comments will be forwarded to the appropriate project staff and carefully considered.

The comment period for the Section 2 DEIS extends until June 29, 2009. In compliance with the requirements of the National Environmental Policy Act (NEPA), all comments on Section 2 received during the DEIS comment period are considered on an equal basis. All of them will be reviewed following the close of the comment period. All comments on the DEIS will be published in full in the FEIS, and responses to all substantive comments will also be provided in that document.

Thank you again for taking time to provide your input on the Section 2 DEIS.

Tracey Lober
Section 2 Assistant Project Manager

Tracey Lober, PE (MO, IL, IN) | Jacobs | St. Louis Office Quality Manager | 314.335.4219 | 314.335.5145 fax |
tracey.lob@jacobs.com | www.jacobs.com

In regards to the proposed extension of I-69, I would like to enter comments into the record. First of all, I (and many others) continue to dispute that there is a purpose and need for this segment of this highway, or indeed the highway as a whole. You will undoubtedly state that those considerations were considered in the first go-round of public input for the building of this road. I will point out to you the fact that the VAST majority of public comment received at that time favored NO NEW TERRAIN HIGHWAY! To the tune of 94% of the comments received. You will have a hard time convincing me – or a court of law – that the public comment was indeed considered in any form whatsoever. The only reasonable alternative to improving the connectivity between Evansville and Indianapolis would be to upgrade US 41- I-70, and this was clearly suggested by the majority of the public commenting on this project. Additionally, there already is a shorter route from Canada to Mexico than what this segment of I-69 would create if creating connectivity between all three countries is a goal. Not only is there no clear purpose and need for this highway, the majority of the public does not favor it. But politics is clearly corrupt – politicians being bought and paid for by construction companies, lobbyists, and engineering firms like yours.

So, I will move on to other points. It has been suggested recently that the true cost of building this highway as planned will be significantly more than the original study states. It is not much of a debate that it will be more expensive, just a matter of how much more expensive. With that fact in mind, this continues to jeopardize the argument that a completed I-69 will return more in benefits than it costs. So it would behoove any public servant or company tasked by them to offer a true and current accounting of the real costs – costs like construction materials and labor, and any engineering or re-engineering that is a part of the project. It is simply unacceptable to come up with a set of numbers that “justifies” the building of a new terrain road, and continue on the course to build it even when the costs escalate. What happens if the benefit / cost ratio falls below 1? What happens if it drops to .8 or .5?

Undoubtedly someone will make an argument that it has already been started and should be completed at any cost. It is my opinion that this constitutes fraud on the part of those arguing for this highway. I would think it would also be illegal – perhaps lying to guarantee access to federal funds that would then be improperly and fraudulently spent. You can be sure that if this happens, all parties responsible for covering up the actual costs in order to get the final product will be held accountable – at the federal level in a court of law if necessary. With the new administration in place in Washington DC, this will no doubt be looked into a lot more closely than under the last administration.

Additionally, if secondary roads are closed and terminated due to bisection of the landscape by an interstate, this project defeats its own purpose of increasing accessibility. There already are existing roads to get from Evansville to Indianapolis, but by closing local roads, you are removing accessibility. You would be speeding up one travel route by completely eliminating others at the local level.

I believe there is a requirement somewhere for projects like this to assess the impact to farmland and forest land. From what I have seen, the study simply states that yes – it will permanently eliminate much of both of them. This highway should be designed to MINIMALLY impact farm and forest land. That means reducing the right-of-way width because wide right-of-ways do nothing but waste land – at no benefit. Medians should be reduced as well. There should be some mechanism to mitigate and replace as much of what is slated for destruction as possible. That means buying up other land to plant trees, or maybe planting trees in the medians. There

is simply no reason to deforest the land in this day and age. Any deforestation should be completely mitigated by reforesting unforested acres – not buying existing forest land. There should be no net loss of forestland.

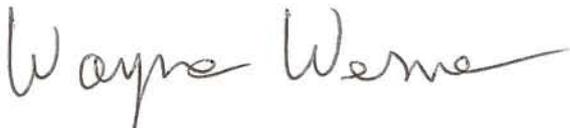
On the topic of impacts to wildlife – has there been sufficient consideration given to the impact that this bisecting highway will have on wildlife travel patterns? I think we all know that animals many time wander onto the highways and get run over. In the case of a species like deer that are plentiful, this is not a concern. But how about herptiles like the eastern box turtle, or any of the snake species? I am not sure if there would be any copper bellied water snakes in this segment, but they are endangered, and likely to suffer high mortality by building another road for them to suffer mortality on.

And what about the federally endangered Indiana bat? There is likely to be some mortality incurred when bats fly across the highway at night and get hit by cars – especially in riparian areas where they are used to feeding on insects in their normal feeding corridors along the water. Additionally, there is a new disease – White Nose Syndrome (WNS) that is heavily impacting bats in the northeast and has spread to West Virginia. The USFWS have themselves said that the disease is likely to be in Indiana within the next few years. With a federally endangered species suffering in the range of 90% mortality due to this fungal disease, how would you justify any additional mortality incurred from this ridiculous and unnecessary highway? That point should be clearly addressed.

Finally, this highway has been segmented into multiple segments, and each of these has been labeled as a corridor of independent utility. This is a complete lie, and a way to get around federal regulations. This highway was clearly conceived and designed to be ONE highway – not a multitude of segments that just happen to connect. I was under the impression that it was illegal to segment projects like that just to make it easier to build them. Again, you people (promoters of the highway) are just begging for a federal lawsuit to be filed against you. If you want continued public dissent over this new terrain highway to continue to drag out the process through the court system, this is a good way to do it.

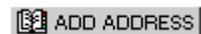
I am opposed to the building of a new terrain highway, and I believe that each segment of that ONE highway cannot stand on its own. There needs to be more consideration given to what the public wants and doesn't want, and how much it really will cost in a true cost benefit analysis. The impact that this highway will have on the environment, and the people is very negative and too high. I would hope that some conscientious individuals will give this project the honest analysis that it needs in order to determine that it is too costly.

Wayne Werne
10185 E SR 62
Ferdinand, IN 47532

A handwritten signature in cursive script that reads "Wayne Werne". The signature is written in dark ink and is positioned below the typed name and address.

Date: Wed, 03 Jun 2009 11:00:28 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Gary

LastName = Leavitt

StreetAddress = 502 S. Lakeview Dr,

Address =

City = Petersburg

State = IN

ZipCode = 47567

Email = leavittgm@verzion.net

Comments = My wife and I own a busines on Main St. in Petersburg In. and we want to see all the interchanes built to take all the truck traffic out of town. Please do it right the first time not like The Loyld Expressway.

Date: Wed, 03 Jun 2009 21:49:02 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Don

LastName = Richardson

StreetAddress = 2130 East Main St

Address =

City = Petersburg

State = IN

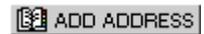
ZipCode = 47567

Email = donald_richardson@progressive.com

Comments = I am supporting keeping the petersburg exits. Most importantly keeping both, the one on hwy 61 and the one on hwy 57 north of petersburg. There is so much coal truck traffic that goes thru petersburg and past my house that it makes the area unsafe and undesireable. I live on hwy 57 and cannot keep my windows open due to the truck noise. My kids are not allowed to play in the front yard. I feel that if the exits are not built Petersburg businesses will slowly die out and property values will go down. Reducing tax revenue, increasing poverty will be the result of bypassing Petersburg.

Date: Thu, 04 Jun 2009 19:21:57 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

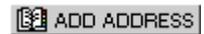
FirstName = Ashok
LastName = Desai
StreetAddress = 4012 Colonial Drive
Address =
City = Anderson
State = IN
ZipCode = 46012
Email = ashokone@hotmail.com
Comments = Dear sir,

*The cost of I-69 has more than doubled to at least \$4 billion. InDOT must do a new benefit cost analysis, including all current and complete costs.
*Design and construction materials have been cheapened. InDOT must give true reports of the long term cost of operation and maintenance
*Relatively few jobs will be created, which will not offset the damages and job loss to our communities.
*Many local roads will be closed and some interchanges may be dropped. This contradicts the key goal of the project to increase accessibility.
*Public transit must be considered as an alternative to more highways.
*Hoosiers do not need or want I-69! It's time for the state to listen!

Ashok Desai

Date: Thu, 04 Jun 2009 11:27:07 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Rob

LastName = Franklin

StreetAddress = 109 N 10th St

Address = PO Box 293

City = Petersburg

State = IN

ZipCode = 47567

Email = diamondrobo@yahoo.com

Comments = The North interchange that is supposed to be cut out needs to be put back in the budget and put in place during the initial phase of construction as it was originally planned. It is imperative to have the truck traffic removed from the local highways here. This interchange is access to the AES Power Plant. It does not directly benefit Petersburg, so we are not really getting 2 exchanges. This one being left out will continue to cripple this community and will never happen if it doesn't go in during the first phase. Stimulus, bailout, taxes or whatever means needs to be used to get this back in place.



INDIANA DEPARTMENT OF TRANSPORTATION PUBLIC HEARING

COMMENT SHEET

I-69 Evansville to Indianapolis, Indiana
Tier 2 Draft Environmental Impact Statement (DEIS)

Section 2: Oakland City to Washington
(SR 64 near Oakland City to US 50 east of Washington)

TO: Joseph Leindecker, P.E. AICP
Section 2 Project Manager
P.O. Box 8464
Evansville, Indiana 47716

RECEIVED
JUN 4 2009
BY: *[Signature]*

FROM: Name Dennis & Brenda Arnold
Address 6041 E Co Rd 450 N Otwell IN 47564
Phone (812) 354-2407 (OPTIONAL) Email dbarnold@fullnet.com (OPTIONAL)
Organization/Agency (if relevant) _____ (OPTIONAL)

COMMENTS: (Note: Comment period concludes on June 8, 2009)

We are against I69 being built. We own 94 acres of farmland in its path. This ground was purchased for a source of income for our retirement and places for our boys to build homes. You can not replace the income and value of land by purchasing our ground. It is priceless.

Map 8 - Our 27 acres will be cut in a diagonal. It fronts Co Rd 750 N. We expect all of that land to be replaced. You will landlock one corner and the other piece left will be a triangle.



Map 7 - You will landlock all 67 acres that we own by your overpass. This land has frontage on Co Rd 650N (Twin Oaks Rd). No, we cannot access our land from Co Rd 600N. Our land fronts the gas road that is not a county road. It is a road locked by gates, plus we couldn't get equipment through it.

When talking with your people at the last meeting they did not realize this 67 acres would be landlocked.

We feel I69 is a waste of our tax dollars. We do not see it bringing any industry to our county, we will be left in a worse shape than we are now. It will leave our family without retirement money we were counting on. We have been planning for retirement for years and losing this farm land will lower our standard of living.

Date: Fri, 05 Jun 2009 12:04:49 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

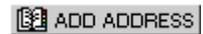
FirstName = Jerry
LastName = Merriman
StreetAddress = 3201 Snoddy Rd.
Address =
City = Bloomington
State = IN
ZipCode = 47401
Email = jmerrima@indiana.edu
Comments = To the receiver:

It is time to put the brakes on the I-69 project and focus on the real transportation needs of the people of Indiana. Unless Indiana wants to wait for a crisis before dealing with the finite supply and increasing expense for fossil fuels, and the increasing costs for maintaining our existing roads, we need to begin planning for the state's transportation future NOW. I urge you to consider the following points:

1. The cost of I-69 has more than doubled to at least \$4 billion. InDOT must do a new benefit cost analysis, including all current and complete costs.
2. Design and construction materials have been cheapened. InDOT must give true reports of the long term cost of operation and maintenance.
3. Relatively few jobs will be created, which will not offset the damages and job loss to our communities, and the destruction of forests and farm land.
4. Many local roads will be closed and some interchanges may be dropped. This contradicts the key goal of the project to increase accessibility.
5. Public transit must be considered as an alternative to more highways.
6. The majority of Indiana's citizens have made it clear that they are opposed to I-69. It's time for the state to listen!

Date: Sat, 06 Jun 2009 08:43:41 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

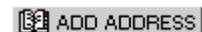
Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = kathi
LastName = guffy
StreetAddress = 3918 e edgewood circle
Address =
City = Martinsville
State = IN
ZipCode = 46151
Email = kathi.guffy@sbcglobal.net

Comments = It's deplorable that I-69 is still being thought of in these economic times. Worse still is that it's going through some of the most valuable farm land and ecosystems when following I-70 makes more sense. I know it has to do with greed. Greed from the big contracting companies and government. We don't need another road, we have plenty. It will destroy us in Martinsville.

Date: Sat, 06 Jun 2009 10:05:23 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Tim

LastName = Wilson

StreetAddress = 6240 East 450 North

Address =

City = Columbus

State = IN

ZipCode = 47203-9179

Email = tfw1955@gmail.com

Comments = I strongly oppose the continued construction of I-69. Hoosiers do not want it, especially those who live in the region who will most adversely affected by its constuction. It is time that the governor and the state LISTEN to us instead of trying to ram it down our throats, because, in their infinite wisdom, they know better. This new constuction will adversely impact farmland, forest and other habitat and will result in new development at interchanges, which will only add to the negative, destructive effects. Very few jobs of any value will be created along its route and will otherwise disrupt small community life.

Additionally, the cost to build I-69 has doubled and will likely continue to rise in the future; plus INDOT has failed to provide a true accounting of what costs for I-6 maintenance would be. I also strongly object to the channeling of federal funds, intended for enhancing energy conservation, effeciency, etc., to this project. Indiana would be better served by using these funds to create a viable, public transportation upon already existing corridors. Again, I strongly oppose this project. It is exactly the wrong direction Indiana should be headed att this time.

Date: Sat, 06 Jun 2009 08:18:31 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = David
LastName = Coyte
StreetAddress = 1813 Frankfort Ave. #3
Address =
City = Louisville
State = KY
ZipCode = 40206
Email = dcoyte@juno.com

Comments = Since the I-69 project was conceived the world has gone through a revolution. Energy prices, highway maintenance costs and climate considerations have dramatically impacted our understanding of our needs and priorities. New highway construction has dropped significantly in the revised list of new priorities. The data that justified this project is now obsolete and the project itself may be a detriment to a sustainable future rather than a compliment.

The Federal Government's interest in alternative transportation investments is obvious and dramatic.

The goals for the Federal Surface and Transportation Policy and Planning Act of 2009, as set out in a May 2009 press release from Sen. Frank Lautenberg, focus on a new investment paradigm that marginalizes new road construction relative to more efficient and equitable transportation alternatives. The investment by Indiana currently envisioned will have decreasing utility and funding as the new paradigm takes hold.

Federal law has a contingency for such outdated projects. It is called a Supplemental EIS. The supplemental EIS is called for when the conditions which supported a project, or the specific plans for a project have changed. In this case the conditions have definitely changed. Energy prices, our economic health, changing needs regarding the mobility of citizens and demand for reduced greenhouse gas emissions have flipped our national priorities, economic and personal needs. The assumptions that supported the earlier analysis are obsolete.

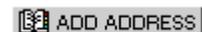
Indiana needs to back off this project and conduct a Supplemental EIS that incorporates the new Federal goals for energy and maintenance efficiencies, improved access and safety, and reduced climate impact. Including a passenger/freight rail alternative in the alternatives would provide an option that may address these concerns while meeting Indiana's transportation and freight needs for this corridor. Such an option would also support Indiana's current involvement in the Midwest High Speed Rail Initiative which is well situated to receive funding under the new planning objectives.

Please "reboot" this project with a relevant and timely Supplemental Analysis incorporating the new transportation goals addressing economic, energy, and climate realities.

Sincerely
David Coyte
Policy Chair
Coaliton for the Advancement of Regional Transportation

Date: Mon, 08 Jun 2009 16:24:35 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Greg
LastName = Buck
StreetAddress = 537 Fletcher Avenue #2
Address =
City = Indianapolis
State = IN
ZipCode = 46203
Email = ecothinker@gmail.com
Comments = Here's several points:

- The costs are higher than estimated because of points Citizens for Appropriate Rural Roads have made, including the price of a bridge over the Ohio River between Indiana and Kentucky. Know that CARR has been giving much more accurate cost estimates for years..

- At least some of the cost cutting measures require the road to to be more dangerous, including the proposed narrowing of the median, which is contrary to one of INDOT's stated goals. INDOT needs to drop safety as one of its goals or go back to planning for less dangerous roads.

- The scale of the global economy probably exceeds the Earth's capacity to sustain quality living for future generations (See Herman Daly (including his article in "Scientific American" from roughly 2005 or 2006), and Jared Diamond's "Collapse: Why Societies Choose to Fail or Succeed," or Meadows' "Limits to Growth: The 30-Year Update"). Extending I-69 would contribute to undesirable ecological overshoot.

- The notion that growth is inevitable invites disaster. Instead we need sustainable development, which is improvement without growth.

- Three cost-benefit analyses have weighed in against the project. That fact alone qualifys the project as a boondoggle. The analyses were created by Evan Bayh (then a governor and now a U.S. senator), an IU professor, and a partnership that included Hoosier Environmental Council and Citizens for Appropriate Rural Roads. Probably none of those reports even weighed in on the importance of ecosystem services, nor endangered species. They definitely did not weigh in on the project's contributions to global warming.

- A stated purpose of this project is to support the North American Free Trade Agreement, a treaty which is highly antagonistic to environmental and labor protections. I find that Indiana can be very sufficient with the raw materials and manufacturing that it has at hand. Also, I find that imposition on the far away parts of the finite ecosystem is seriously harmful and objectionable. For example, at this time indigenious people in Peru are struggling to protect their part of the tropical rainforest from exploitation by energy companies that were given license by Peru's national government to

extract oil in the indigenous people's land. This conflict involves a real or potential free trade treaty with the USA. This kind of imposition is not worth supporting, and likewise NAFTA is not worthy of support. National gain at foreigners' net expense must not happen. There are no compelling repercussions from the federal government if the State of Indiana does not support NAFTA by pulling out of the project to extend I-69.

- Hoosiers have high priorities that are genuine needs, and yet they are under funded. Use the savings on not building the road to fund real priorities.

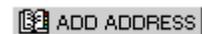
- If all the points the opposition have made do not sway INDOT to not extend I-69, do a cost benefit analysis. Amongst other considerations give highest consideration to the significance of global warming, biodiversity and ecosystem services. Impacts to be counted would include that caused by road construction, and by the missed opportunity to reduce automobile travel and to use of buses on existing roads.

Ultimately I anticipate that the State of Indiana would see that it is wise to drop the project altogether.

By the way, I failed to find the public verbal comments that were made for the first Environmental Impact Statement (the year comments were taken in Terre Haute, Bloomington and Evansville). If indeed those statements are absent from the initial Environmental Impact Statement, INDOT and or its contractors should be held legally responsible. I know that transcripts of the event in Bloomington were taken by INDOT and or its contractors. Also, know that I am making a copy of this message to be shared with others and will be scrutinizing this DEIS's subsequent Environmental Impact Statement for complete inclusion of my comments.

Date: Mon, 08 Jun 2009 10:41:31 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Carla

LastName = Brown

StreetAddress = 1420 N. White River Ave.

Address = P.O. Box 218

City = Petersburg

State = IN

ZipCode = 47567

Email = bw Wyattseed@aol.com

Comments = It is important to have an interchange on Hwy. 57 North of Petersburg near the 2 power plants. There is a lot of truck traffic associated with them, and it would be beneficial to Main Street in Petersburg if these trucks had another way to get to the power plants. If the only exit is on Hwy. 61 at Petersburg it would mean all these trucks would have to go past the routes for the Petersburg Elementary School and could cause problems for the school traffic. Please re-consider the interchange north of Petersburg.

Thanks. Carla Brown

Date: Mon, 08 Jun 2009 11:42:47 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Sam

LastName = Flenner

StreetAddress = 2028 N. Berwick Ave.

Address =

City = Indianapolis

State = IN

ZipCode = 46222

Email = greeneggsandsamf@yahoo.com

Comments = Due to the increasing costs of building I-69, I oppose any and all further construction. The project can not possibly bring the alleged economic activity. The elimination of interchanges and the cheapening of structural integrity will only reduce access and increase maintenance costs far above the already unacceptable standards. I call for INDOT to cancel all activities presently underway to use my hard earned tax dollars to upgrade existing roads and improve mass transit.

Date: Mon, 08 Jun 2009 05:29:22 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = MAUREEN

LastName = FORREST

StreetAddress = RR #1, Box 285

Address =

City = Solsberry

State = IN

ZipCode = 47459

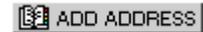
Email = jagmo@bluemarble.net

Comments = Building a new terrain I69 is WAY too expensive and inefficient for Indiana's transportation needs. Indiana needs a mass transit system not more cheaply made throw out the rule book highways.

Again, as an Indiana native and resident most my life I do not want a new terrain I69.

Date: Mon, 08 Jun 2009 20:50:07 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Andy

LastName = Knott

StreetAddress = 1662 Melody Lane

Address =

City = Interlochen

State = MI

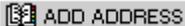
ZipCode = 49643

Email = knotta@charter.net

Comments = The new-terrain I-69 proposal has always been more expensive than alternatives involving upgrading existing transportation infrastructure. The cost of the new-terrain route has more than doubled to at least \$4 billion. INDOT has never conducted a credible cost/benefit analysis of the I-69 project. Critiques of past cost/benefit analyses have proven that the new-terrain route would not be economically viable. INDOT must conduct an honest cost/benefit analysis so that taxpayers understand the true fiscal impact of this project. INDOT's estimates of long-term costs of operations and maintenance are underestimated. INDOT must revise these estimates to give citizens the true cost of the new-terrain I-69. The number of jobs estimated to be created is small and would not offset job losses to communities on the Common Sense route of upgrading US 41 and I-70 if the new-terrain route is built. I urge INDOT to fix the roads we have and choose the Common Sense US 41/I-70 route.

Date: Mon, 08 Jun 2009 07:18:33 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Susan

LastName = Pratt

StreetAddress = 8460 Spring Mill Ct.

Address =

City = Indianapolis

State = IN

ZipCode = 46260

Email = pratt@netdirect.net

Comments = Building I-69 is a mistake. We do not need this road. Rather we need to repair and upgrade our existing bridges and roads.

Date: Mon, 08 Jun 2009 08:04:50 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = John
LastName = Smith
StreetAddress = 3270 E Robinson Road
Address =
City = Bloomington
State = IN
ZipCode = 47408
Email = countus@i69tour.org
Comments = Revised Comments from:

John L. Smith
Director of COUNT US!
<http://www.i69tour.org>
countus@i69tour.org
3270 E Robinson Road
Bloomington, IN 47408

June 8, 2009

The Federally mandated study of I-69 should be scientific in methodology and is not meeting this requirement.

This I-69 study has proved one thing clearly. It is not a "study", but is instead a political document at best a "report" using vast data collection and design resources to create the impression of "STUDY".

"STUDY" as used in the definition of "ENVIRONMENTAL IMPACT STUDY" or "EIS" has meaning. It is a term of science as well as law and requires the use of scientific method and principles of logic.

The results of this study should be as sure as those that lead to a rocket on the launch pad for some far away knowable target. The result should be predictable and the ones desired by the "study if built".

This EIS suffers from "conclusion driven analysis of data", VERY significant manipulation of data, fragmentation, and blatant illogical conclusions from facts contained in the study.

This INDOT "study" has become a lifelong cash cow for those who's only goal is to forward the hope of the building of an interstate at any cost to and through Bloomington from Evansville.

Documents obtained by Open Door request compared to data in Tier-1 prove calculations of numbers of vehicles for use of this proposed interstate have been manipulated downward by 1/3rd to 1/2 for much if not all of the Indiana Study area. This is a complete failure of Scientific Method! Any action taken on this proposal without addressing this issue has as little chance of predictable results as does a rocket that would have the fuel carrying capacity reduced by said amounts for no other reason than cost of the project! In fact if there is one prediction that could be made in either case is the hoped for result will not be coming without vast "fix the fiasco" funding in the future.

vehicles predicted to use I-69 has been SIGNIFICANTLY manipulated mid study. I made this request because it was obvious in Tier-II the infrastructure that was planned was less than shown through out Tier-I. Engineering principles required more infrastructures for the volume of traffic predicted in Tier-I to provide enough benefit to justify the expense. Even then in the Tier-I EIS comparison to "no build" this study concluded:

"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." From The I-69 Evansville-to-Indianapolis Study Tier 1 Draft Environmental Impact Statement Technical Report 6.7.4, "Economic Impact Summary Report," p. 37

It is clear that as the assumed number of vehicles per day use of this highway is now reduced to a fraction of the calculations in Tier-I, the benefit would be so reduced that the costs which also have increased just as significantly could not possibly be assumed to be justified as compared to "No build" or earlier disposed of considerations of mass transport or alternative lower cost upgrades of existing infrastructure.

In closing, I send examples of other costly errors. These similar errors predict what will be the most likely outcome if this EIS is allowed to continue down it's political rather than scientific path.

Paying the price of human error.
By Christianson, Rich
Publication: Wood & Wood Products
Date: Friday, October 1 1999

Two recent world's-apart catastrophes cast a dark shadow in the light of some of modern man's most remarkable achievements. These events serve as a sobering reminder that as man stretches his ability to harness the forces of nature and physics, the heights to which his technological advances.

On Sept. 30, three presumably well-trained operators at a Japanese uranium processing plant committed a blunder that would make Homer Simpson blush. While the exact cause of the mishap is under official investigation, initial news reports indicate that the workers flagrantly disregarded safety procedures in taking an ill-fated shortcut to hasten the uranium purification process. As unbelievable as it sounds, the workers reportedly bypassed a complex filtering system and instead used a common cleaning bucket to pour a liquid uranium mixture into a settling basin.

Compounding their acute error in judgment, the workers mixed too much uranium together, triggering a chain reaction. Thousands of people were evacuated from around the plant as a result of radiation leaks caused by the accident. The three workers said to be responsible were hospitalized for severe radiation poisoning and hopefully will live to one day tell the world about what possessed them to act so recklessly.

Lost in Space

On the same day of Japan's worst-ever nuclear mishap, NASA officials announced with no small degree of humility that human error was responsible for the loss of its Mars Climate Orbiter. The \$125 million spacecraft had vanished a week earlier as it approached Mars.

According to an internal review team at NASA's Jet Propulsion Laboratory, miscommunication between engineers of Lockheed Martin Corp., which built the spacecraft, and NASA scientists led to the costly disaster. The team's preliminary conclusion is that Lockheed provided NASA with figures on the Mars probe's thrust in poundal-seconds, an English unit. NASA scientists, however, assumed the supplied numbers were in newton-seconds, a metric measure.

The spacecraft was knocked off course some 60 miles as a result of the bad math wrought by metric/English confusion. Meanwhile, even as NASA tried to determine how such a simple yet fatal mistake eluded its fine-tooth-comb system of checks and balances, the space agency remained uncertain as to whether the doomed spacecraft crashed onto Mars, burned up in the planet's atmosphere or was orbiting the sun.
Meanwhile, Back on Earth

â€|

Of course, not all mistakes are influenced by a momentary lapse of good judgment; many are cruised by oversight, fatigue or deadline pressure. After all, what company has never been burned for failing to practice the credo measure twice, cut once?

As we put more and more of our faith in technology, let us not lose sight of the need of the human element and the need for training, retraining and accountable supervision.

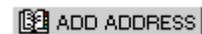
My closing remarks:

This study if allowed to continue will have failed its most basic requirement, to be a study! It must at a minimum return to Tier 1 and address the purpose and need issue one last time with the downward calculations of use. Or more honestly, it needs to come to the only logical conclusion the study has proved that building I-69 is not cost effective at this time.

This EIS is old and worn out. It wants to be over. Yet conditions have changed so significantly that many assumptions thought realistic in the past are now clearly change. Even if the calculations of vehicle per day use where not being manipulated dishonestly, the realities of world economics and debt, global warming, peak oil, and other now accepted truths that were once thought to be the domain of "environmental wackos". This study in order to be timely needs to be re evaluated in Tier I with scientifically truthful assumptions for 2009, not those of a decade or more in the past. To do otherwise will result in the most basic of logical errors of science in the name of "study-process".

Date: Mon, 08 Jun 2009 15:32:58 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Michael

LastName = Walter

StreetAddress = 320 W 17th St

Address =

City = Auburn

State = IN

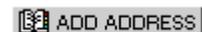
ZipCode = 46706-2826

Email = councildistrict5@yahoo.com

Comments = Whatever short-term benefits the proposed I-69 extension might bring in terms of economic stimulation are more than offset by the long-term costs of maintaining a highway that is simply not needed. As an elected member of the Auburn Common Council, I'm disgusted at the thought that I-69 will eat up funds that might otherwise help Indiana municipalities build more modest but more valuable roads to support local needs. In a world that is forcing us to re-invent the automobile and shift to mass transit, I-69 is no more viable than a dinosaur.

Date: Mon, 08 Jun 2009 09:21:48 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = John
LastName = Smith
StreetAddress = 3270 E Robinson Road
Address =
City = Bloomington
State = IN
ZipCode = 47408
Email = john@bikesmiths.net
Comments =
Comments from:

John L. Smith
3270 E Robinson Road
Bloomington, IN 47408

June 8, 2009

Religious, Archaeological and Historical arguments for the protection of this area known as the Patoka Wildlife Area/ Crossing of I-69

I find the area of the proposed I-69 in named Section 2 known as The Patoka Wildlife refuge to be in need of protection for religious and historical reasons not yet considered and for reasons of historical district sound-scape and land-scape protection.

I-69 cannot be built in this location without destruction of these protected assets.

In August and September of 2002 I developed a Car tour of all the then considered routes under study for I-69. I was successful in getting maps of the proposed routes to most of the residence of all the routes whose homes and businesses were within 1000 feet of each route. I did this with the citizen's group assembled for this effort known as COUNT US!.

In order to accomplish this 200+ citizens volunteered their time. Still, I did much of the distribution of the maps myself, driving thousands of miles and spending hundreds of hours in so doing.

I would estimate that I have more of all the routes proposed than perhaps any person not being paid as a consultant overseeing all of the study and even in that case, I would doubt that any other has gone door to door as widely as me.

I have been advised not to make my religious comments because I will not be taken seriously. It is my right to Freedom of Religion and I am offended by I-69 on Religious grounds.

I am Shinto. I have traveled to Japan seven times and in doing so I have each time discovered and experienced Shinto holy places. I have found there my religion, the only religion that has ever worked for me. I believe all religions include aspects of Shinto without realizing this fact. I have witnessed at the Catholic funeral of my mother in law. I think all but those who ignore the natural world and the beauty of nature have some sense of what it is to be Shinto.

Volume III - Part B

So my point is, in 2002 when I was distributing maps of I-69, I received a call from the late Julia Carson's office. I talked to Julia Carson's chief of staff for perhaps as long as 1/2 hour in my vehicle stopped in what I

learned later was the historic district between the two iron bridges in the Patoka Wildlife Area and just south of the failed Houchins Ditch. As the conversation ended I had the revelation that I was in one the holiest of Shinto places that I have ever experienced in the USA. One can feel these places. The fact that the Wabash Erie Canal that cost thousands of humans their lives (one for every 6â€™ of the canals distance from lake Erie to Evansville) had a town Dongola perhaps 1/8th mile away and the fact of this being a crossing point of the Underground Railway for northbound slaves fulfills the importance of the spirits of the ancestors that is part of the Shinto Faith.

As for the Archaeological importance of this area, Dongola provides a unique opportunity to study a very select time in Southern Indiana USA history by digging for the relics undoubtedly lying under the area that would be I-69. It is highly unique that a population inhabited a concise piece of land for a very short time, as the Wabash Erie canal was a boom/bust development/ ghost town here. This area needs scientific study before the resources hidden beneath the soil would be lost forever to human knowledge.

So two the federally recognized "HISTORIC DISTRICT" including the two Iron Bridges would be significantly and negatively impacted by reasons of visual and sound impact. This area should be avoided for this reason.

I before have proposed the historic nature of the highest point of the Wabash and Erie Canal. I believe those who are making decisions today are missing the importance of the constructions of dirt that are clearly observable today in this area of the Ropp farm and the nationally recognized boondoggle project the Wabash and Erie Canal. As I pointed out in comments made during Tier-1 of this study, one book that honors every mile of the Wabash and Erie Canal had it's only explanation mark when it pointed to the fact that one can clearly observe the blueprint cutaway of what the Wabash Erie Canal was from this dirt construct that now has 150 year old trees growing in it. I think our current historical resource managers fail to see what is there made by humans with shovels and ox pulled wheel barrels in the mid 1850, the time of Abraham Lincoln.

Few areas are so well documented as part of the underground railway for slaves escaping north. This area is highly desirable for protection for this reason. Experts on this subject must be consulted quickly and in depth study included here. Much of the documentation can be found in the Library at Oakland City.

This area is so rich and so important in so many ways, it should not be harmed for a project that many would argue is a all to close repeat of the prior transportation boondoggle the Wabash and Erie Canal.

I have placed a map and the significant features of this area at:

1. The Ropp farm. The line here marks the earthen levees that border bottom-land fields on the farm. Well-maintained since their construction in 1946, the levees regulate flood water and drainage with the help of a stationary electric (formerly diesel engine powered) pump. The nearly 300 acre farm includes all land inside the levees, but also the land south to Houchins Ditch and east to include 4A, as well as land north of that. The Ropp farm is farmed by the Pflug family.

2. This line follows Houchins Ditch, part of a 17 mile section of new channel created for the Patoka River and completed in 1924. The county-funded dredging project began in 1917 and sparked controversy among landowners along in both Pike and Gibson Counties. Two barges, one moving east from Wheeling, the other west from Winslow, met near this point as the project was nearing

completion. One of the barges was abandoned in the vicinity. Remnants of it may still be found. (See ? below.)

3. Remains of the massive embankments that carried the W&E Canal across the Patoka bottoms are in good shape through here. Solid line indicates the presence of Canal embankments that are still in good shape. Broken lines mark areas where the Canal path is no longer visible.

4. Bill McCoy, manager of the Patoka River National Wildlife Refuge, delivered an offer to purchase to Bill Hughes day(s) before he passed away. Hughes' heirs returned the offer unopened. Current owners names?

4A. The Ropp bottoms, part of the Ropp farm. Section in purple marks land used for cultivation. The section near and above the Patoka River South Fork (original Patoka River channel) is wooded wetland. Value approximately \$1200 per acre.

Photos of the bridges are in the COUNT US! Gallery
Text regarding our efforts to protect this area is linked here.
More maps of this area.

The Patoka River National Wildlife Refuge and Management Area.
All features in Red are currently under consideration as resources to be included in a Rural Historic District nomination to the National Register of Historic Places.

5. Off the map north is the Ropp farmstead. Logan Public Cemetery (a.k.a. Simpson Cemetery) is just northwest of the Ropp farmstead. Graves of seven children and grandchildren of Underground Railroad "conductor," Bazil Simpson.

6. The northernmost bridge (Pike County #81) was built to cross Houchins Ditch in 1924. It is a metal camelback through-truss bridge.

7. The southernmost bridge (Pike County #246) was completed in 1884, to replace a wooden covered bridge. It is a pinned, Pratt through-truss bridge made of wrought and cast iron. This bridge marks the northern edge of the former village of Dongola, a once-thriving canal town with more than a dozen streets, a school and several commercial buildings. The village was also a center of Underground Railroad activity.

8. Site of the W& E Canal's Patoka River aqueduct. The Canal embankments are still about 30' above water level through this area and in excellent condition.

9. Completed in 1936, Hwy. 57 was constructed on top of the Canal from this point to the top of the map. The berm and towpath were pushed into the Canal bed to fill the prism, and create a raised bed for the highway. The highway is still 20 feet above water level here. At the point where the Canal turns veers off to the southwest of the highway there is an historical marker that is planted in the middle of the Canal prism. The marker is approximately 10 feet above the highway bed, on ground that would have been under 4-1/2 feet of water in 1853. Highway 57 crosses Houchins Ditch and the Patoka River South Fork on two bridges built at the time of highway construction in the 1930s, but upgraded in 1996. They are not under consideration as potential historical resources.

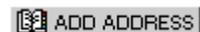
A. The Patoka National Wildlife Refuge owns what is shown in the yellowish ~~Volume III, Part B~~ ¹⁶³. This is shown on all of the mapping we have seen of The Tier EIS, but when Bernardin, Lochmueller and Associates provided the State of Indiana Geological Survey their digital mapping of this area this piece of

property mysteriously disappeared.

?. This indicates an area off the map believed by some to be the common grave of many Canal laborers who died in one of the cholera epidemics of the early 1850s. Closer yet is the site of a slough full of cat tails where local oral tradition has it that slaves hid while waiting to cross the covered bridge at Dongola at night on their Underground Railroad trip north. This is also thought to be the area where one of the two barges that dredged the Patoka River in the 1920s was abandoned.

Date: Tue, 09 Jun 2009 21:16:56 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = John
LastName = Loflin
StreetAddress = 2455 Shelby ST #1
Address =
City = Indianapolis
State = IN
ZipCode = 46203
Email = johnharrisloflin@yahoo.com
Comments = INDOT

I continue to be confounded why INDOT seeks comments re: I-69. Due to the fact that most of those initial responses back a few years ago (when the idea was first brought to the public) which rejected the new terrain I-69 concept were ignored, why would a citizen take seriously current attempt to get feedback?

It also confounds the 5th grade public school class I am familiar with that the new terrain path saves only 15 minutes in time and does not save tax payers money when compared to the I-70/US 41 route. This brought the question from the class: Why the new terrain route? Confounded and perplexed, my only answer was: politics.

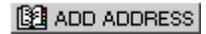
I am only glad that I do not have to look at myself in the mirror each morning as those who support this "boondoggle" must.

Respectfully,

John Loflin

Date: Thu, 11 Jun 2009 11:54:26 -0500

From: ezform@cinergycom.com



To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Jon

LastName = Ford

StreetAddress = 4701 N. Park Ave.

Address =

City = Indianapolis

State = IN

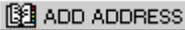
ZipCode = 46205

Email = jonwillford@gmail.com

Comments = Please use our money wisely. Why build something new when you can upgrade an existing road that only takes an extra 11 minutes to traverse? All the money spent and land destroyed to build a new interstate? come on, that's just not smart. You want a super highway as a symbol of free trade? Fine. whatever you think will help. Just don't be wasteful and inefficient to shave a few minutes off of the commute...

Date: Thu, 11 Jun 2009 17:03:15 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Diane

LastName = Giangrossi

StreetAddress = 10532 Fox Creek Ln

Address =

City = Fishers

State = IN

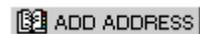
ZipCode = 46037

Email = dgiangrossi@gmail.com

Comments = Terrible idea. The toll that this project will take on the environment is not worth whatever benefits it will have for business. It's just not worth it. There are other road projects much worthier of the time and money.

Date: Thu, 11 Jun 2009 12:24:25 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Dr. Will

LastName = Hine

StreetAddress = 17 E Brookside Dr.

Address =

City = Terre Haute

State = IN

ZipCode = 47802

Email = wchine@eiu.edu

Comments = I urge the rejection of the approval of this 2nd extension of the unnecessary 69 road!.. It will destroy Wildlife Reservers, damage rivers and harm wild life bird and animals..In a time when we need to be more "Green" this project is going in the wrong direction..

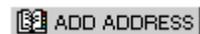
The current Gov. is against the Environment and this is just another example of his lack of concern..

The billions of dollars spent on this project should go to education , health and taking care of our existing roads..

Dr. Will Hine

Date: Thu, 11 Jun 2009 12:03:30 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Scott

LastName = Johnson

StreetAddress = 4476 Diamond Ridge

Address =

City = Greenwood

State = IN

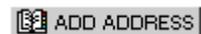
ZipCode = 46143

Email =

Comments = Do we really need more strip malls, convenience stores and fast food joints, which will inevitably pop up along this proposed highway, in Indiana? Or do we want to preserve, and hopefully expand, the remaining green spaces we have? I vote for the latter. Fix the roads we have and stop the I69 extension.

Date: Thu, 11 Jun 2009 11:54:57 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Wendy

LastName = Kelly

StreetAddress = 226 Lincoln St.

Address =

City = West Lafayette

State = IN

ZipCode = 47906

Email = wkelly@purdue.edu

Comments = I have hope that the I-69 corridor will be cancelled, shut down, and ended. What are we saving? ... a few minutes. what we are saving is a beautiful state park, that was put in trust for our children.

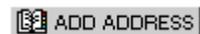
Why can't we see what destruction this road will have for us.

Instead, fix the infrastructure we have. Alot of bridges need repair, many roads.

Thank you,
Wendy Kelly

Date: Thu, 11 Jun 2009 13:22:07 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Jim

LastName = Morris

StreetAddress = 3042 Hazel Foster Drive

Address =

City = Carmel

State = IN

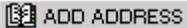
ZipCode = 46033

Email = indyjim.morris@gmail.com

Comments = Please abort this project. It is too late, too costly in both the capital and future maintenance and will provide little in return on investment. We need to innovate as a state and show our leadership of looking forward instead of supporting the past. Be distinct. Be bold. Lead. The obvious cancel button is ready to be pushed. Just push it.

Date: Thu, 11 Jun 2009 12:50:33 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Pamela

LastName = Oleson

StreetAddress = 4788 E 400 N

Address =

City = Craigville

State = IN

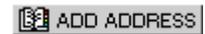
ZipCode = 46731

Email = pboleson@yahoo.com

Comments = I find routing section 2 of I69 through the heart of Pataka River National Wildlife Refuge to be unacceptable, with the value to wildlife of the refuge greatly diminished by this intrusion.

Date: Thu, 11 Jun 2009 13:54:00 -0500

From: ezform@cinergycom.com



To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Ramon Turk

LastName = Roman

StreetAddress = 129 Monroe Blvd

Address =

City = Terre Haute

State = IN

ZipCode = 47803

Email = turk39isu@yahoo.com

Comments = The project is too costly.

Approx. 150 new miles to maintain, repair, patrol, etc. added expense
FOREVER.

I-70/US-41 route; less costly, little dis-turbance to environment-wanted by
the cities,

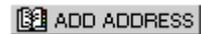
counties & people, unlike the fellings along
the New Terrain route.

The economy of cities, counties, and the people
along I-70/US-41 will be hurt a lot more than it
will help those on the New Terrain route.

Notice the sign on the PennyRile in Kentucky, it
reads "future home of I-69", other States are
using existing freeways, when possible, to save
money--- WHY NOT INDIANA.

Date: Thu, 11 Jun 2009 14:28:21 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = James

LastName = Simmons

StreetAddress = 9745 Trilobi Drive

Address =

City = Indpls

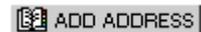
State = IN

ZipCode = 46236

Email = jmsrps@juno.com

Comments = A new terrain I-69 through southern Indiana is a very bad idea that needs to be re-considered. If this highway is really needed it should employ existing roadways like I-70 west to Terra Haute and Indiana 41 south to Evansville. Every mile of new roadway constructed is also another mile of roadway to maintain. Many of the roadways and bridges in Indiana are currently in poor shape and need repairs/upgrading. Please let's not build new roads when we should be spending that money maintaining what we already have. The people of Indiana have clearly said they do not want this new highway yet those in power continue to forge ahead with plans to build it anyway. This new terrain interstate is not needed or wanted. Please listen to the citizens on this matter and move towards an alternative to a new terrain interstate through the least developed part of the state.

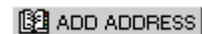
Date: Thu, 11 Jun 2009 16:40:50 -0500
From: ezform@cinergycom.com
To: 2-section_i69@i69indyevn.org
Subject: I-69 Tier 2 Web Site Comment Section 2



FirstName = Margaret
LastName = Ward
StreetAddress = 10781 Northfield Circle
Address =
City = Fishers
State = IN
ZipCode = 46038
Email = margaret.ward@sbcglobal.net
Comments = We can improve our current highways, save lives AND save money by using current highways for I 69 eg. IN 37. What is the purpose of destroying park land? Why do we have so much reluctance from Mitch Daniels to move away from the deterioration of our planet and maintaining our green spaces?

Date: Thu, 11 Jun 2009 20:46:51 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Devonia

LastName = Stein

StreetAddress = 1420 E Maxwell Lane

Address =

City = Bloomington

State = IN

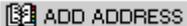
ZipCode = 47401

Email = devsstein@alumni.iu.edu

Comments = I am a native of Evansville. I grew up there and have family still there. I cannot believe how angry this project makes. It is a lovely drive from Bloomington to Evansville on existing roads. It will not help industry along the way. It will save hardly any time and be will incredibly destructive and wasteful of taxpayers' money. The best solution is I-70 to highway 41 which is already a four lane highway. Is this being done just because of Crane? I can't figure it out, but I am sure that a lot of land speculators will probably win the day and take the rest of us to the cleaners. When will we learn!!! This is insane.

Date: Fri, 12 Jun 2009 14:55:00 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Mark

LastName = Beckman

StreetAddress = 13557 N. Duncan Dr.

Address =

City = Camby

State = IN

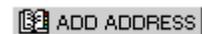
ZipCode = 46113

Email = mclc4beck@att.net

Comments = Please conclude your review of the I-69 project ASAP. This project has been delayed long enough. We need the jobs and economic development that will result from the construction of this new highway.

Date: Fri, 12 Jun 2009 14:01:54 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Mary Ellen

LastName = Gadski

StreetAddress = 4431 N. Illinois St

Address =

City = Indianapolis

State = IN

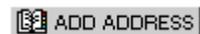
ZipCode = 46208

Email = gadski@sbcglobal.net

Comments = Please use all of your skills to re-route the new I-69 to spare the Patoka River National Wildlife Refuge. In this day and age, it seems impossible that we could be sacrificing a wildlife refuge for a new section of interstate. I am opposed to the new I-69 altogether, but particularly outraged that it is going through the refuge and impacting the White River as well. This seems like 1960s mentality!

Date: Fri, 12 Jun 2009 15:54:26 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = John

LastName = Gibson

StreetAddress = 5409 Love Lane

Address =

City = Indianapolis

State = IN

ZipCode = 46268

Email = jgibson99@sbcglobal.net

Comments = I recently drove to Evansville on Hwy. 37 to 50 to 231 to I-64.

It was beautiful. I kept asking "what's the hurry?" Why spend billions and cut up the countryside to save a few minutes? Enjoy the natural beauty of Indiana. I came home to Indianapolis via 41 and I-70. Perfectly good roads. Again, there is something insane about a new terrain I-69. Please stop this project.

John Gibson

Date: Fri, 12 Jun 2009 09:59:13 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Tom

LastName = Hougham

StreetAddress = 4001 W Hougham Rd

Address =

City = Trafalgar

State = IN

ZipCode = 46181

Email = annntom@hotmail.com

Comments = The costs of Sections 1-3 of the project have at least doubled since the Final Environmental Impact Study (FEIS) was released in 2003. While the costs have doubled the presumed benefits remain the same or have declined. Since the release of the FEIS there have been major changes in the design that will impact the presumed benefits of the highway. The design of some interchanges has been downgraded to a cheaper standard. Instead of concrete, the pavement will be asphalt. Asphalt has a shorter usable life span than concrete. Deferring projects until later means they will cost more when they are built. Using asphalt instead of concrete increases the long-term operation and maintenance costs. Using cheaper materials means they will have to be upgraded sooner. Using lower standard interchanges may result in more accidents and deaths. 4500 acres of farmland will be taken. Some of this is the best agricultural land in the state. While much of the world is starving, Indiana is paving over prime farmland. The value of farmland will increase in the future. Building more major highways will result in a continuing and even greater dependence on carbon emitting fossil fuels. Indiana is going to be left behind with its overemphasis on highways. The money spent on I-69 would be better spent on alternatives to highways like mass transit systems. All in all continuing with I-69 is a mistake.

Date: Fri, 12 Jun 2009 20:46:48 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Mary

LastName = McDonald

StreetAddress = 5032 Arabian Run

Address =

City = Indianapolis

State = IN

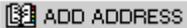
ZipCode = 46228

Email = jimandmary1@comcast.net

Comments = I would like to add my voice to those who feel that the I 69 road should NOT be built. It diminishes our natural world, in a multitude of ways, and the road could be revised along the current north-south route. Could Indiana be a state that preserves its natural beauty, PLEASE?

Date: Fri, 12 Jun 2009 15:08:45 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Donna

LastName = McCarty

StreetAddress = 4832 Guion Road

Address =

City = Indianapolis

State = IN

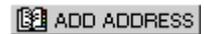
ZipCode =

Email = mccartydd@sbcglobal.net

Comments = I am strongly opposed to routing I-69 through the Patoka National Wildlife Refuge. Indiana has precious few natural areas of this quality and to sacrifice any of it to an interstate highway is appalling.

Date: Sat, 13 Jun 2009 12:51:38 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Debra
LastName = Lloyd
StreetAddress = 11326 Hickory Woods Drive
Address =
City = Fishers
State = IN
ZipCode = 46038
Email = debra-lloyd@att.net
Comments = PLEASE - NO NEW TERRAIN I-69:

1) The cost is \$3.1 billion which the state does not have and cannot afford;

2) There is a perfectly good highway - S.R. 41 nearby that that could be upgraded;

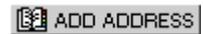
3) The proposed new terrain route would cut through the heart of Patoka River National Wildlife Refuge, one of the most significant bottomland hardwood forests remaining in the Midwest. It is located within the historically important north-south flyway of the Wabash River Basin. This river bottoms refuge is strategically located to provide important resting, feeding, and nesting habitat for migratory waterfowl, shorebirds, and neotropical songbirds.

Please do not build a new terrain I-69.

Thank you,
Debra Lloyd

Date: Sat, 13 Jun 2009 08:01:39 -0500

From: ezform@cinergycom.com



To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Teresa

LastName = Vega

StreetAddress = 626 E. Fairview Ave.

Address =

City = South Bend

State = IN

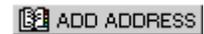
ZipCode = 46614

Email = terrivega@gmail.com

Comments = Refuge is defined as "a place of shelter, protection, or safety" so I am rather amazed that anyone would even consider building a road through Patoka River National Wildlife Refuge. Really, what is the use of making these areas protected places if we are just going to ignore our own rules anyway? So much for wildlife protection. I wonder how the people who are pushing this project would react if the road was to be built through the middle of their homes (refuge).

Date: Sat, 13 Jun 2009 18:47:39 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Penny

LastName = Reed

StreetAddress = 14855 Mia Dr

Address =

City = Carmel

State = IN

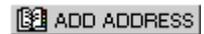
ZipCode = 46033

Email = p-reed@att.net

Comments = Please do not go forward with this project..just upgrade US 41...do not go through a nature preserve just to cut off a few minutes of time on a commute!

Date: Sun, 14 Jun 2009 14:15:47 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Michael

LastName = Moynihan

StreetAddress = 401 S. Woodlawn Ave

Address = Apt 6

City = Bloomington

State = IN

ZipCode = 47401

Email = mmoyniha@indiana.edu

Comments = I am sincerely disappointed at the State's decision to create a new highway. Interstate car travel represents the infrastructure of the past. It promotes greenhouse gas emissions, is deadly to any ecosystem through which it passes, and is simply an eyesore. America doesn't need more fast food and gas highway abominations. We need SUSTAINABLE solutions such as high speed rail. When will our government heed our pleas to wake up and see that we CANNOT continue in the direction the country has been headed since the Industrial Revolution? How many voices will it take for REAL change to occur? I hope that my voice is read loud and clear in opposition to this step backwards for Indiana and for America.

Sincerely,

Michael Moynihan, Patriot

Date: Sun, 14 Jun 2009 09:36:03 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Kevin

LastName = Ryan

StreetAddress = 2545 E Bethel Ln

Address = 2545 E Bethel Ln

City = Bloomington

State = IN

ZipCode = 47408

Email = kncryan@msn.com

Comments = Please stop construction of the new terrain I-69.

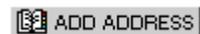
2200 acres of forests will be destroyed. More losses will follow with development along the highway. Some of the last remaining large tracts of forests in Indiana will be divided and degraded. 4500 acres of farmland will be taken. Some of this is the best agricultural land in the state. While much of the world is starving, Indiana is paving over prime farmland. The value of farmland will increase in the future.

I-69 is being proposed as a NAFTA highway running from Canada to Mexico. It is being built as a trade corridor for the movement of large numbers of trucks. NAFTA is obsolete. It has cost the U.S. many thousands of jobs and now those jobs are leaving Mexico and going overseas. There is no need for this highway. Many goods are moved more efficiently by train. Building more major highways will result in a continuing and even greater dependence on carbon emitting fossil fuels. Due to global climate change, this will be counterproductive. If carbon caps become a reality, which is likely, Indiana, with all its highways, would be at a competitive disadvantage in attracting new businesses.

Many states are now planning and preparing to build public transit systems involving light rail, buses and bikeways. Indiana is going to be left behind with its overemphasis on highways. The money spent on I-69 would be better spent on alternatives to highways.

Date: Sun, 14 Jun 2009 11:32:46 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Steve

LastName = Witwer

StreetAddress = 9852 Logan Lane

Address =

City = Fishers

State = IN

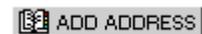
ZipCode = 46037

Email = stevewitwer@comcast.net

Comments = The I69 extension is too expensive. The governments do not have the finding and it is not needed. Lastly, it is environmentally destructive.

Date: Sun, 14 Jun 2009 16:37:49 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Kathy

LastName = Slaughter

StreetAddress = 920 East 62nd Street, #U5

Address =

City = Indianapolis

State = IN

ZipCode = 46220

Email = kathygehlhausen@gmail.com

Comments = The route from Evansville to Indianapolis needs to avoid cutting through Patoka River Wildlife Refuge. If an interstate slices through it, then how is it still a refuge? As a daughter of southern Indiana, I think the I-69 extension is overdue. Please don't damage our natural heritage to shorten the drive by five minutes!

Date: Mon, 15 Jun 2009 18:51:28 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Linda

LastName = Richardson

StreetAddress = 410 Bradock Court

Address =

City = Indianapolis

State = IN

ZipCode = 46234

Email = lsrichar@comcast.net

Comments = I have farm property which is in Greene County. The I-69 highway cuts right through the heart of our family farm. There is already a route from Indianapolis to Evansville. I have driven this route multiple times. We don't have to build another highway and destroy more farm land, people's homes and disturb the ecological balance of nature that exists in these properties. Improve the highways we already have in place. Be responsible with our dollars. If for no other reason than fiscal responsibility, it is madness during this time of economic upheaval to push forward on this project.

Monday, June 1, 2009 8:28 p.m.

My name is Mike Lodato. That's spelled L-o-d-a-t-o. I live at 925 Park Plaza Drive, Evansville, IN 47715. I have a question about the Environmental Impact Statement for Segment 2. And my question is I wanted to make a comment about the Environmental Impact Statement and the environmental planning for this Segment, but I want to know when the period for that... the time period for that closes. That is to say, when does the period close for final comment on Section 2 of I-69? That's my question. Thank you. Bye.

Response from David Goffinet

Thursday, June 4, 2009: Left message on Mr. Lodato's answering machine.

Friday, June 5, 2009: Received return call from Mr. Lodato. He asked for the deadlines for the closing of the Section 2 and Section 3 DEIS comment periods. I provided both deadlines. Mr. Lodato was surprised they were closing so soon, especially Section 3. I indicated the comment periods opened on February 6th. Mr. Lodato noted he was in favor of the project, but that he would like to see some substantial commitments to protecting Eastern Box Turtles during construction. Mr. Lodato was appreciative of the return message and the information provided during the conversation.

Date: Tue, 16 Jun 2009 11:59:40 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Linda

LastName = Downer

StreetAddress = 4490 Lockerbie Ct

Address =

City = Carmel

State = IN

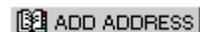
ZipCode = 46033

Email = ld019283@hotmail.com

Comments = Please don't waste our monetary resources to fund a highway that disturbs miles and miles of forest ecology that is being wasted away incrementally year after year. The much less expensive alternative down the I-40 corridor makes sense.

Date: Tue, 16 Jun 2009 19:27:07 -0500

From: ezform@cinergycom.com



To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Catherine

LastName = Snyder

StreetAddress = 6271 Allisonville Road

Address =

City = Indianapolis

State = IN

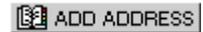
ZipCode = 46220

Email = wil-cat@sbcglobal.net

Comments = The proposed Section 2 of I-69 will knife through the heart of the Patoka River National Wildlife Refuge, as well as cross the east fork of the White River. I feel that this is too great of an environmental impact to ignore. Please reconsider this route. Thank you.

Date: Wed, 17 Jun 2009 18:18:13 -0500

From: ezform@cinergycom.com



To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Cindy

LastName = Ridao

StreetAddress = 6406 E CO RD 450 N

Address =

City = Otwell

State = IN

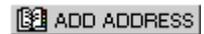
ZipCode = 47564

Email = ridao@fullnet.com

Comments = Construction on I69 should stop. How can we support building a new interstate that doesn't meet Federal regulations? How can we support a direct route from Evansville to Indianapolis without any exits in our communities? What's the benefit to us. We do not support continuing construction of I69.

Date: Thu, 18 Jun 2009 07:42:46 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Charles

LastName = Barr

StreetAddress = 2430 Calla Way

Address = P.O.Box 371

City = Winslow

State = IN

ZipCode = 47598

Email = rtrdcw4usa@verizon.net

Comments = I read with interest the article in the June 17 issue of The Press Dispatch regarding the I69 interchange at Blackburn Road in Pike County.

I am the School Resource Offivcer for the Pike County School Corporation.

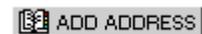
I frequently travel this road during the time when Bus Route 11 is traveling Highway 57. This route encompasses Highway 57 from the northern part of Pike County to Petersburg. It is extremely dangerous for the bus and passangers, not the mention those students who must cross Highway 57.

I cannot recall a week during the 2008-2009 school year that some incident with a coal truck did not occur. It's the very nature of the beast when the sheer number of coal trucks using Highway 57 is considered.

I strongly urge the construction of the Blackburn Road interchange in Pike County to lessen the likely-hood of a serious bus related accident in this area.

Date: Fri, 19 Jun 2009 15:22:34 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = John

LastName = Risley

StreetAddress = 712 Winterset Road

Address =

City = Fort Wayne

State = IN

ZipCode = 46819

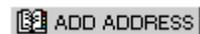
Email = jrrisley@aol.com

Comments = I am a 46-year resident of Fort Wayne, but grew up in Pike County.

I hope someday to travel I-69 from Fort Wayne to the exit north of Petersburg -- and I don't mean in Daviess County. I find it astonishing that there is even debate about the need to have that exit built.

Date: Sun, 21 Jun 2009 21:03:33 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Mary

LastName = Horton

StreetAddress = 11202 Lakeshore Dr E

Address =

City = Carmel

State = IN

ZipCode = 46033

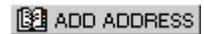
Email = ronandmary2@yahoo.com

Comments = We are opposed to the I-69 extension for many reason-environmental, costs, and the loss of rural areas so important to this state.

The majority of Hoosiers are opposed to the extension, Please listen to the voters. Use the alternate solution for the good of Indiana

Date: Wed, 24 Jun 2009 09:05:26 -0500

From: ezform@cinergycom.com



To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Loren&Virginia

LastName = Richardson

StreetAddress = 2924 E.SR364

Address = PO.Box423

City = Winslow

State = IN

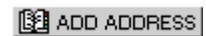
ZipCode = 47598-0423

Email = ljrvrr@verizon.net

Comments = Due to the heavy truck traffic to the power plants,the north petersburg exit is necessary to get these trucks comeing thru downtown petersburg from hwy 61 and 57 and the washington area..Thank You(remove the exit to petersburg if you have to)

Date: Fri, 26 Jun 2009 13:17:33 -0500

From: ezform@cinergycom.com



To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Leslie

LastName = Flanigan

StreetAddress = 6110 Long River Ln

Address =

City = Indianapolis

State = IN

ZipCode = 46221

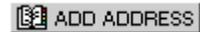
Email = geogal@earthlink.net

Comments = I am against the route 2 new terraine I-69. The expense of building a new route far outweighs the benefits. In addition, the environmental impact on both humans and animals will be significant in regards to water and air quality. The fact is, Indiana is a small state and can only handle so much polution before the excess begins negatively affecting human health.

Thank you!

Date: Fri, 26 Jun 2009 20:16:05 -0500

From: ezform@cinergycom.com



To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Jess
LastName = Gwinn
StreetAddress = RR #1, Box 285
Address =
City = Solsberry
State = IN
ZipCode = 47459
Email = jagmo@bluemarble.net
Comments = COMMENTS ON I-69 EVANVILLE TO INDIANAPOLIS, TIER 2 STUDIES,
DEIS, SECTION 2 (The Study)

SUBMITTED BY:

Jess A. Gwinn
RR #1, Box 285
Solsberry, IN 47459
812/876-8623

JUNE 2009

GENERAL COMMENTS:

Any and all previously submitted comments by myself or CARR for the Tier 1, Final Environmental Impact Statement (FEIS) (2002) are to be included as comments on this DEIS as well. Also include as our submitted comments on the Tier 2, Section 2, our comments for the 1996 DEIS, and the 2002 DEIS. Include as part of my comments, the comments submitted by HEC, Bill & Jan Boyd, and CARR.

SPECIFIC COMMENTS:

The DEIS does not mention the potential impact of White Nose Syndrome (WNS) to the state and federally threatened Indiana Bat (IB). WNS was first discovered in New York in 2006. By the winter of 2008/2009, just three years after its discovery, WNS had spread throughout most of New England and as far south and west as western Virginia not far from the border with Kentucky. Within the bat infected hibernacula, mortality has been as high as 90 to 100%. The species that are most at risk are those that aggregate in large numbers and in close quarters in over wintering hibernacula. The IB has already been adversely affected by WNS when infected. An estimated 10% of the world wide population of IB were in New York prior to the advent WNS. Most of these IB are now dead. An estimated 60 to 85% of the world wide population hibernate in as few as 8 or 9 caves. Indiana caves harbor an estimated 45% of the world population of IB. If WNS reaches any of the small number of caves that host significant numbers of IB, the world wide population could be devastated.

The Biological Opinion (BO) contained within the EIS merely states that the construction of the I-69 preferred alternative will not cause the extinction of the IB. However, this BO was prepared and published before the advent of WNS and its effects upon the IB was widely known. The effect of WNS on the major IB hibernacula is unknown. If however WNS does indeed reach any of these hibernacula the result to the world wide population of the IB would be potentially devastating. With these considerations the EIS and BO both need to be revised to reflect the latest information on this rapidly expanding threat to the survival of the IB. The effects of the construction of the preferred alternative previously may not have caused the extinction of the IB but with the advent of WNS, the same cannot be said. Any more negative impacts on the IB populations beyond those of a potential WNS epidemic cannot

be tolerated.

The methodology for the "Generalized Pedestrian Surveys" for flora and fauna was never fully described. Who were these "pedestrians"? What was their training? Where and when did they do their surveys? How were the surveys carried out? The only birds protected by the Migratory Bird Treaty Act (MBTA) observed during these "Generalized Pedestrian Surveys" were American Robin, Blue Jay, Red Winged Blackbird, Northern Cardinal, Red Tailed Hawk, and Ruby Throated Hummingbird. The assertion that only these six MBTA species were observed is ludicrous. Any average citizen could have identified many more species with little effort. The only conclusion that can be drawn from this complete lack of data is that a disingenuous attempt was made to document the existence of species protected by the MBTA. No faith can be placed in any of the data claimed in these surveys.

Likewise, the surveys for state endangered species and species of special concern raise serious doubts about the attention to detail used to carry out the surveys. The mere fact that none of the species of flora and fauna on these lists was found during the surveys is preposterous. If the same lax methodology as the "Generalized Pedestrian Surveys" was utilized then it is understandable that none of these species was found. When the EIS states that many of the species could be found within the preferred build alternative, how is it that none were found? The only conclusion that can be drawn is that these species were not diligently searched for, making this entire section of the EIS worthless.

The only state endangered species that were found were the bat species that were captured during the mist netting surveys. Obviously when a directed effort was made to find state endangered species (or species of special concern) then they were actually found in significant numbers. Why were not similar efforts made to document the existence of any of the other state listed species? One can only conclude that the existence of any of the other species was not deemed worthy of the expense in conducting true scientifically valid searches. Without valid data, these sections of the EIS are meaningless.

Mitigation efforts to offset the damage done by construction of the preferred alternative cannot almost by definition compensate for the damage itself. An average 300 foot wide corridor built through various habitats cannot be mitigated via offsite purchases, etc. Once the damage is done it cannot be undone. The environmental impacts to the corridor and region are measurable and mostly irreversible. Any attempts at mitigation are merely window dressing to give the appearance of no net negative effects which is patently false as can be proven by numerous studies on past mitigation attempts.

CONCLUSION: The methodologies used in this EIS are highly questionable. Many factors were either very poorly studied or not considered at all. New information relating to the health of Indiana Bat populations has become available since the publication of the Biological Opinion and need to be addressed.

From: I-69 Tier 2 Studies Section 3 Project Manager
[<mailto:section3pm@i69indyevn.org>]
Sent: Monday, June 29, 2009 7:55 AM
To: MMHowes1@aol.com; ezform@cinergycom.com; secti0n_3@i69indyevn.org
Subject: Re: I-69 Tier 2 Web Site Comment Section 3

Ms. Howes,

Thank you for visiting the I-69 Section 3 Project Website. The Pike County interchange that you commented on is in the I-69 Section 2 project. I will pass your comments on to them.

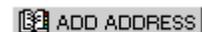
David Pluckebaum, Project Manager
I-69 Section 3

On Fri, 26 Jun 2009, ezform@cinergycom.com wrote...

>FirstName = Melanie
>LastName = Howes
>StreetAddress = 6304 N Blackburn Rd
>Address =
>City = Petersburg
>State = IN
>ZipCode = 47567
>Email = MMHowes1@aol.com
>Comments = Pike County needs the northern off-ramp at the IPL plant due to the fact that coal truck traffic is horrible. I live on one of the roads that if this off ramp is built would stop all of these trucks. They go by our elementary school.

Date: Fri, 26 Jun 2009 10:39:36 -0500

From: ezform@cinergycom.com

 ADD ADDRESS

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Andy

LastName = Heuring

StreetAddress = PO Box 68

Address =

City = Petersburg

State = IN

ZipCode = 47567

Email =

Comments = As a fourth generation business owner in Pike County and Petersburg I have not seen anything as important to our economy and well-being as the development of I-69. It can be a wonderful thing for Petersburg and Pike County. However if INDOT continues with the plans to not build the northern Pike County interchange, I-69 will be a disaster for Pike County.

INDOT's stated goals in their own EIS is to improve connectivity and safety.

The original design with the interchange at Highway 61 and the north Pike County interchange accomplish these goals. However INDOT's decision to save \$30 million by "deferring" the north Pike and southern Daviess County interchanges does not accomplish these goals. Indianapolis Power and Light (The largest power plant owned by AES) and Hoosier Energy are the destination of more than 700 million tons of coal a year. A large percentage of that is trucked in. Consequently more than 1,000 coal trucks a day go through Petersburg.

With the north Pike County interchange the vast majority of these trucks could use I-69. However without the northern Pike County interchange these trucks will be force to rumble along Highway 61 (Ninth St.) in the heart of Petersburg past the Elementary school crossing and the intersection where school busses ingress and egress the elementary school each day. Once past the school crossing the trucks then come to the center of Petersburg at the intersection of Highway 57 and 61 and proceed north on Highway 57 to the power plants.

It is such an important issue Daviess County and Washington city officials have determined the north Pike County interchange vital to them and the region. So much so they have authored resolutions informing INDOT they view the northern Pike County interchange so important they are withdrawing their support for the southern Daviess County interchange and putting the support behind the northern Pike County interchange.

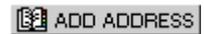
It seems wasteful to spend \$700 million on a highway that doesn't accomplish its design goals. The approximate cost of the northern Pike interchange is about \$15 million.

The effect of not building the northern Pike County interchange will be devastating to Petersburg. Instead of being a boost to Petersburg I-69 will be detrimental by taking the car traffic out of Petersburg and dumping the coal truck traffic into Petersburg. Along with being a safety hazard it will also cause an increase in Indianapolis residents electric bills. The IPL plant provides most of Indianapolis electricity. By not building the northern interchange shipping costs of coal for decades will be more expensive than necessary.

It is difficult to believe designers of I-69 can justify building a 4,400 foot long bridge in the Patoka River bottoms so it lessens the aesthetic impact on the wildlife refuge. But they can not justify building a interchange that's omission will have a devastating impact upon a whole region's residents.

Date: Mon, 29 Jun 2009 07:46:00 -0500

From: ezform@cinergycom.com



To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = Ric

LastName = Ritchison

StreetAddress = 955 N. Arlington Ave.

Address =

City = Indianapolis,

State = IN

ZipCode = 46219

Email = dbricrit@royalspa.com

Comments = It doesn't matter what we say you bastards are going to build a road that we don't need, don't want, can't afford and tears the hell out of our beautiful southern IN...redoing the train tracks would be too smart for Hoosiers, and too hard for you to build!

Enclosed are Comments submitted for Section 2, Tier 2 DEIS

William Boyd
RR2 Box 296
Bloomfield, IN 47424

□ Land Use in Central Indiana (LUCI) land use **model** originally simulated future patterns of **urban development** for 44 counties in Central Indiana. Then it was extended to be the LUCI2 Indiana statewide land use model. Why is or has modeling been used from a primarily Urban setting and attempted to be applied to a rural highway such as in this study?

<http://www.blainc.com/traveldemandmodeling.htm>

As part of the second phase of this 142-mile new corridor, BLA developed a highly disaggregated subarea model to serve as a basis for long-range traffic forecasts and to input to microsimulation models. This 180-mile subarea TransCAD model was fully integrated with Indiana Statewide Travel Demand Model to provide performance measures for alternative interchange access locations/designs, collector-distributors, etc. at various places along the planned corridor. This subarea model – which in turn is further disaggregated to a Paramics microsimulation platform – contains over 4,300 zones and virtually the entire roadway system near the corridor. The subarea model outputs highly accurate peak-hour loadings for autos, freight and non-freight trucks.

But here's a problem; when you combine complicated proprietary software with extremely large and complex files and spread it across a variety of users ranging from programmers to planners and with vastly different levels of experience, how can you ensure accurate results? What validation methods are employed to verify the validity of the output? File conversions from one database to another often result in errors. With the models used being subdivided multiple times, imported and exported between the numerous modeling programs, errors in data conversion have a high probability of being incorrect.

Microsimulation analysis is being carried out on the segments of I-69 that will serve heavily urbanized areas, specifically in Bloomington, Martinsville, and Indianapolis. In these three areas, questions concerning access, frontage roads, roadway and interchange design, and traffic operations are addressed. These “build” microsimulation models feature detailed network, 3D environment and terrain, vehicle-actuated signalized intersections, mix vehicle fleet composition, etc. All models are calibrated for the base year with extensive mainline counts and turning movement volumes. Video footage from main intersections is compared visually with the animations resulting from the simulation. Peak-period microsimulation is then used for the heavily developed portions of the corridor to assess the operational advantages and disadvantages of alternative concepts. Both freeway sections and major signalized intersections at the crossroads are simulated with animation. Performance measures include levels of service, average system speed, total vehicle-hours of delay, variability of delay, traffic flow density on mainlines and cross roads, queue lengths and associated delays, incremental delays, number of weaving movements related to each interchange design, etc.

The modeling has been so modified that any results have to be questioned. A person wishing to comment to this DEIS are not given the data necessary to fully evaluate the output of the modeling. We have no way to validate any of the findings. I am requesting both INDOT and FHWA provide all raw data to the commenting public and withhold any further action until all data can be reviewed for accuracy and applicability. This section of the study is related to a very rural environment. INDOT, BLA and their consultants are not making an animated cartoon here, this is supposed to study the

effects of this proposed highway on the rural environment. Video footage and incorporation into simulation animations cannot be used to determine the effects on the local travel habits of the rural residents.

Application software is most often weakly implemented. Full and thorough testing of any and all changes or modifications must be documented and proven before using the software in a production mode. Controls for the testing must be in-place to ensure the software application and any modifications are reliable. The study mentions in a several instances where the Modeling software was modified to include certain criteria. Were the modifications fully tested to ensure accurate results? Companies often make mistakes that leave their databases vulnerable. How secure was the modeling data as it was passed between the consultants of the study? It is a well-known fact that even the slightest, insignificant software change can bring down the most robust network or software application. Where the modifications made so that the result INDOT desired would be accomplished? As mentioned in the Smart Mobility study, the charts and figures used can be manipulated to look greater than they really are. The full study is included as part of these comments and is to be placed into the project record.

[http://www.state.in.us/indot/files/memorandum\(1\).pdf](http://www.state.in.us/indot/files/memorandum(1).pdf)

B. NETWORK DATA

INDOT's new Road Inventory Data for year 2000 (RID 2000) was attached to the upgraded model network. The attachment was accomplished by means of TransCAD's JOIN/FILL functions using a unique field (DRK) that is common to both the RID 2000 database and the model network. The links that were not attached were identified and manually matched. Main RID 2000 attributes incorporated in the model network includes:

- Lanes, lane widths,
- Shoulders, shoulder widths,
- Medians, when present, and median width,
- Access control types,
- Total traffic and truck count data, and Functional classifications.

As stated above, "links that were not attached were identified and manually matched". Again, what level of expertise was used in making the manual attachments and was any data filtered by this manual method?

VIII. MODEL COMPONENTS

A. TRIP GENERATION

Trip generation models of the I-69 ISTDM consisted of trip production and trip attraction models developed by trip purpose. Four person and auto trip purposes were analyzed: home-based work, home-based other, non-home-based, and long purpose trips. Trip production models were estimated using cross-classification techniques, while trip attraction models were estimated using regression techniques. Trip production trip rates were linked to household size and auto ownership by zone. Trip attraction rates were specified as a function of employment by zone. Models were developed using the 1995 Indiana Household Survey dataset, which included only households within Indiana. Trip generation procedures for the long purpose trips were developed for Indiana-to-Indiana trips only. Long purpose trip tables external to Indiana were taken from the Corridor 18 Model dataset.

The data shows that very few trips outside of the immediate area are taken by a majority of the residents. There is very little difference over existing travel conditions today, thus proving the proposed I-69 simply is not necessary. In 2008 air-service between Indianapolis and Evansville was established, only to be discontinued due to low passenger numbers. There is no great need for a large majority of the population to travel between Evansville and Indianapolis, or even Bloomington for that matter. Residents of the counties affected by Section 2 primarily will travel to either Washington (IN), Vincennes, or Evansville to meet whatever needs those cities offer. Travel to other larger cities, such as Indianapolis, is not a great need.

4. Trip Distribution Outputs and Results

The calibrated friction factors and K-factors were input, along with the trip productions and attractions and travel times and distances, into the gravity model application runs for each trip purpose. This step resulted in the development of production and attraction trip matrices in TransCAD format.

Table 11 compares the resulting trip lengths to observed trip lengths by purpose for the final, congested gravity models. The person trip tables generated from this process were inputs into the mode choice step.

Table 11. Average Trip Lengths by Purpose: Observed versus Estimated

Trip Purpose	Observed Average Travel Time (min)	Estimated Average Travel Time (min)	% Difference
			Target +/- 5%
Home-Based Work	20.11	20.15	0.2%
Home-Based Other	14.56	14.53	-0.2%
Non-Home-Based	14.41	14.82	2.8%
Long	127.70	121.93	-4.5%

WAB>>DOES THIS MEAN THE AVERAGE PERSON WILL ONLY TRAVEL ON I-69 FOR 20 MINUTES? IF SO, EXISTING ROADWAYS ARE MORE THAN ADEQUATE FOR THE TRIP LENGTH AND DISTANCE.

Table 12. Observed Mode Shares by Area Type and Trip Purpose

Trip Purpose	Mode	Urban	Suburban	Rural
Auto	93.8%	99.7%	98.1%	
HBW	Bus	1.4%	0.0%	0.0%
	Walk	1.2%	0.3%	1.9%
Bike	3.6%	0.0%	0.0%	

Auto	80.3%	80.9%	77.4%	
Bus	1.3%	0.2%	0.0%	
HBO	School Bus	8.8%	15.7%	16.8%
Walk	7.4%	2.8%	4.8%	
Bike	2.2%	0.5%	1.0%	
Auto	97.7%	97.4%	97.0%	
NHB	Walk	2.2%	2.6%	3.4%
	Bike	0.1%	0.0%	0.1%

WAB>>RURAL WILL WALK FOR HBW (HOME BASE WORK) AND NOTHING IS NOTED FOR HBO OR NHB??

Table 14 shows the initial constants and coefficients transferred from the California High Speed Rail Study Model and the final bias constant applied during the re-calibration of the upgraded ISTDM.

Does INDOT not have better data available than to reference California? Shouldn't data that more closely represents the residents of the affected counties be utilized?

Table 15. Estimated Daily Transit Trips – Long Trip Purpose

Interchange	Trans it Trips	Perso n Trips	Per cent Tra nsit	Targe t
Indiana to Indiana	14,841	159,541	9.3%	9.4%
Indiana to External Area	7,255	123,195	5.9%	N/A
External Area to Indiana	6,800	120,853	5.6%	N/A
Total Indiana	28,896	403,589	7.2%	N/A

Figure 16 presents the final validated base year network color-coded with daily loaded volumes. WAB>>SHOWS NO DAILY VOLUME BETWEEN EVN-INDY? The need for this highway is just not supported by the data.

WAB>REGARDING THE USE OF QUANTM..SEE:

Downsides include the lack of ability to look at interchanges...as the software is limited to a linear project only.

WAB>QUANTM WAS USED AFTER PROJECT DATA WAS FILTERED BY ISTM MODELLING. Quantum and the other “modeling” software have been to heavily modified to be considered reliable in supporting this study.

The fact that an addendum was issued is a real indicator that there are errors in the data. The issuance of an addendum also supports the fact that the study was pushed out the door too fast, and that the General public should be given adequate time to review ALL the data. A period of 6 months to one full year is not to long a time to allow for such a review.

Chap 3.2.2 (pg 1-/08) Public involvement-Newsletter-how many issues were sent? Outreach meetings and CAC’s. **Too few meetings and very selective about who was appointed. Meetings with local officials and CofC’s far outnumber “public meetings”. Yet INDOT in this study claims that the public has actively participated in the study. Where are all the comments that were received at the few OPEN public meetings that were held? No transcript is provided in the study data, only vague references to adjustments being made “as a result of public comments”. The MAJORITY of the public that commented were opposed to the highway, period. Where are those comments and how have they been incorporated into the study.**

Chap3 pg 14, below:

IDNR and USEPA offered multiple comments. IDNR recommended preferred alternatives in the various subsections of the Section 2 corridor. IDNR also noted that the —Patoka River National Wildlife Refuge (NWR) crossing must be designed to not drain storm water runoff directly into the wetlands, but to contain and channel it towards the end of the bridges, where it should then be adequately treated to remove sediment and salts before being allowed to enter the Patoka River NWR. IDNR stated that —Road traffic noise and artificial light have a documented negative effect on a variety of wildlife. Appropriate mitigation measures should be implemented

WAB>>WERE THE MULTIPLE QUESTIONS ANSWERED? Not found in this DEIS document. Where are they? There are a multitude of unanswered questions by IDNR, FWS, and the general public. Why have ALL of these questions been addressed in full and complete statements?

INDOT DESIGN MANUAL: FOUND AT>

<http://www.in.gov/dot/div/contracts/standards/dm/english/index.html>

<http://www.in.gov/dot/div/contracts/standards/dm/english/Part1/ECh08/ch08.htm>

8-8.03 Hardship and Protective Buying of Right of Way

Federal regulation 23 CFR 771.117(d)(12) provides for the acquisition of land for hardship or protective purposes for a particular parcel or a limited number of parcels. Where the imminent development of land would preclude further transportation use, protective acquisition is permitted. Advance acquisition is permitted only where the acquisition will not limit the evaluation of alternatives which may be required in the NEPA process. The Office of Public Hearings will assure that all property owners are contacted, made aware of INDOT’s reasons for early acquisition of their property, and informed of the availability of the Categorical Exclusion environmental document concerning the proposed right-of-way acquisition. Property acquisition may proceed once the Office of Public Hearings certifies that the contacts have been completed, thereby satisfying the public involvement requirement.

8-8.07 Public-Hearing Transcript

With respect to resolution of hearing comments, it is not considered Responsive to reply with statements such as, *“It is not part of the Scope,”* or, *“It will be looked into.”* An explanation must be given.

Yet INDOT, BLA and the study authors have not answered the inquires of affected agencies and the general public. No resolution, as noted above, has been put forth in this study. As such, this study must be halted, updated with inquires fully and completely responded to, the presented in an open manner for responsible public comment.

In EISs it states that at least some of the economic projections depend on the completion of the entire project, Indy to Evans. (E.g. traffic projections and expected safety improvements.) This points out the flaw in having "segments of independent utility". If the benefits will not be realized by the affected communities until the entire project is completed, then INDOT, BLA and the consultants must explain in full detail how this section supports it's "Independent Utility" claim, when existing local roads are meeting those needs today?

The Texas portion of this project has been scaled back and will use mostly, or all, existing roadways. Other states along Corridor 18 have realized the value of using existing roadways. INDOT should come to this mind-set that the US41/I70 alternative is the wisest choice.

This a political project unsupported by transportation needs. One should reference the low numbers of projected vehicle miles between Indy and Evansville. I want to cite the earlier Donohue Study that was dismissed without good reasons. Since the Donohue Study is in INDOT's possession, I wish to have it repeated as a part of these comments.

I also think it is appropriate to mention that this is a highway being built in support of NAFTA--one of its 3 core goals? NAFTA has lost most of its importance by now. In fact, much of the job loss experienced by this area, and the State in general is a direct affect of NAFTA. Continuing with this highway will only further aggravate the economic conditions. It will NOT bring the economic growth the study attempts to prove.

More highways are not the solution to our transportation problems; they are the in large part the cause of it. Mass transit is the solution for Indiana to be considered a 21st Century state. Fiber optic highways are the way to attracting economic development in all of our communities.

I and many other Hoosiers that have participated in, and followed, the alleged INDOT process of route selection for I-69, have long been opposed to the 3c corridor route selection.

Alternative 1(US41/I-70) is the only way to go because:

There is hardly any opposition to I-69 Alternative 1 in this state.

Major cities of Terre Haute and Vincennes want it and need it as the poorest areas of Indiana

Existing cities and townships will be minimally affected, except for positive economics of bringing more traffic through their upgraded roadway.

It would save thousands of acres of farms (Indiana business's) and forest land.

It would make a fine start to future upgrading of the northern balance of US41 to the Michigan border. It would end 20 years of controversy about I-69 routing
Crane Navel Warfare Center likely won't get "BRACKED" during the next round of base closings due to encroachment.

It is only a mere 12 minutes longer drive than route 3c, and half as expensive to build and much less environmentally destructive, AND we have the \$700 million cost to build it in the bank NOW!
Since there were never any legislative field hearings for the I-69 extension as there recently were for the ICC and Illiana, LOTS of citizen input was NEVER TAKEN INTO ACCOUNT or COUNTED.
We asked many times for that type of democracy, but it was previously NEVER ALLOWED to us in this state.

INDOT should be directed to take the money they have, and build I-69 along I-70/US41. Doing so would bring this long standing project to completion faster, and at far less cost. The remaining Major Moves money could then be put to work in communities all across the state, not just in one small area.

I believe highways are one of the biggest threats small farmers today. We need protection from our own government. Recent editorials in Farm World have spoken to this, yet we continue to let our legislators have their way with our land and way of life.

Proponents of the new terrain route are hoping that if they can get it start, the state will be forced to come up with the remaining money -- give them an inch and they'll take a mile.

It is fiscally irresponsible to earmark 10% of INDOT's two year budget for a single highway - especially when it forces us to either end that highway in a rural cornfield or find some way to come up with \$3,881,000,000 additional tax dollars. Which highway projects needed in the rest of the state will have to be sacrificed so that the I-69 boondoggle can be built? All of the INDOT's Major Moves money will be gone in just a few short years from now. Let's spend the gas tax and Stimulus money wisely so that we can make the needed upgrades and repairs to our existing roadways. Revenues from gas taxes have shown to not support maintaining the roads we have, yet alone being able to build new.

INDOT & the Governor need to bring some reality to building I-69 by using the fiscally responsible Common Sense route of I-70 / US 41. Don't spend 10% of INDOT's budget to build less than 3% of the route and put Hoosiers on the hook for the rest. INDOT has already submitted and withdrawn a request to have this project studied as a tolled highway. Proving that INDOT does not know where funding will come from. Kentucky recently approved tolling to fund the I-69 bridge. How will INDOT incorporate tolling into this project and ensure the findings are still valid? Tolling will come along with this highway. As such the benefits will be non-existent.

MASS TRANSIT:

In an era of high gas prices, highway and airport congestion,
> and shrinking rural transportation choices, America needs better
> passenger rail service now more than ever.
Perhaps with Federal funding for rail,
> rather than for highways, Indiana could be convinced to move
> towards being a 21st century state by building rail mass transit
> systems. The citizens of this state need leadership in
> convincing INDOT to use sparse federal dollars more wisely by

- > building I-69 along the common-sense route of I-70/US41 and
 - > allotting more funds for rail transportation systems.
- Indiana must get aboard if federal legislation to create a Midwest rapid
- > rail system is to meet with the success it deserves.
- If some trains run far from filled, the same can be said of stretches of
- > Indiana's interstate highways. If subsidies are an issue, they're a much
 - > larger issue with asphalt than rail. If overall economic benefit is
 - > considered, the savings in fuel, travel time and air quality should carry
 - > the day.

Community Planning:

Of the five categories listed in the "toolbox" not one mentions Environmental plans. It is not until you get deeper into the website that there is any mention of environmental items.

*Some of the communities listed are far-off the proposed I-69 that it will not have any positive impact on those communities; this is just a bribe for buy-in of local politicians.

*Community planning in this area is to plant more corn in CRP acres.

*Did they include a formula or "tool" to determine how much extra diesel fuel communities will use to reach ground that is cut-off?

*Grant program is designed to protect natural resources; best way to do that is not build it! Every problem listed is created by this project (I-69)

At one particular public meeting for the Community Planning Grants, INDOT representatives noted that some of the grant requests they would need to "fudge on a little" to get them approvable. Does that mean INDOT will be passing out taxpayer funds under false pretenses? *Only 16 of 60 "tools" are available...this program is not ready to roll out. Many of the communities receiving Planning Grant monies are far removed from the proposed project. So what is the reasoning behind the planning grants, when the highway is now where near and of no benefit to the community?

Table 3-5, 3-6 simply cannot be correct. Travel times/miles 249-250?? To Evn, Bton, Indy?? Pg 93/108. What is being indicated here, or is this an error in the data?

3.3.1.2 Congestion

Check this section and comment. Check service levels today vs table, the LOS for the local communities does not support anything more that upgrading and improving the existing local roads. By improving the local roads, safety will be enhanced, further negating the purported benefit of the proposed project. In reality, safety on Interstate highways is no better than improved local roads. Due to higher speeds on interstate highways, deaths are often greater than existing State highways that have improvements. From a genera safety perspective, if individual drivers operated their vehicles in a responsible manner, traffic accidents and related deaths would become nonexistent. People are more often the problem than the roadway.

Agriculture Proving Resistant to Global Economic Downturn

SUGAR LAND--June 24, 2009--Researched by Industrial Info Resources (Sugar Land, Texas)-- According to research released this month by the Organization for Economic Co-operation and Development (OECD) (Paris, France), the worldwide agriculture market appears resilient to the global economic downturn affecting almost all other sectors of the economy. THE OECD attributes the resistance to a recent history of relatively high incomes and the general income-independent demand for food. Food production, prices and accessibility continue to be important global political topics, appearing on the agendas of many recent high-level summits, including the first annual G8 Agricultural Ministerial, which was held in April of this year.

The report predicts moderately stable activity in the food market "as long as economic recovery begins within 2-3 years." Historically beef, pork, dairy and similar livestock products are first affected by changes in incomes, while other staple products such as cereals and grains maintain steadier demand through economic contractions. While prices for these products have not risen significantly, reduced consumer incomes will drive demand for more economical alternatives such as poultry. Current food prices have fallen from peaks in early 2008, but the organization notes possible price volatility is still of concern. Income changes have a "proportionately greater impact in low income countries... where food consumption forms a larger part of household budgets," the report stated. Among cereals, maize prices historically respond most quickly to lower gross domestic products because of the crop's substantial application as an animal feed.

<http://www.sustainabletable.org/issues/familyfarms/>

Given the worlds need for adequate food supplies, why continue with this project as it will remove valuable, productive agriculture products from the worlds supply? The loss of income to the local economy is not factored into the study. When both direct losses (those as a result of direct loss of ground) and indirect losses (additional land taken out of production as a result of in-accessibility, viability, etc.) the financial impact to the communities is tremendous. Where is this cost impact figured into the study? Adequate fertile land is a basic resource for all productive Agricultural Systems.

The existence of family farms also guarantees the preservation of green space within the community. Unfortunately, once a family farm is forced out of business, the farmland is often sold for development, and the quality land and soil for farming are lost. Independent family farms play a vital role in rural economies. In addition to providing jobs to local people, family farmers also help support small businesses by purchasing goods and services within their communities. The loss of family farms means the loss of local credit or banks that understand and support the rural community.

The number of farmers under the age of 25 has decreased 50% in the last 10 years! What once was an occupation thought to be unskilled by many, (even though it wasn't), has become a very technical job. Yet these farming jobs are not counted among the technical jobs currently within the community. If anyone reading this eats daily, then you are involved in farming and should work to protect our remaining family farms. More than 65% of the consumers in the United States say they want their food produced by family farmers, not industrial agriculture. The increasing demand for family-farm-identified food has emerged from a context of food scares and public-health concerns, from the devastation of factory farming and

from the sad human toll of the loss of family farmers in their communities. The small farmer and shopkeeper in the affected rural communities have made important contributions to the independent nature of this area. Their disappearance is leading to a decline in rural cultural diversity while society becomes increasingly urban.

As a result of this project, there is also *a significant loss of local jobs and money that typically stays in the local economy.*

A number of people have voiced the concern that this demographic shift is contributing to the loss of small farm ethics and cultural richness and represents the loss of an important sector of the region.

Family farmers in Indiana, as well as the United States are under extreme economic pressure and thousands are pushed off their land every year. This crisis in every farming community is threatening the very existence of the family farm. Family farmers are being forced out of business at an alarming rate. As family farms are forced out, the quality of our food, our environment and our food security is in danger. Independent family farmers are the pillars of their communities. They grow high quality food, are active in civic life, and are essential to the economic vitality of their hometowns. As stewards of the land, family farmers work to protect the soil, air, water, and biodiversity in addition to producing high-quality, healthy food for everyone.

During the past few decades, the price of oil and energy has become substantially more intertwined with the agricultural market. Production costs such as automated harvesting, industrialized processing and shipping are dependent on energy prices. The growing bio-fuels industry, in addition, affects the rates for several agricultural products including maize.

The 2008-2009 publication marks the fifth joint effort of the OECD and the Food and Agriculture Organization of the United Nations in researching the global agricultural outlook. Both organizations call for "domestic agricultural development through targeted policies such as infrastructure investment, establishing effective research and development systems, and providing incentives for sustainable use of soil and water."

Everyone wants safer roads. Unfortunately, bigger is not always safer. Redesigning dangerous intersections and adding passing lanes can improve safety without building a major new highway and disrupting the rural character of a majority of the highways now serving the area. The only way to make a trip shorter is by going faster. Is that going to improve safety along the highway? Faster is not safer. Going faster also burns more gas, not less. Does it make sense to spend billions of tax dollars, while taking away money from local municipal jobs and schools, to save a few minutes per trip?

Air Pollution

Along with the visible dirt, grime and litter that will result from building this proposed project. The air quality along highway corridors has been proven to negatively affect human health. A staggering 56% of cancer causing and hazardous air pollutants come from cars and trucks (Source: EPA).

Water Quality

The quality of surface and ground water (from wells that are the source of our drinking water) will undoubtedly be affected as a direct impact of this proposed highway. This project will increase storm water runoff and can become a significant non-point source of pollution, yet the study fails to address this impact.

Noise Pollution

Construction and it's higher speed limit will increase the level of road noise. INDOT has not offered any plans for noise abatement caused by this new road. A bigger road will make a bigger noise.

Quality of Life

People usually live in rural areas because they want to enjoy a less noisy, less dirty and less crowded quality of life. A bigger highway with more traffic means more noise, dirtier air and less of everything we live here for.

Attach Indiana Environmental Report:

Economic growth and development?

Big roads with excess capacity do not create local economic growth or opportunity. They do create minimum wage jobs at gas stations, convenience stores, fast food restaurants and big box retailers who locate at major intersections or freeway exits. They are seldom locally owned and the profits from these operations end up somewhere else. *Traffic zips along, bypassing local businesses and small town business districts.*

As manufacturers relocate their operations from this region, as well as the entire state, to other parts of the world, few say that a lack of adequate transportation (highways) is a main reason. What they do say is that a lower cost of wages and lower taxes are needed for them to remain competitive.

The project in this study *offered* by INDOT *does not significantly decrease distances* between roads or towns, yet they claim the project will produce shorter trips and less fuel consumption. How is this supported by this study? The data is lacking and not provided in this report. The general public needs to be able to review and analyze all the raw data that supports this study. We have not been given that opportunity to date.

Core Goals:

The Purpose and Needs section does not supply sufficient justification for the preferred alternative, or the project as a whole.

[Reference Chapter 2.1.1, Goal 1]- *Improve the transportation linkage between Evansville and Indianapolis.* The need for this improvement has not been firmly established. Alternate routes are available, such as US41/I70 or I-64/I65. Both provide safe and reliable linkage with the added benefit of being immediately available. The time of travel is reasonable. The US41/I70 has the added benefit of delivering linkage for business to the Indianapolis International Airport and the economic opportunities

afforded with such a facility, thus meeting Goal 5.

[Reference Chapter 2.1.1, Goal 2] Discussion of “personal accessibility”> As defined by Merriam-Webster, accessibility means “providing access or capable of being reached”. This project fails to meet that definition since it will offer only limited access for the residents and will cut-off a number of existing roads, thus making access to the existing local business more difficult. The data provided in the study does not address the negative impacts to the local citizenry by simply ignoring the fact that it will be harder for them to get access to basic services and needs.

Regarding National I-69 Goals [goals 8 &9] – the data is outdated and no longer applicable. The section in this study is but one small part of the entire proposed NAFTA highway from Canada to Mexico. What is the role this highway segment within the larger project? The modeling for this project assumes the entire project is completed. How likely is this entire project to be completed, when will it be completed and what will it cost? All of these questions need to be answered to determine the feasibility of building Section 3. Texas has already dropped plans for a new terrain I-69 in Texas because of citizen opposition and spiraling construction and fuel costs. Other states have elected to utilize existing highways as part of the national I-69. In some cases the only expenditure put forth by states is by new signage. INDOT must be directed to at the very least consider and adopt the US41/I70 routing. Even the NAFTA agreement itself is now being questioned, having failed to provide the benefits it was projected to provide. This study and the entire project itself should at the very least be re-evaluated or put on the shelf until the global economies stabilize and the future needs of a NAFTA corridor can be clearly defined.

The models used and other data referenced in this Study extend are at least a decade old and are based on past performance. The past is now a poor predictor of the future of transportation needs. The transportation needs for the U.S. as well as Indiana has changed dramatically since the FEIS was released in 2003. This DEIS is completely out-of-date in terms of the economic viability of highway building. High fuel prices will continue to rise over the life of the project. This will have major impacts on transportation needs and the ability to pay for transportation projects. There is also a much greater understanding of the value of farmland and forests. The world has changed and analysis of transportation projects needs to reflect these changes. The models used for this DEIS need to be updated. INDOT has used more current information in other studies that have been and currently are in progress. Current data is available within INDOT’s own files and should be incorporated into this study. The costs of this project have skyrocketed and will continue to rise. This is clearly shown by the updated cost estimates for Sections 1, 2 and 3. Extrapolating from these estimates indicates the cost will reach, conservatively, \$4-5 billion for the Evansville to Indianapolis section alone. Attempts to cut this cost by cheapening the project and delaying or cutting out some structures will change the project in ways that affect the economic outcomes. This all argues a complete re-evaluation of the entire EIS. The models and assumptions used for this DEIS certainly are out of date and are therefore invalid.

Reference Chapter 2.2.2- *“A State law passed in 1991 directed INDOT to designate a system of Commerce Corridors that would serve the State’s major economic centers and to specify levels of service to be achieved by highways designated as Commerce Corridors.”* A list of criteria is noted. Relating to the very first bullet point a disturbing new development has come to light, not only this project, but the INDOT’s overall transportation plan, is a very public statement by Governor Daniels that INDOT should **“throw out the rule book”** for construction guidelines in an attempt to cut costs for this project. How does

INDOT propose to achieve “*Upper level design standards*” while at the same time building this project as cheaply as possible? The concept being desired by the Governor and INDOT is not compatible with the desired goal. This has national as well as statewide ramifications if it were to be attempted. At what point are the studies done for this project simply no longer applicable? Is INDOT going to throw out the federal rules for building I-69? If so what parts are going to be tossed out? This could turn out to be a substantially different project than was addressed in the FEIS and would violate all established guidelines. This is simply unacceptable and possibly illegal. The public has a right to know what INDOT intends to build and be afforded the opportunity to submit comments. This study makes vague statements which are difficult to comment on. How can meaningful comments be submitted to vague generalities? This study along with the entire project should be sent back to Tier I at a minimum, if not abandoned in whole.

Other significant risk factors to proceeding with this study and the project are significant climate and environmental factors, price volatility, and INDOT’s aging infrastructure. This last item has serious budget requirements, which INDOT can not meet today. When the operating costs of this project are factored in, the burden becomes overwhelming. This study does not fully address operational costs, let alone include factors just noted.

INDOT, their consultants and governmental leaders have a responsibility to the State to provide a full and complete analysis of this project. That analysis should be as a whole unit, not segmented. Segmenting fails to acknowledge the cumulative affects by this project.

Personal Accessibility Analysis (sec. 2.3.2)

Personal accessibility can be affected by a number of factors including:

- An individual’s own mobility;
- By the physical disposition of destinations relative to the individual;
- By the availability of means of transport;
- Or by a combination of the three.

The study applies an artificial need of the local residents to be able to get to an interstate highway. This need is merely stated, but not defined, as to why access to an interstate highway is necessary to the residents of the affected communities.

The choice of appraisal technique for any individual decision needs to be of an accuracy appropriate to each individuals particular situation, with the resources devoted to the analysis being commensurate with the scale of the circumstances. Analysis to support effective and accurate decision making will usually benefit from a more rigorous multi-criteria framework approach used by the process. The study data provided simply does not go into detail or provide a basis for the resultant outcome.

Accessibility analysis can become complex and confusing if the question being asked is not identified and clearly defined at the start of the study. It is important for all analyses to define problems clearly, gather the required supporting information and involve all affected stakeholders. Consistent and rigorous techniques can assist in building consensus between various stakeholders. Measures of accessibility have different values in different areas. All the available opportunities must take into account a measure of deterrence related to how easily opportunities can be reached. This study applies urban solutions to rural

residents. An obvious flaw in the study

Deterrent Features may include:

- Time
- Cost-what someone is willing to invest in the travel
- Distance to destination

These are decisions that affect both the perceptions of travel and consequently influence real behavioral patterns when making transportation decisions. In considering the results of an accessibility analysis it should be remembered that the measures are intended to give only a general indication of levels of accessibility. They are though of assistance in identifying practical solutions and delivering transportation solutions that will be of real benefit to the public it is intended to serve. Study authors should establish 'accessibility profiles' for sites taking into account the appropriate considerations for the area being evaluated. The profiles should reflect the range of areas served, likely quality of service and result in relative indicators of accessibility for different solutions. The attractiveness of an available transportation opportunity must represent some value as a transportation choice in terms of time or cost.

Independent Utility:

Project study data does not offer information as to how this section is supported as an independent section. This individual section (Section 3) of the I-69 project does not have "independent utility" as required by the FEIS. The proposed I-69 project is an international truck corridor stretching from Canada to Mexico. Without all the other sections in place this small part of the project in SW Indiana serves little purpose and does not justify its cost of \$399 million for 25.3 miles. A statement in this DEIS states: "... *all traffic modeling conducted for the I-69 Evansville-to-Indianapolis project takes into account that all these projects will be constructed.*" This section does not have independent utility and all sections must be built to conform to the economic models. Without them all, none work as planned. No data in this study supports a determination that this section serves any need. The current means of travelling to communities in this section are more than adequate to meet the needs of its residents.

As noted in Federal Register: April 29, 2004 (Volume 69, Number 83):

"Interchange location and design, access to abutting properties, and location of grade separations with intersecting roads will be determined in the Tier 2 EISs."

Yet interchanges are noted as "potential", with no detail. A number of grade separations have been removed from the project. The removal of interchanges and grade separations creates serious impacts on the communities, creating added hardships for those residing in the areas. This further diminishes any support data in this study. These changes from the Tier 1 ROD will create negative impacts for local communities. Section 3 does not have independent utility. The study states the U.S. 231 interchange will be deferred until the westernmost portion of Section 4 is completed. This interchange is an integral part of the plan for I-69. Without it in place the plans for economic development will not work. This means that the completion of Section 3 depends on the completion of Section 4. Therefore, Section 3, as now planned, does not have independent utility as required by the FEIS.

Drainage:

This study offers no hint of how INDOT plans to address the multitude of drainage issues that will impact the project area. Nor are any Engineers Report data included. As the project moves further north, the run-off will have harsh impacts on this section as well as sections further south. Storm water run-off impacts will have a cumulative, yet these impacts have not been addressed. Studies on other projects have included this data. Why has it been omitted from this study?

The issue of FHWA's responsibility for borrow material sources under Section 106 has long been a point of debate between FHWA and the ACHP (Council). In late 1987, FHWA issued guidance governing the applicability of Section 106 to borrow and disposal sites. The policy stated that Section 106 requirements only applied when the borrow site was specified in project planning or when borrow material was economically available at a limited number of locations. The guidance essentially treated borrow material as a product, like steel girders, rather than a site-specific resource. However, in the view of the Council and of the courts, such arguments do not alter the fact that borrow activities carried out as a result of federally assisted highway construction can contribute to the loss of significant historic resources. This study makes no reference to where borrow materials will be sourced and what effects the taking of borrow materials may have.

PUBLIC PARTICIPATION:

INDOT has conducted their "public comments" in a heavy-handed, self-serving, public-be-damned agency that knows no bounds as they run roughshod over the citizens of Indiana. When over 94% of the public has expressed a desire to No-build or use of the US41/I70 routing, it is quite apparent that INDOT has not intention of acting upon the desire of the taxpayers and citizens of the state. We the people of Indiana prefer choices rather than bullying from our government. In this spirit, I continue to support the alternate common-sense route, which has many more advantages, while still connecting the citizens of SW Indiana to an interstate system as called for in the Purpose and Need Statement. It is painfully clear from the information in this study that the affected communities do not want this project. But I don't think it's going to play on the minds of the people making the long-term decisions, both INDOT and FHWA. This mind-set must change and the study revised to reflect the full impact of public comments.

While the study implies there was considerable input from the Citizen Advisory Councils, the reality is that INDOT and their consultants have yet to address many of the comments and concerns voiced by the citizen members of the CAC. A full review of all the meeting minutes is warranted as well as addressing all of the concerns.

No documentation is obtainable from all the public meetings INDOT has held with regards to the project and this section. Many citizens voiced concerns at these public meetings, yet no record has been maintained of these verbal comments nor any follow-up has been under-taken to address these concerns

W A Boyd Sec 2 Comments

Confronting Climate Change in the U.S. Midwest



Union of Concerned Scientists

July 2009

INDIANA

From its fertile croplands and many riverside communities to its economy, infrastructure, and lifestyle, Indiana has been strongly shaped by its climate. However, that climate is changing due to global warming, and unless we make deep and swift cuts in our heat-trapping emissions, the changes ahead could be dramatic. This report presents new projections showing some of the potential impacts of global warming on the Hoosier state, including severe summer heat, more dangerous storms and floods, and new threats to agricultural production.

GLOBAL WARMING AND THE MIDWEST

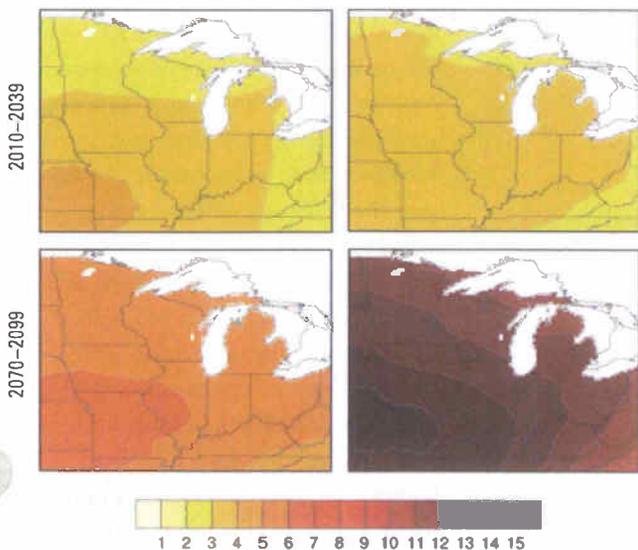
Global warming is caused by an increase of pollutants in the atmosphere, including carbon dioxide produced by human activities such as the burning of fossil fuels and the clearing of forests. Carbon dioxide acts like a blanket that traps heat in our atmosphere

and warms our climate; oceans, forests, and land can absorb some of this carbon, but not as fast as we are creating it. As a result, heat-trapping emissions are building up in our atmosphere to levels that could produce severe effects including extreme heat, prolonged droughts, intense storms, corrosive ocean acidification, and dangerous sea-level rise. Because these emissions linger in the atmosphere for 100 years or more, we must act quickly to avert the worst effects of global warming.

The climate of the Midwest has already changed measurably over the last half century (De Gaetano 2002; Kunkel et al. 1999). Average annual temperatures have risen, accompanied by a number of major heat waves in the last few years. There have been fewer cold snaps, and ice and snow are melting sooner in the spring and arriving later in the fall. Heavy rains are occurring about twice as frequently as they did a century ago, increasing the risk of flooding.

Lower-Emissions Future

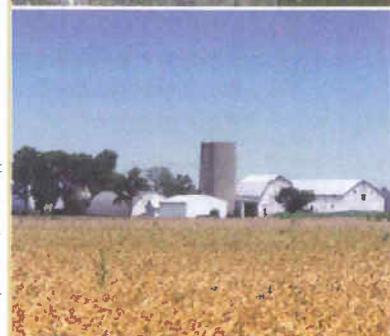
Higher-Emissions Future



Degrees Fahrenheit average summer temperature (1961-1990)

Scorching Summers Become Standard

If our heat-trapping emissions continue to increase at the current rates, every summer in Indiana toward the end of the century is projected to be as hot as or hotter than 1983—Indiana's hottest summer of the last half century. Under the higher-emissions scenario (right), average summer temperatures are projected to increase over the next several decades by more than 3°F and, toward the end of the century, by an extraordinary 13°F. Under the lower-emissions scenario (left), that increase would be halved.



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New Climate Projections for Indiana

New research summarized here projects significant consequences for Indiana as soon as the next few decades, increasing in severity into the middle and end of this century. This report considers these consequences in terms of three time frames: 2010–2039 (“the next few decades”), 2040–2069 (“mid-century”), and 2070–2099 (“toward the end of the century”). We compare these periods with the climate in Indiana during 1961–1990 (“the historical baseline”).

Toward the end of the century, if current pollution trends continue, projected effects in the state include:

Far more scorching summers

- Every summer in Indiana would be hotter than the most severe summer during the historical baseline.
- Indianapolis would experience more than 80 days per summer with highs over 90 degrees Fahrenheit (°F) and almost a month of days per summer over 100°F.
- Indianapolis would face at least two heat waves per summer like the one that killed hundreds in Chicago in 1995, and one heat wave every other summer like the even deadlier European heat wave of 2003.
- Air quality would deteriorate, as hotter weather causes more severe smog problems (assuming similar levels of tailpipe and smokestack emissions). This would have serious consequences for public health, including a greater incidence of asthma attacks and other respiratory conditions.

Dangerous storms and flooding

- Heavy rains would become more common throughout the year, leading to a greater incidence of flash flooding.
- Winters and springs, when the flood risk is already high, would become 30 percent wetter.

New threats to agriculture

- Crops and livestock would face substantially more heat stress, decreasing crop yields and livestock productivity.
- Warmer winters and a growing season up to six weeks longer would enable pests like corn earworm to expand their range.
- Crop production would be inhibited by changing rain patterns such as wetter springs (which delay planting and increase flood risk) and almost 10 percent less rain during the increasingly hot summers.

Effective and Affordable Solutions

The most dangerous effects of climate change are likely to occur if the global average temperature rises more than two degrees Celsius above where it stood in 1850. Science shows we still have a chance of keeping temperatures below this level if we cut heat-trapping emissions deeply and quickly—and

limit atmospheric levels of carbon dioxide to 450 parts per million (see www.ucsusa.org/mwclimate for more details).

Indiana can do its part by implementing its own carbon-reducing state policies and investing in clean energy technologies that can both reduce consumer energy costs and build new growth industries in the state. Indiana can also play a lead role

in calling for strong federal legislation that would provide climate-friendly choices for Indiana consumers and businesses and help for resource managers and local governments that must prepare for the effects of climate change that cannot be avoided.

A recent analysis by the Union of Concerned Scientists (UCS), *Climate 2030: A National Blueprint for a Clean Energy Economy* (Cleetus, Clemmer, and Friedman 2009), demonstrates that the United States can cut heat-trapping emissions deeply and swiftly enough to avoid the most dangerous consequences of climate change. A comprehensive climate and energy approach—combining a cap on emissions with policies that encourage renewable electricity, energy efficiency, and cleaner transportation choices—can reduce emissions 26 percent below 2005 levels by 2020 and 56 percent below 2005 levels by 2030 while saving consumers and businesses money.

Our Analysis

Our analysis considers two different possible futures: one with a lower level of global warming pollution and one with a higher level (see www.ucsusa.org/mwclimate). These futures represent the best and worst cases of the emissions scenarios described by the international scientific community in 2000 and which have been used for scientific analysis ever since. However, they by no means encompass the full range of futures that could plausibly unfold.

Climate protection policies, if implemented quickly, could reduce emissions significantly below the lower-emissions scenario considered here. On the other hand, up until 2008, global emissions have been higher than the higher-emissions scenario being considered.

HOW WILL EMISSIONS CHOICES AFFECT INDIANA'S FUTURE?

Dangerously Hot Summers

Our new analysis projects dramatically hotter summers for Indiana. This is true under both the lower- and higher-emissions scenarios, but the prevalence of extreme heat is much greater under the higher-emissions scenario. The conditions that constitute “extreme” heat were measured in three ways: comparing future summers with the hottest summer during the historical baseline, counting the expected number of days above 90°F and 100°F per summer, and projecting the likelihood of extreme heat waves similar to those that hit Chicago in 1995 and much of Europe in 2003. By all three measures, summers in Indiana will become dangerously hot.

Comparisons with the historical baseline

As soon as the next few decades, almost three-quarters of Indiana's summers could be hotter than the hottest summer the state experienced during the historical baseline (1983). Under the higher-emissions scenario every Indiana summer at mid-century is projected to be hotter than 1983. Even under the lower-emissions scenario 90 percent of summers at mid-century would be hotter than 1983, and all summers would be hotter toward the end of the century (though not as hot as under the higher-emissions scenario).

These findings are particularly troubling because the historical baseline includes the scorching summers of 1983 and 1988, which brought record-breaking heat to Indiana and much of the nation. The average temperature in Indiana in both

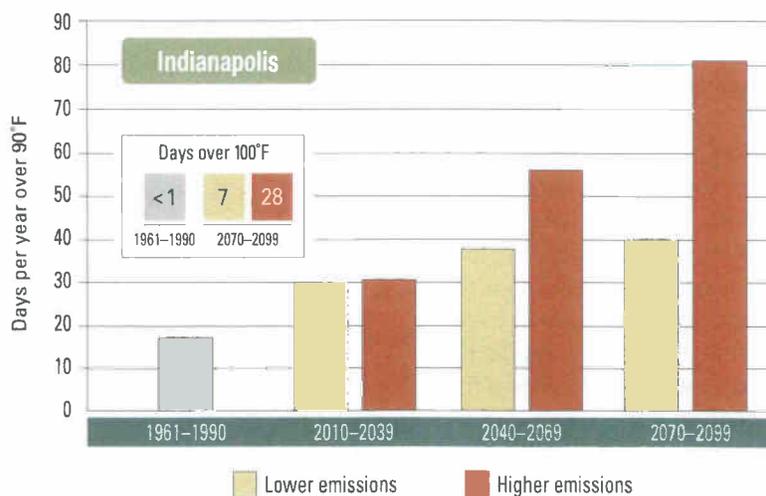
summers was more than 3°F higher than normal, and in Indianapolis alone almost 100 people died of heat-related conditions in 1988. Nationwide, the unusual heat combined with widespread drought to cause an astonishing \$40 billion in losses to agriculture and related industries, making the 1988 heat wave and drought the United States' second costliest weather-related disaster in modern times (after Hurricane Katrina) (NCDC 2009). By mid-century, however, summers like these will likely be considered *cooler* than average.

More days over 90°F and 100°F

Because heat waves are especially lethal in cities, where urban landscapes absorb more heat during the day and are less effective at releasing it at night (the “heat island” effect), our analysis focused on the extreme heat projected for the state's largest city, Indianapolis, and the number of days each year likely to exceed 90°F

and 100°F. During the historical baseline Indianapolis averaged only 17 days per summer with highs over 90°F. That number rises substantially in the next few decades, and toward the end of the century under the higher-emissions scenario, the city is projected to experience more than 80 days above 90°F—nearly the entire summer. Under the lower-emissions scenario that number would be cut by about half.

As for the more dangerous days over 100°F, Indianapolis averaged only about one such day each summer during the historical baseline. But toward the end of the century under the higher-emissions scenario, the city is projected to face 28 such days—four full weeks. That number would be reduced to seven under the lower-emissions scenario. Compounding matters is the likelihood that Indiana's summers will continue to be humid—probably even more humid. Other Indiana cities



Extreme Heat Becomes More Frequent

Under the higher-emissions scenario, Indianapolis could experience nearly an entire summer of days above 90°F toward the end of the century. Under the lower-emissions scenario, the number of such days would be halved. Dangerously hot days over 100°F (shown in the inset box) are also projected to increase dramatically, with almost a month of such days expected under the higher-emissions scenario.

such as Evansville, Fort Wayne, Gary, and South Bend will face conditions similar to Indianapolis.

More deadly heat waves

The severe heat projected for Indiana poses serious health risks for residents. Heat waves already kill more people in the United States each year than hurricanes, tornadoes, floods, and lightning combined (CDC 2006), and the average annual death toll of nearly 700 may well be an underestimate, since there are no uniform reporting requirements and many deaths are probably misclassified (Luber 2008). Studies show that deaths from many causes, including cardiovascular and respiratory disease, increase during heat waves.

The health costs associated with heat waves are not limited to deaths; many other people become sick

enough to be hospitalized. In 2005, medical costs related to extreme heat and cold totaled \$1.5 billion nationwide, or more than \$16,000 per patient. The Chicago heat wave of 1995 increased admissions to Cook County hospitals 11 percent (more than 1,000 patients) during the peak week (Semenza et al. 1999). Many heat-related deaths and illnesses can be prevented by improving warning systems, access to air conditioning, and year-round medical staffing.

Our research projects how likely Indianapolis would be to experience heat waves as severe as those that affected Chicago in 1995 or Europe in 2003 (see the text box below). Our findings are disturbing; under the higher-emissions scenario, for example:

- By mid-century Indianapolis would experience a heat wave as hot as the 1995 Chicago heat wave

virtually every summer and a heat wave like the 2003 European heat wave at least every fifth summer

- Toward the end of the century Indianapolis would experience at least two heat waves as hot as the 1995 Chicago heat wave every summer and a heat wave like the 2003 European heat wave every other year

A heat wave similar to the 2003 European heat wave would cause more than 280 deaths in Indianapolis (36 per every 100,000 residents), compared with 25 heat-related deaths per summer during the baseline period. This assumes the demographics, vulnerability, and infrastructure of Indianapolis do not change from today. Increased use of air conditioning in the city would likely reduce the death toll, but the general

Indiana Could Face Heat Waves of Historic Proportions

In July 1995, Chicago experienced its worst weather-related disaster ever. Temperatures reached or exceeded 90°F for seven days in a row and exceeded 100°F on two of those days (Kaiser et al. 2007). Conditions were made worse by high humidity levels, unusually warm night-time temperatures, and pollution that built up in the stagnant air. Thousands of Chicagoans developed serious heat-related conditions, overwhelming the city's emergency responders and forcing 23 hospitals to close their emergency room doors to new patients. Like the city's hospitals, the county morgue was completely overwhelmed (Klinenberg 2002).

The heat wave was ultimately responsible for between 450 and 700 deaths in Chicago (Klinenberg 2002, CDC 1995). Hundreds of additional heat-related deaths occurred in other

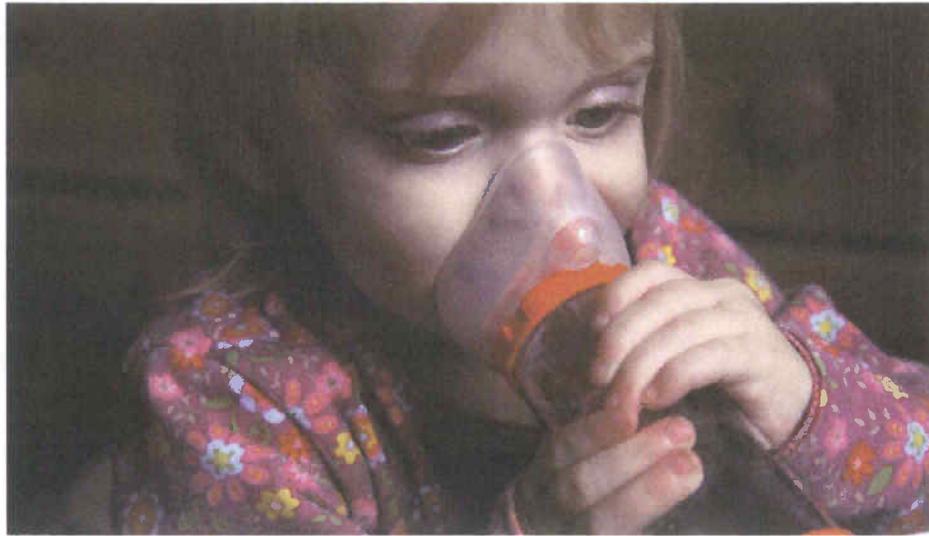
If our heat-trapping emissions continue unabated, heat waves of historic proportions are projected to become routine in Indiana.

parts of the Midwest and along the East Coast (NOAA 1996).

Yet Chicago's experience pales in comparison to the European heat wave of 2003—the worst of the past 150 years in terms of both duration and intensity. For almost three months daily high temperatures were hotter than normal, with half of those days more than 10°F above

normal. Daily low temperatures were also abnormally hot. The death toll was initially estimated around 30,000 (UNEP 2004), but more recent analyses have identified 70,000 heat-related deaths that summer in 16 countries (Robine et al. 2008). Hardest hit was France, where fatalities exceeded 2,000 per day during the heat wave's peak (Piriard et al. 2005).

If our heat-trapping emissions continue unabated, heat waves like these are projected to become routine in Indiana: under the higher-emissions scenario, Indianapolis would experience a heat wave comparable to the 2003 European heat wave every fifth year by mid-century. Toward the end of the century Indianapolis would suffer such a heat wave every other year under the higher-emissions scenario and once a decade under the lower-emissions scenario.



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Warming Climate Leads to Poor Air Quality

The fact that air pollution worsens as temperatures rise should concern residents of Indianapolis—poor air quality puts large numbers of people at risk from respiratory illnesses such as asthma, chronic bronchitis, and emphysema. Higher temperatures are also expected to increase the dangers of allergy-related diseases (Ziska et al. 2008).

aging of the population would likely increase the death toll since the elderly are most vulnerable to heat. The number of Indiana residents older than 65 is projected to be more than 1.5 times higher in 2030 than 2000, rising to more than 18 percent of the state's population (U.S. Census Bureau 2004).

Changes in air quality could also play a role: for example, if air quality deteriorates because warmer temperatures exacerbate smog and soot pollution, and we continue to burn more fossil fuels in our power plants and vehicles, heat-related mortality would likely rise. Conversely, cleaner air created by a shift away from fossil fuels would likely reduce heat-related mortality.

More dangerous air pollution

In areas where there are local sources of fossil fuel emissions, ground-level ozone—a dangerous air pollutant and the main component of smog—increases at temperatures over 90°F (Luber 2008). Since our projections show that, under the higher-emissions scenario, Indiana will experience such temperatures virtually the entire summer toward the end of the century, the state can also expect

far more days of unhealthy ozone levels than would occur without global warming. This is particularly bad news for the 12 counties (which include those around Indianapolis) that already experience ozone levels higher than the Environmental Protection Agency's (EPA's) health-based ozone standard (IDEM 2008).

High concentrations of ground-level ozone (not to be confused with ozone in the stratosphere, which provides an important natural shield against solar radiation) diminish lung function, cause a burning sensation in the lungs, and aggravate asthma and other respiratory conditions. Ozone may also contribute to premature death, especially in people with heart and lung disease (EPA 2008). Studies show that when ozone levels go up, so do hospitalizations for asthma and other lung conditions, and it appears that heat and ozone together increase mortality (Luber 2008). Ozone also damages plant life; the EPA warns that a climate change-induced increase in ozone could damage ecosystems and agriculture as well as human health (EPA 2008).

Another air contaminant of particular concern in Indiana is small particulate pollution (or soot);

17 counties have already been identified as failing to meet federal air quality standards for this pollutant (EPA 2008) and Indianapolis ranks among the nation's 20 most soot-polluted cities (ALA 2009). Small particulates increase the severity of asthma attacks in children, increase the number of heart attacks and hospitalizations related to cardiovascular disease and asthma, and cause early deaths from heart and lung disease (ALA 2009).

The leading source of small particulate air pollution is coal-fired power plants, and as demand for electricity increases in response to rising temperatures, power plants generate more emissions. Therefore, climate change threatens to exacerbate Indiana's particulate air pollution.

In Indiana today, more than 8 percent of the population (more than 100,000 children and more than 300,000 adults) suffers from asthma (ALA 2009). Cardiovascular diseases including stroke are the leading cause of death—killing more than 19,000 in 2002 (AHA 2008). The combination of increasing heat, ozone, and small particulate pollution can be especially dangerous for these populations.

Changes in Storm, Flood, and Drought Patterns

In 2008 Indiana experienced a year of devastating storms and flooding. Floods affected virtually every part of the state between January and September, leading to three federal disaster declarations. The worst storms brought tornadoes and historic rainfalls (between 2 and 10 inches in just two days) to southern and central Indiana in early June. The resulting flooding, including flash floods, forced thousands to evacuate and caused more than \$1 billion in damage to 25,000 homes, hundreds of businesses, and infrastructure including roads, railroads, dams, and utilities (NOAA 2008). Fifty counties were declared federal disaster areas (Thomas 2008). The year was one of the costliest for natural disasters in Indiana's history, with the state receiving more than \$560 million in federal disaster assistance (Thomas 2008).

As heavy rainfalls become more common, the threat of flooding will rise, as will the value of the property at risk and the costs of emergency

response systems and flood control measures such as levees and dams.

More frequent downpours and flooding

Heavy downpours are already twice as frequent in the Midwest as they were a century ago (Kunkel et al. 1999). While scientists cannot attribute any single storm to climate change, more heavy precipitation can be attributed to climate change that has already occurred over the past 50 years (Trenberth et al. 2007).

Our analysis indicates that the warming ahead will make Indiana substantially more vulnerable to the kind of natural disasters it suffered in 2008. Two findings stand out from the research:

- **Precipitation is more likely to come in the form of heavy rains.** Under the higher-emissions scenario Indianapolis is projected to experience a more than 35 percent increase in heavy rainfalls (defined as more than two inches of rain in one day) over the next few decades. Toward the end of the

century, heavy rainfalls are projected to be 64 percent more frequent under the higher-emissions scenario and 50 percent more frequent under the lower-emissions scenario. The maximum amount of precipitation falling within a one-, five-, or seven-day period is also projected to rise under both scenarios.

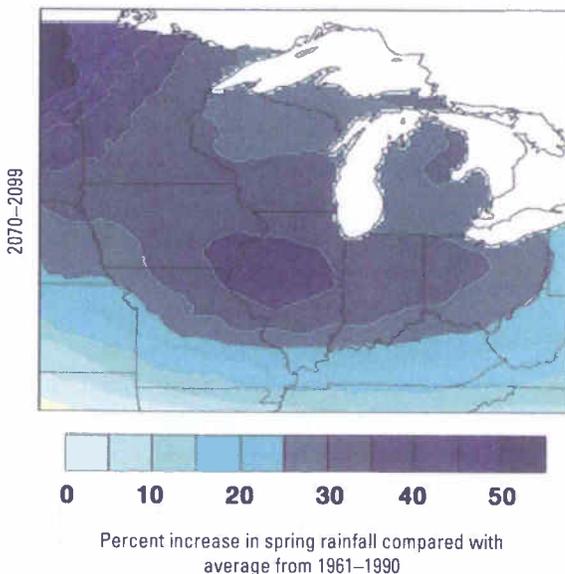
- **Winters, springs, and falls will be wetter but summers will be drier.** Winters and springs are projected to see almost one-third more precipitation toward the end of the century under the higher-emissions scenario, and autumns are projected to see more precipitation as well. Meanwhile, summers will see 9 percent less rain. As described above, more of the rain that does fall will be in the form of downpours.

These projections support earlier studies showing a substantially increased risk of flooding in Indiana as the century progresses, especially if emissions are high. While there is likely to be some increase in local summertime flooding due to more frequent downpours, the greatest flooding risk will occur in the winter and spring, when rainfalls combine with melting snow and still-frozen soils to increase runoff. In fact, analyses of various rivers in the Midwest (which used a level of emissions somewhat lower than our higher-emissions scenario) projected more than triple the number of high-flow days toward the end of the century (Cherkauer and Sinha 2009; Wuebbles et al. 2008).

More frequent short-term droughts

Paradoxically, Indiana could face not only the risk of greater flooding but also the risk of greater drought,

Higher-Emissions Future



Spring Rains Increase

Heavy downpours are now twice as frequent in the Midwest as they were a century ago. Under the higher-emissions scenario, Indiana's spring rainfall is projected to increase almost 15 percent over the next several decades and more than 30 percent toward the end of the century. This may lead to more flooding, delays in the planting of spring crops, and declining water quality in rivers, streams, and storage reservoirs.

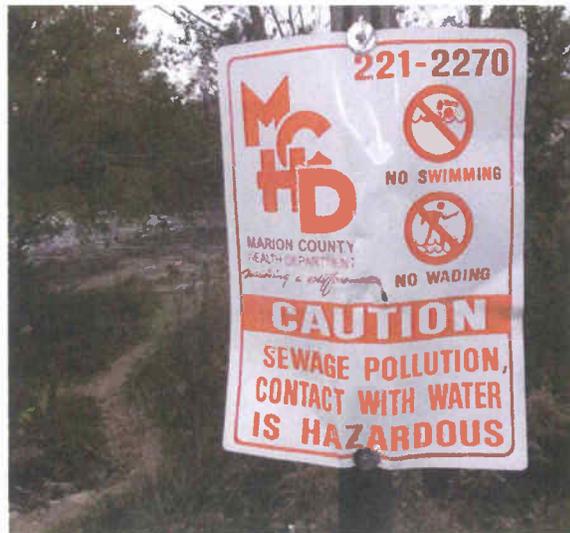
although climate projections are less consistent in this regard. The more temperatures rise, the more water evaporates from the soil and plants, requiring more rainfall just to maintain the same soil moisture levels. However, the Midwest is projected to receive less rain in the summer (when temperatures are hottest), not more. As a result, the likelihood of drought in the region will increase, as overall water levels in rivers, streams, and wetlands are likely to decline. In Indiana, short-term droughts are projected to increase, but long-duration droughts (lasting more than two years) are likely to decline.

Lower water levels in the Great Lakes

Water levels in the Great Lakes are projected to decline both in summer (due to increased evaporation caused by higher temperatures) and winter (due to a decrease in lake ice) (Angel and Kunkel 2009; Hayhoe et al. 2009). The greatest declines are expected for Lake Huron and Lake Michigan. Under the lower-emissions scenario, water levels are projected to fall less than one foot toward the end of the century; under the higher-emissions scenario, levels are projected to fall between one and two feet. A decline of this magnitude can have significant economic, aesthetic, recreational, and environmental impacts, such as significantly lengthening the distance to the lakeshore, affecting beach and coastal ecosystems, exposing toxic contaminants, and impairing recreational boating and commercial shipping.

More threats to water quality

Heavy rains increase runoff that not only washes pollutants into waterways but—in cities such as Indianapolis—also causes raw sewage to spill from sewers into rivers. This



© Associated Press/Michael Conroy

has been a long-standing problem in Indianapolis, where an average of 60 overflows discharges about 8 billion gallons of untreated sewage into the White River and its tributaries every year (EPA 2006).

Following legal action by the EPA, the city has agreed to spend nearly \$2 billion over the next 20 years implementing measures designed to reduce the average number of overflows to four in a typical year (EPA 2006). However, the heavier downpours ahead mean the typical overflow from years past are likely to be exceeded, so raw sewage will continue to spill regularly into the White River unless the city spends even more to prevent this from happening.

New Threats to Indiana's Agriculture

Indiana is an important part of the nation's agricultural heartland. Fifty-six percent of the state's acreage is devoted to cropland (USDA 2009a); its production of corn ranks fifth in the nation and its production of soybeans ranks fourth (IDA 2006). Indiana also produces substantial quantities of other crops including wheat and fruit, and it can boast one of the nation's most productive livestock industries. In 2002, nearly

Storm Runoff Threatens Public Health

Heavy rains often cause raw sewage to spill from city sewers into rivers. Projected increases in rainfall due to climate change would worsen this problem in Marion County, where about 8 billion gallons of untreated sewage already spill into the White River and its tributaries every year.

15 percent of Indiana's jobs were farm-related (USDA 2005) and, in 2007, agricultural commodities brought nearly \$8 billion to the state (USDA 2009a).

The heat and precipitation changes projected for Indiana have potentially profound implications for agricultural production. Toward the end of the century, growing seasons are likely to lengthen by three weeks under the lower-emissions scenario and by six to seven weeks under the higher-emissions scenario. Also, rising CO₂ levels have a fertilizing effect on crops. These changes by themselves would increase crop production, but they will be accompanied by many other changes that threaten production, such as heat stress, increased drought and flood risks, and an expansion of crop pests' range.

More heat stress for crops

The extreme summer heat projected for Indiana, particularly under the higher-emissions scenario, puts the region's crops at significant risk. Corn crops, for example, can fail at 95°F, with the risk increasing the longer the heat lasts. When such hot spells coincide with droughts, as they often do, crop losses can be severe.



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Changes Mean Uncertainty for Agriculture

Indiana's farmers would benefit from the longer growing seasons expected to accompany global warming, but projected increases in spring rains could interfere with planting and cause more flooding. Farmers therefore face greater risk and expense if climate change continues unabated.

Indiana but increasing by small amounts in east-central Indiana.

Hotter projected temperatures led to lower yields in all cases; corn yields, for example, begin to decline at 92°F and fall sharply at 100°F. Widely varying climate conditions during the growing season also decreased average yields in all of the study's models, so as temperatures continue to rise and weather becomes more extreme and variable, yields of all major crops will likely decline.

More heat stress for livestock

Extreme heat is also projected to cause heat stress for much of Indiana's livestock. Dairy cattle are particularly vulnerable to high temperatures, and milk production can decline when temperatures exceed 75°F to 80°F depending on humidity. During the historical baseline, average summer temperatures and humidity in Indiana did not exceed levels known to cause stress in livestock. Under the higher-emissions scenario, however, dairy cattle and other livestock will endure near-permanent heat stress during the average Indiana summer toward the end of the century unless they are kept cool using costly measures such as air-conditioned barns.

Wider spread of pests

The warmer winters ahead mean that crop pests and pathogens normally kept in check by cold temperatures are projected to expand their ranges northward. A recent study warned that the expanding ranges of corn pests could have a substantial economic impact in the form of higher seed and insecticide costs and lower yields (Diffenbaugh et al. 2008). Already, corn pests cost U.S. corn producers more than \$1 billion annually; the corn earworm alone is responsible for destroying about

The United States lost \$40 billion from a 1988 heat wave—mostly due to crop losses. Crop yields in Indiana dropped precipitously that year, with corn and soybeans falling below three-quarters of their average annual yields for the period 1978–1997 (USDA 2009b). Over the next few decades (under both emissions scenarios) most Indiana summers are projected to be hotter than 1988, and by mid-century under the higher-emissions scenario, all Indiana summers are projected to be hotter than 1988.

Our analysis projects the frequency with which Indiana and the Midwest would face three- and seven-day periods of crop-damaging temperatures of 95°F or higher. During the historical baseline such periods of intense heat were extremely rare in the Midwest, with three-day periods occurring about once every 10 years and seven-day periods occurring on average only once every 30 years in the more southern states.

Under the higher-emissions scenario, however, a three-day period with temperatures reaching 95°F or higher is projected to occur every other summer in Indiana within the next few decades, and one is projected to occur every summer toward the end of the century. A more destructive seven-day period would occur in at

least half of Indiana's summers by mid-century and in at least three of every four summers toward the end of the century. Under the lower-emissions scenario, the frequency of such periods would be significantly less toward the end of the century, with a week-long period of extreme heat occurring in about half of Indiana's summers.

The possibility of crop-damaging heat waves becoming commonplace in Indiana within a few decades represents a significant threat to the state's economy, which took in \$2.7 billion from corn alone in 2007 (USDA 2009a). Crops such as wheat and tomatoes that fail at lower temperatures than corn are even more vulnerable.

A detailed study of the expected effects of climate change on crop yields in five Midwest states shows that corn yields in Indiana may decline as much as 50 percent by the middle of this century under a variety of scenarios and assumptions (Southworth et al. 2000). For soybeans, a crop that benefits more than corn from CO₂ fertilization, results were mixed, with some scenarios showing small yield gains and others showing decreases. For wheat, the study's two Indiana locations had differing results, with yields declining as much as 15 percent in southwestern

2 percent of the nation's corn crop every year, and it has shown resistance to a wide range of insecticides (Diffenbaugh et al. 2008).

Indiana's valuable corn crop would be at risk if the corn earworm does indeed move north. During the historical baseline, conditions conducive to the corn earworm occurred about once every five years in parts of southern Indiana and about once every 15 years in northern Indiana. Under the higher-emissions scenario, however, conditions conducive to the corn earworm will occur in three of every four years toward the end of the century in southern Indiana and in about half of all years in northern Indiana.

Potentially damaging changes in precipitation

Crops under stress from extreme heat need more rain, but Indiana is projected to receive less rain in the summer growing season as the climate warms. Dry conditions will be a particular problem for Indiana's crops because only about 3 percent have access to irrigation (USDA 2009a).

In addition, the projected increase in spring rains could interfere with planting and pose a greater risk of floods like those of June 2008, which affected about 9 percent of the state's farmland and were called a "disaster" for Indiana agriculture (NOAA 2008). Changes in precipitation are therefore likely to limit farmers' ability to take advantage of the longer growing seasons expected to accompany future climate change.

CLIMATE SOLUTIONS FOR INDIANA

Indiana is the seventh largest producer of global warming emissions among all the states (EIA 2008a). Its per capita emissions are 88 percent higher than the national average (U.S. Census Bureau 2009; EIA 2008a), mainly because 94 percent of Indiana's electricity is generated by coal-fired power plants (compared with the national average of 50 percent) (EIA 2007). Agriculture also produces global warming emissions—close

to 7 percent of the U.S. total in 2005 (USDA 2008).

If Indiana and the world are to avoid the worst consequences of climate change, the state must aggressively reduce its emissions by:

- increasing energy efficiency and conservation in industries and homes;
- boosting the use of renewable energy resources such as wind power, advanced biofuels, and geothermal energy;
- improving vehicle fuel efficiency and reducing the number of miles Hoosiers drive; and
- improving agricultural practices to reduce the release of heat-trapping emissions from soil tilling and fertilizer application.

These actions will also provide benefits such as lower energy costs (after just a few years), new local jobs, and cleaner air and water. A recent analysis by the Union of Concerned Scientists shows that businesses and industries in the region could collectively save \$3.8 billion in 2020 and \$11.9 billion in 2030 by instituting these kinds of changes (Cleetus, Clemmer, and Friedman 2009).

While Indiana has made strides toward implementing a number of the strategies listed above, it generally lags well behind other Midwest states. The state does deserve credit for its progress on the following initiatives:

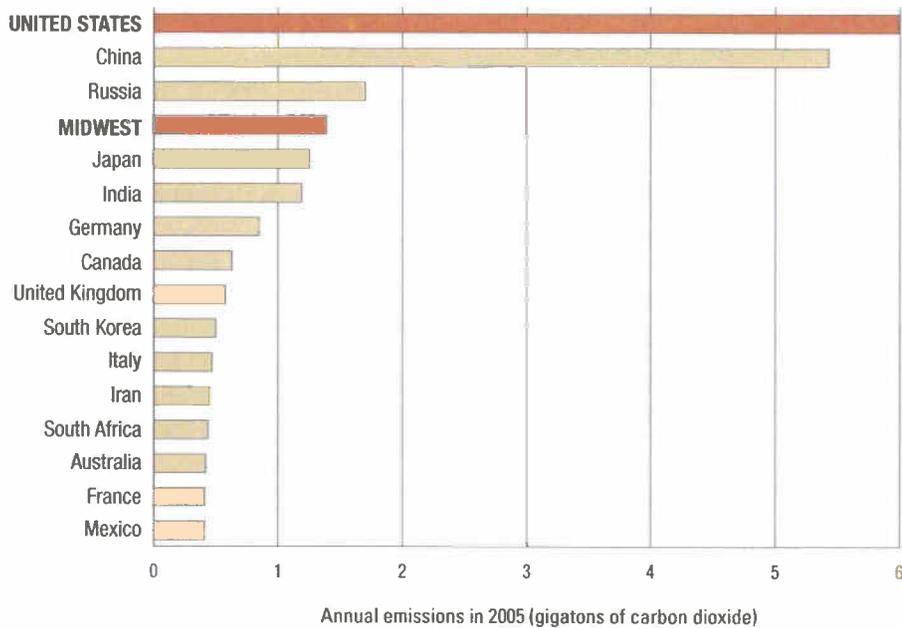
- Zero-interest loans for renewable energy and energy efficiency projects
- Energy efficiency requirements for all new state buildings
- Property tax exemptions for renewable energy systems
- Rebates for geothermal heat pumps



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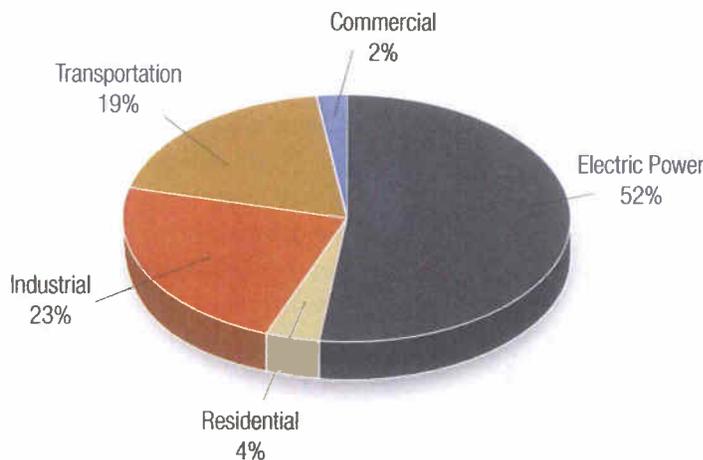
Livestock Face Increasing Heat Stress

Milk production can decline when temperatures exceed 75°F to 80°F. If heat-trapping emissions continue to rise at their current pace, Indiana's dairy cattle will experience near-permanent heat stress during the average summer toward the end of the century, potentially causing declines in milk yields.



The Midwest Burns More Fossil Fuels Than Entire Nations

The total combined emissions from eight states (Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Ohio, and Wisconsin) would make the Midwest the world's fourth largest polluter if it were a nation. The region's emissions are more than double those of the United Kingdom, which has about the same population (EIA 2008a).



Power Plants Are Indiana's Biggest Polluters

Electricity generation—primarily from coal-fired power plants—is the largest source of heat-trapping emissions in Indiana, followed by industry and transportation (EIA 2008b).

Pathways to Real Progress

The emissions reductions achieved by Indiana's clean energy and climate strategies to date pale in comparison to what is actually possible. The state should immediately pursue the cost-effective strategies summarized below.

Energy efficiency programs

Indiana could duplicate the progress achieved in Illinois, Michigan, Minnesota, and Ohio by requiring its utilities to help customers implement energy efficiency projects. This strategy saves consumers money, reduces global warming emissions, and creates local jobs for people who perform energy audits, weatherize homes, and manufacture efficient windows. The Midwest Energy Efficiency Alliance estimates that "energy efficiency programs could save Indiana families and businesses \$500 million in direct natural gas bill savings and \$802 million in direct electricity savings over the next five years. As a result of downward pressure on natural gas prices, consumers in Indiana could see an additional \$565 million in savings by 2011" (MEEA 2009).

Renewable electricity standards

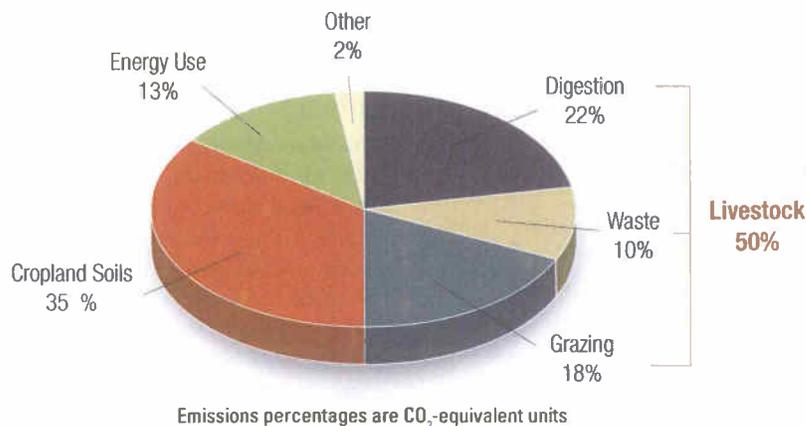
Indiana is the only Midwest state out of eight not to have a renewable electricity standard, which requires electric utilities to gradually increase the amount of renewable energy resources (such as wind, solar, and bioenergy) in their power supplies. These policies—also called renewable portfolio standards—have emerged as an effective tool for reducing market barriers to new technologies and for promoting a cleaner, sustainable power supply.

However, with its excellent resources and strong agricultural and manufacturing sectors, Indiana is particularly well-positioned to benefit

from renewable energy. It already ranks as the fastest-growing state for wind energy installations thanks to several projects brought online since the start of 2008—due in part to renewable electricity standards adopted in other states (AWEA 2009). By the end of 2009, construction should be completed on Fowler Ridge—one of the largest wind farms in the United States. A standard of Indiana's own would keep this momentum going, and the policy is popular among Hoosier voters: 81 percent support a standard that would require utilities to generate at least 15 percent of their electricity from renewable resources by 2021 (Yang 2009).

Better building codes

Modern building codes require a minimum level of energy efficiency in the design and construction of new buildings. Indiana adopted an updated code for its commercial sector in 2009, but its residential codes are years behind other states such as Illinois, Ohio, and Wisconsin, which all have residential codes meeting the requirements of the federal Energy Conservation and Production Act. By updating its standards, Indiana would also become eligible to compete for \$3.1 billion in federal stimulus funds available for state energy programs.



Agriculture Contributes to Warmer Temperatures

Agriculture generates 7 percent of total U.S. heat-trapping emissions, including three potent global warming gases: carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Half of these emissions come from livestock production, one-third from the cultivation and fertilization of cropland (which decreases its ability to absorb carbon), and the rest from energy used for power generation, transportation, and construction (USDA 2008).

Increased public transit and passenger rail

Given the fact that nearly one-fifth of Indiana's heat-trapping emissions come from the automobile sector, the state should invest in low-carbon transportation options including public transit and passenger rail—yet Indiana currently spends almost 30 times as much on its highways as on public transit, so its cities' transit systems lag behind those of comparable Midwest cities. Federal stimulus

funds are available to help Indiana upgrade its passenger rail network.

Building More Resilient Communities

Because climate change is already upon us and some amount of additional warming is inevitable, Indiana must adapt to higher temperatures and more heavy rains while working to reduce its emissions. Any delay in emissions reductions will make it more difficult and costly to adapt; conversely, aggressive steps to reduce emissions now will provide the time ecosystems and societies need to become more resilient. For each adaptation measure considered, Indiana's decision makers must carefully assess the potential barriers, costs, and unintended social and environmental consequences.

A State-Federal Partnership

Although Indiana can achieve much with its own policies and resources, the scale of emissions reductions required suggests that individual



Green Building Design Saves Money and Energy

The new Indianapolis airport terminal is highly energy efficient. Its windows feature a ceramic coating that allows natural light to enter while lowering heating and cooling costs, and its location in the middle of the airfield reduces planes' taxiing and fuel use.



Hybrid Vehicles Are a Win-Win for Indiana

A number of Indiana cities have added hybrid buses (which offer lower emissions and higher fuel economy) to their transit fleets. Further additions would benefit the state economy, since at least three Indiana-based companies manufacture hybrid drivetrains or components.

states will need strong support from the federal government. The United States should therefore enact a comprehensive set of climate and energy policies including standards for renewable electricity, energy efficiency, and transportation that set a tight limit on heat-trapping emissions nationwide. The goal should be to reduce emissions at least 35 percent below current levels by 2020 and at least 80 percent by 2050.

A national renewable electricity standard and strong fuel economy standards for cars and trucks can boost local economies while substantially reducing emissions nationwide. For example, our analysis found that a renewable electricity standard of 20 percent by 2020 would create 5,300 jobs in Indiana and lower residents' electricity and natural gas bills a total of \$130 million by 2020 (UCS 2007). A separate UCS analysis showed that if every car and

light truck on U.S. roads averaged 35 miles per gallon (mpg) by 2018 (compared with the fleetwide average of 26 mpg today), drivers would save enough in fuel costs to create 6,000 new jobs in Indiana by 2020 (UCS 2007b).

Another complementary federal strategy known as a "cap-and-trade" program would set a price on emissions and require polluters to obtain government-issued permits in order to continue emitting. By auctioning these permits the government could generate revenue for investment in:

- Energy efficiency and renewable energy solutions
- Assistance for consumers, workers, and communities facing the most difficult transition to a clean energy economy (coal miners and mining towns, for example)
- Conservation of precious natural resources

- Assistance for communities that must adapt to unavoidable consequences of climate change

Setting a price on heat-trapping emissions will also stimulate investment in cleaner and more efficient energy technologies by making them more cost-competitive. One possibility is power plants equipped with carbon capture and storage technology (if and when this proves commercially feasible).

Finally, federal resources devoted to climate monitoring and assessments can provide essential information for states and communities that need to devise and implement adaptation plans. Indiana's U.S. senators and representatives must therefore support strong federal climate and clean energy policies that will help the state reduce emissions, transition to a clean energy economy, and prepare for the climate change that will occur in the interim.

CONCLUSION

Climate change represents an enormous challenge to Indiana's way of life and its residents' livelihoods, but we can meet this challenge if we act swiftly. The emissions choices we make today—in Indiana and throughout the nation—will shape the climate our children and grandchildren inherit. The time to act is now.

The Union of Concerned Scientists is the leading science-based nonprofit working for a healthy environment and a safer world.

For more information on the Midwest's changing climate, along with a list of references for this report, visit:

www.ucsusa.org/mwclimate

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MR. JOE DEDMAN: Thank you very much.

First, I'd like to thank and compliment the project team for the work they've done, the diligent work that they've done. We appreciate seeing the project brought this far. I have two comments I'd like to make tonight. First is that I have repeated this at several hearings in the past. This is all about economic development for our community. We need that at this time more than at any time in the past; and so the quicker you can--or the more you can accelerate this project, the quicker we will see benefits from this project, so I encourage accelerating this as much as possible. The second comment, I'd like to echo some of the comments about the north exchange in Pike County. I see some tremendous benefits. It gives us another connection point for the economic development opportunity as well as greatly improve some of the traffic flow situation, so I would encourage you to strongly look at keeping that north exchange on Pike County. Thank you very much.

MR. W.A. BOYD:

Well, first of all, I want to start off on the cost. The cost of this entire project needs to be looked at and understood by the general public. Going to be over \$4 billion. Now, that's a big pill to swallow. INDOT doesn't have enough money to build the first section that they want. That's why we're hearing in the discussions about, well, they may defer this interchange. They may defer that. And, Folks, they just want to get payment down. That's all they want to do. They're not interested in your economic development. They're not interested in providing jobs. They just want to lay pavement. Now, I came here tonight thinking I was coming to a public meeting, but what I've seen so far is a dance. You've danced around what you're going to do. Are we going to build this? Well, we might not. We might something else. Just if you've got a draft statement, tell us what you are going to do, not what you might do. How can we evaluate a plan if you don't have--if you don't state what you intend to do? You give us 57 different alternatives to look at. The maintenance cost, we can't afford to keep the roads in good conditions that we have today. That's why we have some of the problems that we do. The existing roads are crumbling. Counties are desperate to repair the roads that they have from the floods and just the general disrepair the roads are in. The bridges are in the same condition. We can't afford this highway. The farms being taken, you know, this is prime agricultural land down here. With food safety being a big concern anymore, we need to keep our food local, take care of local people. The roads being closed, we've already addressed that. How are you going to take care of emergency services for roads that are cut off? You're going to build it cheaper. If you look at the--what's in the study, you just want to build it cheap to get pavement down, and a cheap road is going to fall apart before it's even finished. Now, I see I have the red light. I would like to come back after everybody else has their chance to get their comments and complete my list of comments, if I may.

(Following are comments provided by Mr. Boyd to the Court Reporter following the formal presentations)

MR. W.A. BOYD: Okay. Where I left off, the food safety, farms are much more valuable than any road. We have to have food. We don't need this road. If the road is closed, we--that increases the dangers to the public. In the event of an emergency, emergency vehicles cannot get to someone whose road has been cut off, or if they have to take a long way around. You heard the gentleman talk about the length of time it would take to get an emergency response crew onto I-69. That's--you know, that's--you're putting the citizens of the county at risk when you cut off these roads, and you're putting this highway in. The Section 106 study was done too fast and glossed over too much. Most of the 106 Studies was a drive-by, no investigation into homes as to the history behind homes, the histories behind the farmsteads. So the 106 Study needs to be done in further detail to capture all the historical impacts that will happen because of this project. They want to build it cheap, which increases our maintenance cost. The interchanges, that's been discussed. How does eliminating interchanges increase personal access? This interstate says it wants to increase personal accessibility. Personal accessibility to what? To Indianapolis? To Evansville? People need--in the community need personal access to their community. They don't need to get--personal access, I believe, in the document is

defined as access to an interstate highway, but I believe most people in the community don't really need to get access to an interstate highway. It's just a--not a need in a community. We need to develop local communities and not build roads that take people out of the community. Now, this is an old study. It needs to be gone through again. It's been sitting on a shelf for quite some time and only recently dusted off and brought out. So this needs to be done. Another core goal was economic development. But if you drive on any major interstate through this state of which we have plenty, the small communities that were bypassed by interstate highways are dead. Small communities that even have an interchange outside of town are dead. They might get sprawl maybe around the interchange, but it won't be a local business. It won't support local families. The money leaves I think on the radio station, "The Bullet," they talk about local money stays local. And this interstate will take people out of town, not into town. The gentleman spoke about the number of roads, take the traffic off of--off of the highways. Well, how many of those trucks are coming to serve local needs? I don't believe that information is accounted for in the study. Again, it's--it's a missed data that's in the study. The--you say you take public comments, but then what? What do you do with those comments? When we have over 94 percent of people who commented on this highway in the Tier 1 opposed this project or desperately wanted 70/41; but were those taken into--given--I believe that the—your comment was that full and equal weight. 94 percent of the people say 70/41, and where is that consideration? Where is that consideration? It's just not here. Now, the length of time for comments. I touched on this. This is a huge document. And the amount of time that we have to read that document, study it, research it is totally inadequate. We need at least as much time to research what's in the document as BLA and Jacobs and all the others have taken to develop this study. We have to do our research to make sure that the facts that you have are correct, and many of them border on being full and complete statements. Now, we asked--Citizens for Appropriate Rural Roads asked for time to make a presentation here, a power point presentation, and we were denied that request to make a formal presentation for the public. Now, what the communities need are not another interstate highway, not another highway. We need the highways that we have fixed up. That would take care of a lot of the accidents that we have on local roads because part of the problem is because you don't maintain the roads that we have. So you're going to build another road to get people out of town faster, and our local roads are just going to continue to crumble and be put at the back of the list, the back of the list and never get repaired, which will increase the susceptibility of accidents for local people. This highway is doing nothing for the local community and every community along the way. You are not helping the local communities at all. If you wanted to help local communities, move toward rail transit. That's a 21st Century mode of transportation. These farming communities, these small communities, rural communities were built when the railroads came through, and they can thrive once again given the opportunity with rail transit. It can be done. Many other communities, other states are devoting more and more money to mass transit. We need mass transit for all our rural communities. Now, if I could go back to the size of the document, most rural communities do not have the luxury of having high-speed bandwidth lines to their homes. They're lucky if they're on dial-up. You cannot download this document from the web site on a dial-up, and so people don't have ready access to even read the document. The offices that you've had here have been limited hours for quite some time, which, you

know, makes it even more difficult for people who want to come look at the documents and study the documents; makes it more difficult for them to make comments. So you're not really accepting public comments and acting on those public comments. You're merely going through the motions because that's what the law says, and you have to comply with the law. Now, other INDOT studies include things such as engineer's report that is not in this document. There's nothing that speaks to where the fill material will come from. You're going to build this roadway up three to four feet above grade. Where is all the fill material going to come? How much more farmland are you going to take to get that fill material? And what impact is that going to have to this community? You're going to take more farm ground out of production, more money out of people's pockets. Also, in looking over the document, I did not see where there was any drainage impacts. And we all know from the flood from last year wiped out many, many, many county roads. The counties are struggling to get back in some kind of shape. But I don't see any--in the study anywhere where it says what impact this highway will have on drainage problems to the communities. You're going to build this highway down through the middle of a lot of prime farmland, and you're going to prevent proper drainage so the crops cannot flourish as they need to. Drainage is a huge issue and has not been addressed. If it's in the document, it doesn't--it doesn't fully address the impacts, and that needs to be done. So I'm sure I've got a lot of other comments. I don't have them with me. I didn't--I tried to take notes as you went through your power point presentation. I will submit those comments, and I thank you for the opportunity to make the rest of my scribbled notes here as public comment.

MS. JEANNE MELCHIOR:

I live in Dubois County, and this highway is not going to be going through my property; however, I oppose this wasteful project that I'm going to be paying for with my tax dollars even though it won't have benefits for anyone that justified the outrageous price tag. In addition, my grandchildren are going to be paying for this highway, and that's outrageous. For close to 20 years the majority of the people have opposed this project, but it keeps going on study after study, and it's always higher priced. It won't bring jobs. It won't increase prosperity, and it won't improve the quality of life anywhere. It will simply destroy a whole lot of farmland and forestland and will be deleterious to numerous small communities and neighborhoods along the route. Enough already. Let's save farms and forests, which we need a lot more than another new highway. Lots of the roads and bridges that are desperately in need of repair now, and let's repair those instead of building a new road. Any growth in southern Indiana will not be positive. Thank you.

MR. BRIAN GARVEY: Hi, I'm Brian Garvey from southwest Monroe County for 20 years.

CARR, Citizens for Appropriate Rural Roads, they've been coming to these public meetings and saying, fix the roads we have. Use our money and fix the roads that we have. I think it becomes very clear today that this is an old dinosaur. This thing started back in the '70s, and it will do everything but slice your bread. We know today that this thing is a hoax, but it keeps people in money and people in power in money. It's not about local economies. It's about Indianapolis, and it's about Evansville. It's about a plan that started back in the '60s that has died. "Build it, and they will come." And I don't believe responsible, fiscal use of our dollars, just dollars and cents, I'm not going to walk up and hug any tree. Dollars and cents, bang for the buck. The people have to use two-lane roads. What's going to happen when all that money is funneled into this? What happens to our two-lanes roads, our bridges? So the notion that this is somehow going to help positive, local communities is baloney. Are we going to sit here and believe that they studied 500 options for you guys? I don't think so. And I'm not faulting these people personally. They're part of a machine that is corrupt, broken; but yet, we're funneling money into this thing. The majority of our money is going into this one project. It's insanity. It used to be a bad idea. Now it has graduated to the level of insanity. So one option that hasn't been brought up tonight is the option of end it now. Just end it and get on with the real business of economic development and safe roads in Indiana. Thank you.

MS. SARAH COMBELLICK-BIDNEY: Hello, everyone.

I know that it takes a lot of--I don't know--you have to be a certain type of person to actually come up to a microphone, and not everybody who has something to say tonight is actually coming up to this microphone. So I just talked to a few of you beforehand, and I asked you if you had anything that you wanted me to add; but I only have two minutes, so I'm just going to say my main point, which is they are going through the process--you guys are doing your jobs, and you're going through the process, and you're asking us for our input. And you're not able to do anything in response to that except for follow the process and tell us that you've listened. But they won't listen to our comments. They can't. They can't change the plans based on our comments. They're not going to. And the most important thing that we can do--and I just plead with you, all of the landowners here, if you get an offer from the State, contest that offer, and you're in all likelihood going to get more money if you contest that offer. And you should also consider joining CARR, Citizens for Appropriate Rural Roads, or something, at least getting their information, learning about information because you deserve it. And the other most--I think probably even more important than everything I just said is that you should talk to each other because a lot of the rural families in the state are, you know, against this, and they don't talk to each other. And if you do, you'll be a lot stronger, and I encourage you to do that.

MS. SANDRA TOKARSKI: Thank you.

My voice is loud enough. Everybody can hear me without any trouble. We've been doing this a long time. I urge any of you who are concerned about the highway and want to work with us to help to stop this waste of our tax dollars and our farmland, we have a table out in the other room. Indiana ranks 10th in the nation in interstate highway density, 6th in total road density; yet, its economy is no better and in some ways is worse than the nation as a whole. One more highway is not going to fix the problems that we have here in Indiana. They're not going to fix the problems that you have here in Pike County. Isn't going to happen. Speak up. Tell your elected officials: Use our transportation tax dollars wisely; protect our farmland. The thing that's so scary about this is that these beautiful rural counties of Gibson, Pike, and Daviess, are under the gun right now or under the bulldozer nearly. The northern counties, Morgan County, Monroe County and Greene County, those counties have really stood up, and I urge you all to do that as well. Don't be paved over. You can make a difference. Thank you.

MR. ALEX SMITH: Thank you. Well, again, I'm facing people here because honestly I'm more interested in talking to you that came out to the meeting than talking to representatives of INDOT. I mean, essentially, what seems to be happening, they're saying that this is your opportunity to tell them your experiences and to help them move this project along. I think language similar to that was used. And my suspicion is the reason that people are mostly here is because a lot of people are losing lands to this or know people who are losing land to it. And while I'm personally from up in Section 4 in Monroe County, so I'm not going to be directly affected right away by this here in Section 2; but I do--I mean, from what I've seen, it seems that people can either just say that this is a done deal, and we're going to accept it; or people can talk to one another. And I'm echoing some stuff that's already been said, but people need to talk to one another about this. I mean, I've talked to a lot of folks down in Section 1 last summer. And basically, they were getting individuals a loan, giving them a low-ball offer and just sort of running them over, and so I'm trying to make sure that they didn't realize that there were other people in the same situation. So you can make this much easier for INDOT, or you can make it much harder depending on whether you think this is the right thing for your area. And as Sarah was saying, there are a lot of ways that individuals can make it so that this project doesn't actually happen so that it's just too expensive. So thank you. But, again, talk to one another. Talk to CARR, but most importantly, talk to one another.

MR. THOMAS TOKARSKI:

I-69 is driven by the same forces and ways of thinking that caused the economic crisis this country is in now: ignorance, arrogance and greed. They want your land, so they promise you pie in the sky. And your homes and farms and community will be lost forever, and there will be no bail out. As has already been stated, Indiana is varicose with highways. Yet, it now has an unemployment rate of 9.2 percent, one of the highest in the nations. Amazingly, some people are responding--some people's response to this is oh, well, we just need another highway. This is beyond irresponsibility. It is foolishness. This is a NAFTA highway. NAFTA is a failure. I-69 promoters say it is being built to give you better access. Access to what? The violent drug wars that are now ripping Mexico apart? Thousands of acres of good farmland will be paved over. That will hurt you more than another highway could ever help you. There is starvation around the world. Paving farmland is not only economically wasteful; it is immoral. Once you paved your land, you can never get it back. If a tornado caused all the destruction that this highway will, 400 homes lost, 125 businesses, thousands of acres of productive farmland and forests, every politician would be clambering to help you. Many of those same politicians now clamber for I-69 and the destruction of your community and your future. I-69 is nothing less than an unnatural disaster. You don't have to take this. You should not cooperate with INDOT. They cannot be trusted. Refuse their offers to buy your hand. Take them to court. Encourage your neighbors to do the same. If enough people just say, no, this disaster will not go any further. If you deal with the devil, you're going to get burned; and you have a choice. You can resist and protect yourself and your fellows citizens and your future. Don't give up. It's now up to you. Thank you.

MS. SUZANNE MITTENTHAL: Okay. I had a long drive down here. It's beautiful country. I'm from Martinsville in Morgan County to warn you of the harm this project will do to other areas as well as yours. You may not have heard much of Martinsville except we went through the flood last year, and I lost part of my house, my car--I lost my house because of flooding up there. You heard about that. Well, I sat there when the city council in Martinsville voted against the project after an impassioned speech by the city engineer there who explained how this was going to be like a dam in the middle of the city there to divide the community, and it will destroy, go within just a few hundred yards of the main school and the whole historic downtown. But that was before they even really had seen a 100-year flood in recent-- in real people's memories. So it's not just here. You have--maybe we all have responsibility to everyone else you know. I think there was a small change made in an approach from over the White River 67--67 that bought off the council a bit, River 67--67 that bought off the council a bit, but I believe the engineer still opposed, and that was a very last-minute, questionable decision they made, and that was before the flood of June. Another thing, you've heard that the--this might bring economic development. Well, friends of mine who are very conservative folks warned me; I-65 went through Edinburgh where they live, and they've promised them all kinds of economic development. They said it was 20 years before even a gas station--additional gas station was built near there. Don't believe those stories from the tooth fairy. You don't have another set of teeth, or farms, to go back in once they've paved it. Thank you. Those are ghosts. Beware of them. Thank you.

MS. CARRIE DILLON: Hello. My name is Carrie Dillon, and I am a resident here in Pike County. This highway will take our farm and our home. I am opposed to this highway; and I am very concerned as to who is going to help us move, who is going to help us relocate, find a different place to live. How are we going to find the money or get the money to do so? And not just my family, but there are a lot of elderly people, and I'd like to know how they are also going to be relocated; if we are given fair market value for our homes and our property. And if they are living in a 100-year-old farmhouse or something like that, how are they going to be able to afford a new place to live? And I think that the government, INDOT, whoever it may be, they really need to come out, talk to the families. Instead of just telling us what the environmental impacts are and what the, you know, road is going to do to the land, I think we need to know what the road is going to do to families. And I think we need to know what the road and the reconstruction and the moving, you know, the right of way, all of that, we need to know because it's not just about waiting for somebody to come and knock on your door and offer you money for your house and your farm. It's--we need to know. We need to plan. You guys are taking, what, 20, 30 years to try to build this? We need time, too. We need time to plan what we're going to do. Thank you.

MR. DAN MITCHELL: I am Dan Mitchell. And since I first heard of this project, maybe 22 years ago--I don't know--I've been struggling to control my temper, and I will continue to do so. I drove down from Indianapolis. I gave up a half a day of work to be here. In my case that's about \$100 that I gave up to be here, but I can see I stand to lose a whole bunch more if this project is not stopped. And I'm going to devote every effort I can devote to stopping this. This is my land. We're talking about carving it up for no good reason. Now, none of this environmental impact would have been necessary, this impact statement that we've sat and listened to, none of this would have been necessary if we built the highway on-- following I-70 down to Terre Haute and down 41. I don't know--I was never asked my opinion on this. It's never--to my knowledge it has never come up for a vote. I feel there should be a vote in the state, a referendum, to decide, you know, if-- maybe if we're going to build this at all; or if so, where it should be built. I want to quote the voice of experience. A wise man once said in a gold rush the only person that makes any money is the guy that sells the shovel. Thank you for listening.

MR. THOMAS KENDALL: Tom Kendall, an old, dumb farmer from up in Daviess County. I've got one question to ask these gentlemen here. The people in Kentucky, you go into the state at Evansville. Right as you go in, on the road that goes in, I-69, future routes. You go all the way through Kentucky. Future route of I-69. Why are they so much smarter than we are if they can build it in that, and we got to have all this farmland torn up to build ours?

MS. JUDY SHELL: My name is Judy Shell. I live on the north end of Petersburg where they're talking about eliminating all this stuff. Some people are losing one home. My family is losing five. My mother has heard about this project for 20 years. She's now 94. Her home is going to be taken. My situation being is I'm wondering about the offer of money and the uprooting of my mother. I had heard that they were going to pay us according to how many years we had lived in a home. Whether or not that's right, I don't know. But we're going to have five here that we're going to have to move us out of. And in 1978 I came home from Whirlpool at work, and there were two people in my yard. And they were for INDOT-- or from--they were realtors. They'd been sent there to buy a road into the power plant, that passing lane. And I didn't know nothing about it until I come home, and they was standing there. So I would hope there would be more respect this time; that they will come to us respectfully. And also, I was told you can't stop progress at that time, and I understand that's true. If you turn down your first offer, you better take the second one because my neighbors didn't, and they took less than the first offer. Thank you.

MR. CHRIS KLIEMER: Yes, my name is Chris Kliemer. I'm from Washington, Indiana. I'd first like to state that from the beginning of this project, I've been to other meetings, and I was originally against it where it comes from about 300 yards from my house. It takes up my brother's new house. It takes up my grandmother. It takes up my uncle, and it comes 50 feet from my dad's front porch. On the second hand, if this highway is going to be built, one of the reasons they've been pushing this highway is safety. And I'm a firefighter for 11 years for the City of Washington Fire Department and a volunteer for Veale Township that serves from the river bridge to about three miles north where this highway is going to go. We need that south exit. The problem is Veale Fire Department would have to drive all the way to Antioch Church if we had an accident on this highway. That's going to be about a 35-minute response time from the time we get paged to get somebody and get them cut out of a car. I don't know if you've ever been sitting in a car with metal sticking in your leg and body, but it's very important. The second part of it is a lot of the transfers from the Daviess Community Hospital go to Evansville. They'd have to take those patients in sometimes critical states all the way to Antioch and then south. With that south interchange, they could go south out of town and go ahead and go to Evansville. You're really putting the public's life and safety in jeopardy by not building that south interchange in Washington. Like I say, it really irks me because the reason you're saying you're building this is for safety or to put people safely between Indianapolis and Evansville and our communities; but yet, you're doing away with these two interchanges, so I really have a hard time that you are doing it for safety. So I would hope you prove that you're listening to us, what little comments that we have about trying to put these on and help our communities.

MR. JAMES DICKERSON: Hello. My name is James Dickerson. I'm from Pike County. You stated earlier that you were going to go ahead and acquisition the land for the north exchange. If you're going to acquisition it, and you're going to draw it in the picture, and you're going to save about \$3 million is all you're going to save, why not put it in now because five years from now it's going to cost you three times that much to come back? If you've been in any kind of construction work, it's easier to do as you go than come back and lick your calf over. And I think this interchange north of Petersburg needs to go in. Thank you.

MR. VERDAIN MILEY: I'm Verdain Miley. I live in Petersburg. This highway is not going to affect me directly. I don't have no land. I do a lot of driving for a courier service. I drive to Evansville back and forth every day. There's so much traffic, especially going of a morning early. You know, it takes close to an hour most of the time from Petersburg to the north edge of Evansville. I'm in the minority it sounds like here, but I fully support I-69. I do think that the north exit-entrance, whatever, section that maybe has been scrubbed should be reconsidered. And, you know, I think, what, \$3 million approximately is what's going to be saved if the south Daviess exit and the north Pike is rejected or whatever, you know. With the way, you know, government is spending money these days, what's another \$3 million? I say put it on there, you know. We've got government officials say they're looking for change and going to make change. Let's see the change really happen around this part of the country. Change for the better, and I thank you all for taking the time to listen to the public comment. Thank you.

MR. ROBERT REESMET: Robert Reesmet. If you can't build it right, don't build it. If you're going to cut out stuff that's going to do something, and you say promise economic growth; but then you cut the jugular vein by not putting the accesses in, you're going to make it safer for people without the interchanges and stuff, you make it less safe for people. You know, you can't have it both ways. You can't really say one thing and actually mean something else. Either build it right. If you don't have the money, don't build it, you know. You just got to make your mind up. Don't lie to the people. We've been lied to by other things. The Wildlife Refuge was going to be an economic boost to the county. I haven't seen anything. I think there was one bait shop opened, and it's closed. So, you know, your projections on economic growth, sometimes they just don't pan out. Look good on paper, but, you know--I went to a hog raising thing. They said if I fed this feed there, I could raise nine and a half pigs. You can't raise a half a pig.

I-69 Hotline Transcription

Message Received on Friday, February 6, 2009 at 2:23pm:

“My name is Tess Cook my address is 3605 E. Robin Road Bloomington, IN 47401, my cell is 812-320-1687. I would like someone, uh, from your office to call me. I am very interested in knowing if, uh, during the environmental impact studies for Tier 2, and I suppose you will be doing other Tier studies as well as time comes along, of rather or not reptile wildlife was considered, in particular the eastern box turtles. I know of a project in Maryland of where the highway department was responsible for building a super “silt” fence along the route and people went in with dogs and with training of course and removed box turtles from the path of destruction. I was hoping that something like this could happen in Indiana, southern Indiana as well. So please give me a call. Again my number is 812-320-1687”.

From: Tess Cook [<mailto:tjcbbox22@sbcglobal.net>]
Sent: Friday, February 06, 2009 5:01 PM
To: Smith, Steve (INDOT)
Subject: I-69 and box turtles

Dear Mr. Smith,

I am in the process of putting together an advisory board of environmentalists, biologists and concern citizens to draft and present a proposal to the Indiana Department of Transportation to conserve eastern box turtles along the path of I-69 that may contain prime box turtle habitat.

I have already contacted members of the HSUS, US Fish and Wildlife, State Fish and Wildlife department, Indiana University, Purdue University, and the Indiana Department of Natural Resources. I would like to address the issue with you or someone at INDOT to see if provisions have been made, or could be made to preserve box turtles along certain sections of I-69.

I have included a PDF attachment of an article from the Humane Society of the US's Jan/Feb 2009 issue about a box turtle conservation project when road construction impacted box turtles in Maryland. In most highway

projects, the contractors must erect a silt barrier. If the contractor is asked to place a stronger barrier called a "super slit barrier", turtles can be found and placed on the other side and will not be able to head right back into the path of road construction. It could even be possible to suggest suitable under the highway conduits in areas where box turtles might be prone to cross the road in greater numbers, for example, if the highway cuts one area off from wetlands or a stream.

The Indiana Department of Natural Resources could be use this opportunity to determine box turtle demographics in southern Indiana as a reason to allow temporary handling. The approv

From: Tess Cook [mailto:tjcbox22@sbcglobal.net]
Sent: Friday, January 30, 2009 7:22 PM
To: Smith, Katie G
Cc: Buskirk, Bob; Klueh, Sarabeth; Buffington, Matt; McCollam, Gregg
Subject: Re: Box turtles

Dear Ms. Smith,

Thank you for your reply. I am relieved to know that the impact of I-69 on eastern box turtles and their ecology has been a concern of the Division of Fish and Wildlife. I know about the good work that has been done to preserve box turtles in the wild, and how collection has been prohibited since 2004. The reason for this regulation is the knowledge that removal of even a few adult, breeding age box turtles can cause a decline in a local population. I hope this consideration will be extended to the turtles in the path of I-69 when construction begins in area where box turtles are present.

I hope to set up an advisory board of conservation entities, university researchers and field experts who can provide recommendations and be of service to IDOT and the Indiana Division of Fish and Wildlife. If permission to remove box turtles from the path of road construction occurs, it could mean higher survival rates for box turtles left in the remaining habitat. It is my opinion and those in the Maryland project, that every box turtle saved lent good press to the road project and insured the state's mission to protect and preserve wild box turtles.

In Maryland's case each box turtle found was permanently marked, measured, and information about the location, relative age, sex and condition of the turtle was taken. The turtle would then be placed on the side of the silt fence with the most remaining undisturbed habitat. The information collected can be used in population density studies, gender demographic studies, even future studies to see if highways actually do affect turtle populations. The expense of setting up the studier "super slit fence" can absorbed on behalf of the research value of the project, or passed onto the road contractors as part of the bidding process.

I would be grateful if you would inform me what must be done to get permission. It is never too early to begin this process, regardless of whether we know exactly where the Interstate will be placed. Once contractors have been selected they need guidelines about their role in protecting box turtles. There are volunteers ready to be trained if a turtle removal project can be approved. I would be happy if the you, or someone from the DNR can be part of the advisory board as your input would be invaluable to the rescue mission if it can be approved.

Sincerely,
Tess Cook

Post Card Comments

PCD Number	Commenter Name
001.	Robert Abel
002.	Johna Allen
003.	Julio Alonso
004.	Kelly R. Anderson
005.	Merry Anderson
006.	Kevin Andrews
007.	Bill Bailey
008.	Moraima A Bailey
009.	Cheryl Baumgart
010.	Deborah Beaver
011.	Elizabeth Beaver
012.	Wayne Blackwell
013.	Bob & Lois Boruff
014.	Robert Bracken
015.	Dan Clark
016.	Virginia B Clark
017.	Sean Crinnigan
018.	Dana Davis
019.	Michelle Day
020.	Travis Deal
021.	Albert B. Dean, Jr
022.	Amy Deitchley
023.	Janet Dieterlen
024.	Paul Dieterlen
025.	Kathleen Dobie
026.	Levi Draper
027.	Arthur R. Edelstein
028.	Denise Ellshoff
029.	Rita L. Englum
030.	Robert Englum
031.	Kathy Fite
032.	Tom Fitzgerald
033.	Dan Fortune
034.	Stephanie Fulford
035.	Angela Gaston
036.	Paul Gaston
037.	Vivian Gladden
038.	Dick & Donna Goddard
039.	Vickie Goens
040.	Marilyn Greenwood
041.	Dan Grill
042.	Charles Haley
043.	Weir Hall
044.	Denice Harris

Post Card Comments

045.	Mary Harris
046.	J.A. Hartenfeld
047.	Beth Hayes
048.	Kristen Heitman
049.	Susan Henry
050.	Cheryl Hoerter
051.	Kelsey Hopkins
052.	Meredith Hull
053.	Celeste Jameson
054.	Jeni Jenkins
055.	John Johnston
056.	B Jones
057.	Richard & Marguerite Kadlec
058.	Brian Kaplan
059.	Kasey
060.	Brian Kautz
061.	Nicole Ketter
062.	Natalie Killeen
063.	David Kingsworthy
064.	Chelsea Klumpp
065.	Dan Kraner
066.	Mary Kay Kheiss
067.	LeAnn Lipe
068.	Leslie Lipman
069.	Federico Lomelin
070.	Susan Lomelin
071.	Dorothy Mack
072.	Bill Mankiewicz
073.	Ashley Marlow
074.	Antonia Matthew
075.	Andrea McCarthy
076.	Melissa Meils
077.	Sally Middendorf
078.	William A Miller
079.	Jason Moore
080.	William Moore
081.	Kelsey Morgan
082.	Misty Mullens
083.	Patricia Murphy Pizzo
084.	Tim Murray
085.	David Najar
086.	June Naugle
087.	Cassandra Perry
088.	E.D. Pfendler
089.	Steph Pfendler

Post Card Comments

090.	Greg Piens
091.	Carlene and James Quinn
092.	Brenda and John Reed
093.	Janel Rogers
094.	Raymond Rust
095.	Michael Ryan
096.	Walter L. Sadler
097.	Dr. Edith Sarra
098.	Ken Sauer
099.	William Scott
100.	Ann Seagraves
101.	Alice Schloss
102.	Mark Schmitt
103.	Donald Shroeder
104.	Misty Shanks
105.	Kelly Smith
106.	Ryan Smoot
107.	Brenda Sowders
108.	Lois Sprague
109.	Dan Stanley
110.	Tyler Stout
111.	Bruce Thompson
112.	Heather Thompson
113.	Lauren Tinsley
114.	Vonda S. Tyler
115.	Michelle Unrue
116.	Julia Wacker
117.	Jane Walden
118.	Michael Weeks
119.	Tracy Whelan
120.	Phil Wilmore
121.	Steve Witwer
122.	Heather Wyekoff
123.	Merri Young
124.	Dave Abram
125.	Annette Alpert
126.	Brittany Ancelet
127.	John R Anthony
128.	Marian Armstrong
129.	Christopher and Okcha Atwood
130.	Susan Hollis Bassett
131.	John C Baumhauer
132.	Tammy Behrman
133.	Maryellen Bieder and Robert Bieder
134.	David and Mariann Bishop

Post Card Comments

135.	Barbara Bonchek
136.	E K Brambrell
137.	Denise Breeden-Ost
138.	John P. Brennan
139.	Jon B. Broderick
140.	Nancy Diane Brooks
141.	Janice Browning
142.	Clark Buchner
143.	Greg Buck
144.	Roy and Jackie Burns
145.	Patrick Burtch
146.	Cathy Caldie
147.	Missie Carrigan
148.	David Chattin
149.	Sarah Clevenger
150.	Amber Collins
151.	Susan Coulter
152.	David L. Cox
153.	Martha L. Crouch
154.	Patricia Cummings and Sam Frushour
155.	Summer Curry
156.	Roger A. Daniel
157.	Doug and Susan Davis
158.	Mary Faye de Hebreard
159.	Ashok Desai
160.	Nancy Dickinson
161.	David E. Dodrill
162.	Gordon Dornick
163.	Mary Ann Dunfee
164.	Andrew Durkin
165.	Eve Earley
166.	Julie Farris
167.	M.A. Feitler
168.	James and Peggy Flickinger
169.	Tom Flynn
170.	Gregory Foote
171.	Ann M. Foster Hughes
172.	Nancy Fraker
173.	Anne Fraker
174.	Indra Frank
175.	Sarah Elizabeth Frey
176.	Robert S. Fulk
177.	Laura Furst
178.	Katherine A Gagne
179.	Kathy Gardner

Post Card Comments

180.	Constantine Gianikos
181.	Mary G Girard
182.	Sarah Glass
183.	Thomas Glass
184.	Tom Glastras
185.	Linda Greene
186.	Nick Greven
187.	Jacqueline Griffin
188.	Jeri Gros
189.	Rick Gross
190.	Sherri Gruber
191.	Joe Quinn
192.	Leif Hagglund
193.	Joanne Hamilton
194.	Jeffrey F Hartsman
195.	Ronald D Hedlund
196.	Jane A Henderson
197.	Brian Hendrickson
198.	Dan & Shawn Henline
199.	Betty Hollifield
200.	Janet A Hollis
201.	Hoosier Hikers Council
202.	Judson M Horning
203.	Mary Howard
204.	Debbie Hubbard
205.	M. Joan Hughes
206.	Jennifer S Jackson
207.	Tom Jochim
208.	Beatrice Jones
209.	Oliver & Holly Joy
210.	Clarke Kahlo
211.	Stephanie Kane
212.	Steven D. Keith
213.	Pam & Bryan Kienitz
214.	Philip. J Kline
215.	Dennis & Susan Knapczyk
216.	David & Elizabeth Kramer
217.	Lisa Kuhn
218.	Joyce Lakey
219.	James Larner
220.	Jeanne Leimkuhler
221.	Jeff & Heidi Leisz
222.	Don Lichtenberg
223.	John Anthony Maag
224.	Eric MacDougall

Post Card Comments

225.	Jonna MacDougall
226.	Christine Matheu
227.	Leah Helen May
228.	Cookie McKenney
229.	Carol Pander McMurray
230.	Julie Melchior
231.	Ashley Miller
232.	Jeffrey R. Miller
233.	Suzanne Mittenthal
234.	Cheryl & David Moeller
235.	Beverly Moore
236.	Janet & Homer Montgomery
237.	Suzanne Mudge
238.	Patrick J. Munson
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240.	Thomas R. Newby
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242.	Nicholas W. Noe
243.	Wayne M. Ormes
244.	Jane Parry
245.	Mr. & Mrs John Pelton
246.	Parker Pengilly
247.	James R. Pennell
248.	James H. Pennington
249.	Frank Petty
250.	Jim Plant
251.	Carol Polsgroue
252.	Patricia Powell
253.	Debra Raddatz
254.	Anna Rees
255.	Sylvia Reichel
256.	Marietta Reinhold
257.	Jim & Carol Rice
258.	Lu Richmond
259.	Veronica Ries
260.	Jerard G. Ruff
261.	Jill Rushworth
262.	Sarah Ryterband
263.	Susan Sammis
264.	Michael Sanders
265.	Jack R. Saylor
266.	Paul W. Schmitt
267.	Jim Silberstein
268.	Lorraine Sirucek
269.	Carole Smith

Post Card Comments

270.	John P. Stambaugh
271.	Ric Stephan
272.	David Stilley
273.	Sharon Storms
274.	Stephen D Suthard
275.	Sura Gail Tala
276.	James A Thom
277.	Jinny Thompson
278.	Berniece Tirmenstein
279.	Ricky Tungate
280.	Terry Usrey
281.	Mark Vermillion
282.	Shawna Vertrees
283.	Janet Vondersaar
284.	Nell Weatherwax
285.	Jacqueline Whaley
286.	David Lee Wickliff Jr
287.	Lisa Wilson
288.	Phil and Karen Wisniewski
289.	Natalie Wrubel
290.	Charles Yeager
291.	Phyllis Zimmerman
292.	Anonymous

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

ROBERT ABEL

Name

5631 N. 900 N.

Address

FAIRLAND, IN. 46126

Please print CLEARLY!

001

Post Card Comments

I-69 DEIS Comments Section 2: 4-25-09
Joseph Leindecker Date
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

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Additional Comments

Johna Allen
Name
1666 N Tibbs Ave.
Address
Indpls IN 46222
Please print CLEARLY!

002

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/5/09

Date

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Additional Comments

Julio Alonso

Julio Alonso

Name

1865 W That Rd

Address

Bloomington IN 47403

Please print CLEARLY!

003

Post Card Comments

I-69 DEIS Comments Section 2:

5-6-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

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Additional Comments

Kelly R. Anderson

Name



Ms. Kelly R. Anderson
RR 2, Box 318C
Bloomfield, IN 47424-9624

004

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/09
Date

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Additional Comments

MERRY ANDERSON
Name
46 N. Fleming St.
Address
Indpls IN 46222
Please print CLEARLY!

005

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4-25-09
Date

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Additional Comments

Name KEVIN ANDREWS
Address 1421 LEXINGTON INDIANA 46203
Please print CLEARLY!

006

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/7/09
Date

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Additional Comments

Bill Bailey
Name
340 Ripple Rd
Address
Evansville, IN, 46208
Please print CLEARLY!

007

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

04/25/2009
Date

Please include these comments as part of the official record.

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INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

3780 Celtic Drive
Name
Indianapolis, IN 46235
Address
MORAIMA A. BADLEY
Please print CLEARLY!

008

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

18 May 09
Date

Please include these comments as part of the official record.

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Additional Comments

Cheryl Baumgart
Name

7110 S. Harmony Rd.
Address

Bloomington, IN 47403

Please print CLEARLY!

009

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/09
Date

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INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Deborah Beaver
Name

848 N. Rural
Address

Indpls. In. 46201
Please print CLEARLY!

010

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4-25-09
Date

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Additional Comments

Elizabeth Beaver
Name

848 N. Rural St.
Address

Indianapolis, Indiana 46201
Please print CLEARLY!

011

Post Card Comments

I-69 DEIS Comment Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4-25-09
Date

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Additional Comments

WAYNE BLACKWELL
Name
5810 WASH BLVD
Address
INDIAN LA 46220
Please print CLEARLY!

012

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

May 21, 2009
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
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- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Lois + Bob Boruff
Name

RR 2 Box 295A
Address

Bloomfield, IN 47424

Please print CLEARLY!

013

Post Card Comments

I-69 DEIS Comments Section 2:

MAY 4 2009

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Robert Bracken
Name

Ad  Mr. Robert Bracken
701 Elmwood Dr
Frankfort, IN 46041-3436

Ple

014

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5-18-09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

DAN CLARK

Name

240 BUCKINGHAM DR

Address

INDIANAPOLIS, IN

015

Please print CLEARLY!

46208

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

May 6, 2009
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Virginia B Clark
Name

4101 W. Hamilton Rd
Address

Fort Wayne IN 46814
Please print CLEARLY!

016

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/2009
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Thank you!

SEAN CRINNIBAN

Name

6867 THYME LN INDIANAPOLIS, 46241

Address

017

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4-25-09
Date

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- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Dana Davis
Name

2450 Constellation Dr -
Address

Indpls, IN 46229.
Please print CLEARLY!

018

Post Card Comments

I-69 DEIS Comments Section 2: 04/20/09
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Michelle Day
Name

5414 E. 11th St.
Address

INDpls. IN 46219
Please print CLEARLY!

019

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

_____ Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
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- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Travis Deal

Name

6461 Goose Creek Rd

Address

Freedom, IN 47431

020

Please print CLEARLY!

Post Card Comments

Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

May 26, 2009
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

ALBERT B. DEAN, JR

Name

316 S. BUCKNER ST

Address

BLOOMINGTON, IN

021

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

04-25-09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Amy Deitchley
Name

5123 E St Clair
Address

Indianapolis IN 46219

Please print CLEARLY!

022

Post Card Comments

I-69 DEIS Comments Section 2:

4-25-09

Joseph Leindecker

Date

Jacobs Engineering Group

P.O. Box 8464

Evansville, IN 47716

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

JANET DIETERLEN

Name

638 OTHELLO WAY

Address

AVON, IN 46123

Please print CLEARLY!

023

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4-25-09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

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INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Paul Dieterle
Name

638 Otthello Way
Address

AVON, IN 46123

Please print CLEARLY!

024

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
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- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

KATHLEEN DOBIE
Name

606 W 43rd St
Address

INDIANAPOLIS IN 46208

Please print CLEARLY!

025

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4-25-09
Date

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- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Lew Draper
Name
3018 Everbloom Way
Address
Indpls, IN 46217

Please print CLEARLY!

026

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/10/09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
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- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Arthur R. Edelstein
Name

6056 N. Central Ave
Address

Indianapolis, IN 46220

027

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/8/09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Denise Elshoff
Name

3721 S. Sims Ln.
Address

Bloomington, IN 47403
Please print CLEARLY!

028

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4-25-09
Date

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- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Rita L. Englum

Name

1433 Alimingo Dr.

Address

Indianapolis, IN 46260

Please print CLEARLY!

029

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/08
Date

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I support the NO BUILD alternative for I-69.

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INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Robert Engler
Name

1433 Alimingo Dr
Address

INDIANAPOLIS, IN 46260
Please print CLEARLY!

030

Post Card Comments

I-69 DEIS Comments Section 2:

4-25-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Kathy Fite

Name

5378 Holly Springs Dr. West

Address

Indpls., IN 46254

Please print CLEARLY!

031

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/29/09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

TOM FITZGERALD
Name
1600 DUNDÉE WAY
Address
LOUISVILLE KY 40205
Please print CLEARLY!

032

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/22/09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Dan Fortune

Name

8257 Quetico

Address

Indpls IN 46268

Please print CLEARLY!

033

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Stephanie Fulford
Name

5210 Woodside Drive
Address

Indianapolis, IN 46228

Please print CLEARLY!

034

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
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- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Anagla Garton
Name
4079 Creekway
Address
Evansville, In 47627
Please print CLEARLY!

035

Post Card Comments

I-69 DEIS Comments Section 2:

4-24-08

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.



I support the NO BUILD alternative for I-69.



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INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

PAUL GASTON

Name

2240 E. BANTA RD

Address

INDIANAPOLIS IN 46227

Please print CLEARLY!

036

Post Card Comments

I-69 DEIS Comments Section 2:

4-24-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
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- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Vivian Gladden

Name

805 E Markwood Ave

Address

Indpls IN 46227

Please print CLEARLY!

037

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

6/6/09

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Dick & Donna Goddard

Name

3941 N. Kinser Pike

Address

Bloomington IN

038

Please print CLEARLY

47404

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/09
Date

Please include these comments as part of the official record.

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Additional Comments

Vickie Goens
Name
2158 S Garfield
Address
Indpls 46203
Please print CLEARLY!

039

Post Card Comments

I-69 DEIS Comments Section 2:

5-6-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
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- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.**

Additional Comments



Marilyn Greenwood
8761 S Rockport Rd
Blomington, IN 47403

Address

MARILYN GREENWOOD

040

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/09
Date

Please include these comments as part of the official record.

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Additional Comments

DAN GRILL
Name

700 N Alabama St
Address

Indianapolis, IN 46204
Please print CLEARLY

041

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5-6-09
Date

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Additional Comments

Charles Haley
Name

3503 Dunstan DR
Address

47401

042

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

5-6-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

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INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

WEIR HALL

Name

911 W. RALSTON DR

Address

043 BLOOMINGTON IN 47403

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Action 2:

3/25/09
Date

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Denice Harris
Name

26 S - 14th St. Indianapolis, IN
Address

044

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4-25-09

Date

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INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Mrs MARY HARRIS

Name

5330 E 13th Street

Address

INDIANAPOLIS IN. 46217

Please print CLEARLY!

045

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

MAY 6 '09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
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- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

J.A. HARTENFELD
Name

R3 BOX 386
Address

GOLSBERY, IN 47459
Please print CLEARLY

046

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/09
Date

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- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE!** The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Beth Day
Name

1244 N. Illinois St
Address

Indianapolis, IN 46202

047 Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

4-25-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

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- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Kristen Heitman

Name

2429 202nd St. E.

Address

Westfield IN 46074

Please print CLEARLY!

048

Post Card Comments

I-69 DEIS Comments Section 2:

5/9/09
Date

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

SUSAN HENRY

Name

3309 S BROWNING PL

Address

BLG TN IN 47401

049

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/11/09
Date

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- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Cheryl Hoerber
Name

RR 2 Box 236
Address

Bloomfield, IN 47424

050

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/09
Date

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- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

KELSEY HOPKINS

Name

10813 BRAEWICK DR.

Address

Please print CLEARLY!

051

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker

Jacobs Engineering Group

P.O. Box 8464

Evansville, IN 47716

5-15-09

Date

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INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Meredith Hull

Name

7899 Briarhopper Rd

Address

Monrovia IN 46157

052

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

4-25-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

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INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Celeste Jamerson
Name

14462 Sandy Bay Dr
Address

Greensburg, IN

Please print CLEARLY!
Greenwood

46142

053

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/26/09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Jeri Jenkins
Name
374 E. Cardinal Glen
Address
Bloomington IN 47401
Please print CLEARLY!

054

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/2009
Date

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INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

JOAN JOANNIS

Name

5618 CRYSTAL WOODS DR

Address

INDIANAPOLIS IN 46224

055

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4-25-09
Date

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INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

B. Jones

Name

10635 Kelly Ct. Indianapolis, IN 46231

Address

056

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

05-19-09

Date

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INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Richard & Marguerite Kadlec
Name

1521 South Webster St.
Address

Kokomo IN 46902

057

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Apr 25, 2009

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

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- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Brian Kaplan

Name

7425 Noel Forest Ct.

Address

Indianapolis IN 46278

Please print CLEARLY!

058

Post Card Comments

I-69 DEIS Comments Section 2:

04.26.09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

KASEY E

Name

726 NOBLE KAN

Address

NOBLESVILLE, IN 46060

059

Please print CLEARLY!

Post Card Comments

Comments Section 2:

5-5-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

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Additional Comments

Brian Kautz

Name

4641 S. Cordova Place

Address

Bloomington, IN

Please print CLEARLY!

47401

060

Post Card Comments

DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/09

Date

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INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Nicole Ketter

Name

526 Downing Dr.

Address

Greenwood, IN

Please print CLEARLY!

061

Post Card Comments

I-69 DEIS Comments Section 2:

4-25-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

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Additional Comments

Natalie Killeen

Name

5931 Carrollton Ave

Address

Indianapolis 46220

Please print CLEARLY!

062

Post Card Comments

I-69 DEIS Comments Section 2:

4-25-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.



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INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

DAVID KINGSWORTHY

Name

1120 N. Whittier Pl.

Address

Indpls. IN 46219

063

Please print CLEARLY!

Post Card Comments

DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4-25-09

Date

Please include these comments as part of the official record.

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INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Chelsea Klumpp

Name

99 Anderson Ln, Bedford, IN

Address

47421

064

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/09
Date

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Additional Comments

Dan Kramer
Name

542 Powell Place
Address

Indianapolis, IN 46205
Please print CLEARLY!

065

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/09
Date

Please include these comments as part of the official record.

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- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Mary Kay Bless
Name
5130 N College Ave
Address
Indpls IN 46205
Please print CLEARLY!

066

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

8/15/09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

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INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

LeAnn Lipe
Name

4400 E. Sheffield Dr.
Address

Bloomington, IN 47408

067

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

4/25/09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

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- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Leslie Lipman

Name

1783 Park North Lane

Address

Ladysburg, IN 46260

Please print CLEARLY!

068

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4-25-09
Date

Please include these comments as part of the official record.

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Additional Comments

Federico Lovelton
Name
5874 R43rd St
Address
Indpls IN 46226
Please print CLEARLY!

069

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/09

Date

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- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Susan Lomelin

Name

5874 E. 43rd St

Address

INDpls. IN 46224

Please print CLEARLY!

070

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/25/09
Date

Please include these comments as part of the official record.

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INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Dorothy Mack

Name _____
Address _____
 Dorothy Mack
1718 N Delaware St.
Indianapolis, IN 46202-1511

071

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

4.25.09
Date

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE!** The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

BILL MARKIEWICZ
Name

5843 LIBERTY CREEK RD
Address

INDY 46254
Please print CLEARLY!

072

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/08

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Ashley Marlow

Name

7031 Mariners lane apt E

Address

Indpls, IN 46214

Please print CLEARLY!

073

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/16/09
Date

Please include these comments as part of the official record.

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FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Antonia Matthew
Name

1307 S. Grant St
Address

Bloomington IN 47401

074

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

4.25.09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

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- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Andrea McCarthy

Name

5441 N. College Ave.

Address

Indianapolis, IN 46220

Please print CLEARLY!

075

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4-25-2009

Date

Please include these comments as part of the official record.

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FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

PLEASE!!!

MELISSA MEELS

Name

5463 HOLLOW OAK CT APT 3A

Address

Please print CLEARLY!

076

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4.25.09

Date

Please include these comments as part of the official record.

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FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Sally Middendorf

Name

5254 N Delaware

Address

Indianapolis IN 46220

Please print CLEARLY!

077

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/6/09

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

? FIX THE ROADS WE HAVE! The US41 and I-70 alternative ^{WOULD HAVE} cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Name

Address



078

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/09
Date

Please include these comments as part of the official record.

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FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Name Jason Moser

Address 1460 Trail Creek Ct.

Carmel IN 46032

Please print CLEARLY!

079

Post Card Comments

I-69 DEIS Comments Section 2:

4-25-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

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FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

William Moore
Name

6574 Hillside Dr
Address

INDPLS, IN 46227
Please print CLEARLY!

080

Post Card Comments

I-69 DEIS Comments Section 2:

04-25-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

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- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Kelsey Morgan

Name

5768 Wyncfield Way

Address

Indianapolis, IN 46220

Please print CLEARLY!

081

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4-25-09
Date

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INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Misty Mullens
Name

4780 Hancock St
Address

Misty Mullens
Please print C RLY!

082

Post Card Comments

I-69 DEIS Comments Section 2:

5-5-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

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Additional Comments

PATRICIA Murphy Pizzo

Name

2665 SAUCE Rd

Address

Bloomington, IN 47401

083

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/09
Date

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Additional Comments

Tim Murray
Name
2740 Cardinal Cove N
Address
Indpls IN 46256

084 Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/09
Date

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Additional Comments

David Najjar
Name

1337 N Bancroft
Address

Anderson IN 46201

085

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

May 13, 2009
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
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Additional Comments

June Naugle
Name

P.O. Box 1207
Address

Martinsville, IN 46151

086

Please print EARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

4-25-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

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Additional Comments

ASSANDRA PERRY
Name

7031 MARINERS LN
Address

INDOPLS IN 46224

087

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4-25-09
Date

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Additional Comments

E.D. Pfendler
Name

P.O. Box 919
Address

Greenwood IN 46142

088

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/09
Date

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Additional Comments

STEPH PFENDLER

Name

8344 Mathews Rd.

Address

INDIANAPOLIS 46259

089

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/26/2009
Date

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- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Carl Peers
Name

5414 011th St

Evansville, IN 47719
Address

Please print CLEARLY!

090

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

8/7/09
Date

Please include these comments as part of the official record.

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INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Carlene + James Quinn

Name

1675E Moffett Lane

Address

Bloomington, IN 47401

091

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5-8-09

Date

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INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Brenda + John Reed

Name

1075 Twin BR. Rd.

Address

MARTINSVILLE IN 46151

092

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

5/9/09

Joseph Leindecker

Date

Jacobs Engineering Group

P.O. Box 8464

Evansville, IN 47716

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

JANEL ROGERS

Name

311 S. MAIN

Address

AUBURN, IN 46706

093

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

8 May 09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Raymond Rust

Name

5323 Little Mount Road

Address

Gosport, Ind 47433

094

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4-25-09
Date

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Additional Comments

Michael Ryan
Name

5536 Haverford Ave
Address

Indpls 46220

Please print CLEARLY!

095

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5-6-09
Date

Please include these comments as part of the official record.

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- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

 **Walter L. Sadler**
415 Garden Dr
Spencer, IN 47460-1018

096

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

8 June 09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Dr. Edith Sarra

Name

1816 Concord Rd

Address

Gospport, IN 47433

097

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

May 11, 2009
Date

Please include these comments as part of the official record.



I support the NO BUILD alternative for I-69.



FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.



INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Ken Sauer
Name

18801 Burke Street
Address

South Bend, IN 466037
Please print CLEARLY!

098

Post Card Comments

1-09 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

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INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

WILLIAM SCOTT
Name

144 BUCKINGHAM DR
Address

INDPLS IN 46208

Please print CLEARLY!

099

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5-5-09

Date

Please include these comments as part of the official record.

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INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Ann Segraues

Name

2521 W. Skyline Dr.

Address

Bloomington, TN 47404

100

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

June 1, 2009
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Alice Schloss

Name

4525 N. Park Avenue

Address

Indianapolis, IN 46205

101

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5-7-09
Date

Please include these comments as part of the official record.

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- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Mark Schmitt
Name

7785 S. 650 E. FT. BRANCH IN. 47648
Address

Mark Schmitt
Pl. e print CLEAR. I

102

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/19/09
Date

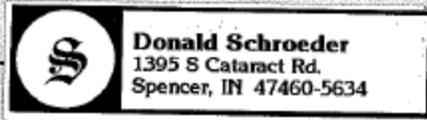
Please include these comments as part of the official record.

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- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Name

Address



103

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/26/09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Misty Shanks
Name

728 noble Run
Address Noblesville, IN

Misty Shanks
Please print CLEARLY!

104

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5-12-09

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Kelly Smith

Name

9418 Notre Dame Dr Apt D

Address

Indianapolis, IN 46240

Please print CLEARLY!

105

Post Card Comments

I-69 DEIS Comments Section 2:

4-25-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Ryan Smoot

Name

2112 E. 46th St.

Address

Please print CLEARLY!

106

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5-7-09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

BRENDA SOWDERS

Name

5477 S Fairfax Rd

Address

Bloomington IN 47401

Please print CLEARLY!

107

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4-25-09
Date

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- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Lois Sprague
Name

411 N Berwick
Address

46222

Please print CLEARLY!

108

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/09
Date

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- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Dan Stanley
Name
5522 Petersburg
Address
Ind/Pls., IN 46254
Please print CLEARLY!

109

Post Card Comments

I-69 DEIS Comments Section 2:

4-25-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

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FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Tyler Stout

Name

7669 St Rd 158

Address

Bedford, IN 47421

Please print CLEARLY!

110

Post Card Comments

I-69 DEIS Comments Section 2:

4-25-9

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.



I support the NO BUILD alternative for I-69.



FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.



INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Bruce Thompson

Name

5234 MT. PLSNT. N. DR

Address

GWV IN. 46142

Please print CLEARLY!

111

Post Card Comments

I-69 DEIS Comments Section 2:

4-25-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Heather Thompson

Name

5234 Mt Pleasant N Dr

Address

Please print CLEARLY!

112

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/07
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Carrie Tmsley

Name

658 E. 11th St. 46202

Address

Please print CLEARLY!

113

Post Card Comments

I-69 DEIS Comments Section 2:

4-25-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Vonda S. Tyler

Name

5318 Fallwood Dr #107

Address

Indpls IN 46220

Please print CLEARLY!

114

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker

Jacobs Engineering Group

P.O. Box 8464

Evansville, IN 47716

4/25/07

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Michelle Unroe

Name

4920 W 600 N

Address

Scipio IN 47273

Please print CLEARLY!

115

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/09
Date

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I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Tricia Wacker

Name

Ind pb, IN

Address

116

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

4/25/09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

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- FIX THE ROADS WE HAVE!** The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

JANE WALDEN

Name

2740 W. 62ND ST

Address

46268

Please print CLEARLY!

117

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4-25-09

Date

Please include these comments as part of the official record.

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- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Michael Weeks

Name

559 LORD ST

Address

INDPLS 46202

Please print CLEARLY!

118

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/5/09

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Name Tracy Lohelan

Address 414 S Meadowbrook Dr

Bloomington, IN 47401

119

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5-19-09

Date

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- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Phil Wilmore

Name

5443 N. Kenwood

Address

Indy, IN 46208

120

Please print

EARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

JUNE 6, 2009
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

STEVE LUTWEL

Name

9852 LOGAN LANE

Address

FISHERS, IN 46037

Please print CLEARLY!

121

Post Card Comments

I-69 DEIS Comments Section 2:

4-25-09

Joseph Leindecker

Date

Jacobs Engineering Group

P.O. Box 8464

Evansville, IN 47716

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Heather Wyckoff

Name

16748 Aultman Dr. Noblesville

Address

Heather Wyckoff IN 46060

Please print CLEARLY!

122

Post Card Comments

I-69 DEIS Comments Section 2:

4-25-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Merei Young

Name

1110 S. Belmont

Address

INDY IN 46221

Please print CLEARLY!

123

Post Card Comments

Comments Section 2:

5-6-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Another highway cannot be the best
solution for our problems of the future
that you guys can come up with....
Think railroads

Dave Abram

Name

RR3 Box 491

Address

Salsberry, IN 47459

Please print CLEARLY!

124

Post Card Comments

I-69 DEIS Comments Section 2:

5/15/09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Please don't mess with
our Hoosier Heritage
and rural way. I am a
born Chicagan - Love IN!
L. Annette Alpert MD

Ms. Annette Alpert
725 S. Highland Ave.
Bloomington, IN 47401-5033

125

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/5/09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Fix the roads we have,
please!

Brittany Ancelet
Name

2625 N. Meridian St #1126
Address

126

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

June 26 May 09

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Please, we must save
the GREEN we have left
and this project is
cost prohibitive. Respectfully,

John R ANTHONY

Name

334 S Butler Ave

Address

127 INDIAN, IN 40219

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

MAY 6, 2009
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments *and*

*an honest report of why they selected the proposed route instead of 41 from
True North*

Marian Armstrong
Name

1320 Southdowns Drive
Address

Bloomington IN 47401

128

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/9/09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Rail roads Please ;
Proven to be the most efficient
reliable. Thanks.

Christopher Okcha Atwood
Name

1215 Pickwick place
Address

Bloomington IN 47401

129

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

May 9, 2009
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Too much land will be lost.
Too little time will be gained.

Susan Hollis Bassett

Name

1400 E Schacht Rd

Address

Bloomington, IN. 47401

Please print CLEARLY!

130

Post Card Comments

I-69 DEIS Comments Section 2:

5-10-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

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FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Farmland is one of Indiana's
remaining financial strengths --
let's not destroy that!

John C. Baumhauer, Jr.
Name

6270 Harbridge Road
Address

Indianapolis, IN 46220

Please print CLEARLY!

131

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5-7-2009
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Public Transit must be considered
as an alternative. Greenspace
preservation! Hoosiers don't want
I-69. Listen!

Tammy Behrman

Name

4901 E Bethel Ln

Address

Bloomington, IN 47408

Please print CLEARLY!

132

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5 May 2009
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

I-69 does not constitute a responsible use of taxpayers' money. It is unnecessary, wasteful and destructive. Use alternatives.

Maryellen Bieder
Name

133

B Maryellen Bieder and
 Robert E. Bieder
 2010 S Grovesnor Pl
 Bloomington IN 47401-6743

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

May 6 2009
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Public Transit is needed.

DANA + MARIANNE BISHOP
Name

5100 S. LEONARD SPRINGS RD
Address

BLOOMINGTON IN 47403

134

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

May 7, 2009

Joseph Leindecker

Date

Jacobs Engineering Group

P.O. Box 8464

Evansville, IN 47716

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Please develop the railway system

Barbara Bonchek

Name

RR 3 Box 390

Address

Solsberry IN 47459

135

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Apr. 25, 09

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE!** The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

STOP BLOWING \$ I DON'T
HAVE TO TAX

ER Bramblett
Name

1718 Tulip Dr.
Address

Indy, IN 46227
Please print CLEARLY!

136

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/6/09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

New-Terrain I-69 is an
inexcusable waste of Indiana's
natural & financial resources.

Denise Breeden-Ost

Name

2390 N. Getty's Ck. Rd.

Address

Bloomington IN 47408

Please print CLEARLY!

137

Post Card Comments

DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Particularly in our current
economy - it doesn't make
& economic sense.

John P. Brennan
Name

121 Brunwick Ct
Address

Carmel IN 46033
Please print CLEARLY!

138

Post Card Comments

I-69 DEIS Comments Section 2:

May 6, 2009
Date

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

The present economic landscape presents a fleeting opportunity to address the present and future "Real" costs of the I-69 boondoggle! Don't miss your last chance!!

Jon B. Broderick
Name

326 W. Ludwig Rd.
Address

Fort Wayne, IN 46825-4222

139

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

05/21/09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

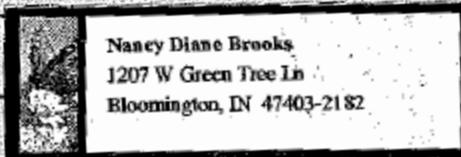
- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Don't build the NAFTA
Highway & lie to Feds
in the process!

Name

Address



Nancy Diane Brooks
1207 W Green Tree Ln
Bloomington, IN 47403-2182

140

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

5/8/09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

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I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

*Taking land away from people who
choose to live on the outskirts of town
so people can travel faster and use
our resources up is just WRONG!*

JANICE BROWNING
Name

5221 W. KOONTZ RD
Address

BLOOMINGTON, IN 47403
Please print CLEARLY.

141

Post Card Comments

I-69 DEIS Comments Section 2:

May 6, 2009
Date

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

I don't want I-69 in Tennessee,

and I would appreciate your
listening to the voices in Indiana
who oppose this road.

Clark BUCHNER
Name

975 N. GRAHAM ST.
Address

Memphis, TN 38122

142

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/09

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Meet real needs
instead of creating
boondoggles.

Greg Buck

Name

537 Fletcher Ave. #2

Address

Indianapolis, IN 46203

Please print CLEARLY!

143

Post Card Comments

I-69 DEIS Comments Section 2:

5-5-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

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- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

We are watching, the special interests, politics, and greed involved in the I-69 project!

Boy & Jackie Burns
Name

8575 W. GARDNER RD
Address

BLOOMINGTON, IN 47403
Please print CLEARLY!

144

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Spend more money on mass transit
options. No need to spend billions
more on highway.

Patrick Burtch
Name

11854 Ashton Dr.
Address

Fishers, IN 46038
Please print CLEARLY!

145

Post Card Comments

I-69 DEIS Comments Form 2:

May 8, 09
Date

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Spent too much on planning.

Damage to environment &

clean water not worth it.

Existing roads (Hwy 41) would be more sensible & cost effective.

Cathy Caldie

Name

6580 So 650 West

Address

Columbus, IN 47201

Please print CLEARLY!

146

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5-13-09

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

ASK CORPORATE AMERICA TO
Help fix the Roads we have!

Name

Missie Caragin

Address

3951 Bladeford Rd

Please print CLEARLY!

Mt Vernon IN

47620
147

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4-24-09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

*We can listen to our higher self
This project is for greed not need
I grew up in S.W. Indiana*

David Chatten
Name

7662 Harbour Dale, Ind/ps 46240
Address

DAVID CHATTIN
Please print CLEARLY!

148

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

LISTEN to the voice of the people Prostate democracy

Sarah Clevenger

Name



Dr. Sarah Clevenger
717 S Henderson St
Bloomington, IN 47401

Address

149

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

April 25, 2009

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

There are other options
to prove rather than this
highway. Spend the \$
(we don't have yet) elsewhere.

Amber Collins

Name

632 Sanders St

Address

Indianapolis, IN 46203

Please print CLEARLY!

150

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5-6-09

Date

Please include these comments as part of the official record.



I support the NO BUILD alternative for I-69.



FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.



INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Indiana does not have the
money to build this. The main
purpose of this is to build up
Certain proponents egos.

Susan Coulter

Name

3500 Herrington Rd

Address

Freedom, IN 47431

Please print CLEARLY!

151

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5-15 2009
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Residents in Monroe and surrounding counties have clearly opposed I-69 coming through their backyards for years. That should be reason enough for not building it, but if there's more needed we need a rail system

Name DAVID L. COX
Address 3130 S. Huff Lane
Bloomington, IN 47403

Please print CLEARLY!
look to the future and its cle... 152

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/14/09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

We do not need a
new
superhighway

Martha L. Crouch

Name

824 W 8th St.

Address

Bloomington, IN 47404

Please print CLEARLY!

153

Post Card Comments

I-69 DEIS Comments Section 2:

5-7-09

Joseph Leindecker

Date

Jacobs Engineering Group

P.O. Box 8464

Evansville, IN 47716

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Destroying farms, small towns, & forest
for a few jobs for the construction
industry is not a fair trade for the
cost.

Patricia Cummings & Sam Frushour

Name

513 West Dixie St.

Address

Bloomington, IN 47403

Please print CLEARLY!

154

Post Card Comments

I-69 DEIS Comments Section 2:

4-25-06

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

I think this will change the economic impact in Indiana if we do it. We need mass transit instead of construction.

Name

Summer Curry

Address

*1825 Maradona Dr
Summer Curry*

Please print CLEARLY!

155

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/23/09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Don't build a new I-69!

Roger A. Daniel
Name

3920 South Eller Lane
Address

Bloomington, IN 47403
Please print CLEARLY!

156

Post Card Comments

I-69 DEIS Comments Section 2:

5-6-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

WE DO NOT NEED this
highway!

Doug & Susan Davis

Name

5702 NEHRT RD.

Address

BLOOMINGTON, IN 47408

159

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Dumb idea to build 69
- use the roads we already
have. Wasting money for
this is STUPID.

Mary Faye de Hebreard
Name

7623 Sergi Canyon DR.
Address

INDOPLS. IN 46217

Please print CLEARLY!

158

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5-9-09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

US-41 & I-70 is the most

Cost effective alternative in my
opinion.

Ashok Desai

Name

4012 COLONIAL DRIVE

Address

ANDERSON IN 46012

Please print EARLY!

159

Post Card Comments

I-69 DEIS Comments Section 2:

4-29-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Bypass around
Commercial section of 41
South of Terre Haute would
be cheaper & save farmland

Nancy Dickinson
Name

5123 N. Kenwood Ave.
Address

Indianapolis IN 46208

Please print CLEARLY!

on reverse

160

Post Card Comments

I-69 DEIS Comments Section 2:

5 / 109

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47416

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE!** The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Please be honest with the citizens of
Indiana. The cost/benefit
analysis doesn't justify the new I-69
highway. There will be no new jobs except
construction jobs.

David E. Dodrill

Name

1500 W. That Rd

Address

Bloomington IN 47403

161

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

28 MAY 2009

Joseph Leindecker

Jacobs Engineering Group

Date

P.O. Box 8464

Evansville, IN 47716

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

KEEP FOREIGN COUNTRIES
AND FOREIGN COMPANIES +
GOVERNMENTS OUT OF INDIANA
HIGHWAY OWNERSHIP + MANAGEMENT!

GORDON DORNICK

Name

GENERAL DELIVERY

Address

KOLEEN IN 47439

162

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

5-5-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Any road construction should not place undue & permanent costs on local governments & residents nor should it cause damage to the wildlife habitats.

MaryAnn Dunfee

Name

285 Cedar Lane

Address

Spencer, IN 47460

Please print CLEARLY!

163

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

12/6, 2009
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

This is not the sort of stimulus we
need. It is wasteful and
unnecessary.

Andrew R. DURKIN
Name

701 S. Hawthorne Drive
Address

Bloomington IN 47401

Please print CLEARLY!

164

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

6-3-9
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Save family farms

Save Hoosier forests

Eve Earley

Name

Address



Ms. Eve Earley
6344 Kingsley Dr.
Indianapolis, IN 46220-2184

165

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/5/09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

NO NO NO
BUILD III

Name Julie Farris
Address 845 N. Woodbridge Dr
Bloomington, IN 47408-2783

166

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

5-8-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

TOO MANY FOLKS WILL BE
INCONVENIENCED & PAY MORE TO
HAVE THIS CONSTRUCTION GO
AS PROPOSED BY INDOT & DANIELS

M.A. FETTLER

Name

1957 CR 68

Address

AUBURN IN 46706

167

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

5-08-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record



I support the NO BUILD alternative for I-69.



FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.



INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

I-69 The expres Ride fordope from Mexico To United States + Canada.

Compound access for East-West Travel IN southern-Northern-counties + Townships

James + Peggy Flickinger

Name

8125 Lake Rd

Address

Indpls. IN. 46217

168

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/18/9
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

I prefer the no-build
option, but if you must
please use 41/70. It just
makes more sense

Tom FLYNN
Name

835 W. 7th St
Address

Bloomington, IN 47404
Please print CLEARLY!

169

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5-7-09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Gregory Foote
6199 Norwaldo Ave
Indianapolis IN 46220

*An ill conceived and
contrived expenditure, also
detrimental to the human habitat*

Greg Foote
Name

6199 Norwaldo Ave
Address Indianapolis 46220

170

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

5/7/09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

It is unnecessary to cut a swath through the loveliest part of our state. Leave it beautiful, no highway.

Ann M. Foster Hughes

Name

641 W. Clover Ter.

Address

Bloomington IN 47404

171

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

4-25-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Why waste money,
taxes and land.

to save 15 minutes?

Nancy Fraker
Name

5217 Madison Ave #9
Address

Indpls IN 46227

Please print CLEARLY!

172

Post Card Comments

I-69 DEIS Comments Section 2:

6 May 2009

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

We need clean, safe, reliable
public transport i.e. trains. We can't
continue our old ways - cars, roads, more roads.

Anne Fraker
Name

2600 E. Windermere Woods Dr
Address

Bloomington 47401

173

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/5/09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments Instead of spending billions of dollars for an unnecessary highway, I would prefer that more of Indiana's transportation dollars be spent for public transit.

Name

Indra Frank

Address

6822 Burton Dr
Indianapolis 46256

Please print CLEARLY:

174

Post Card Comments

I-69 DEIS Comment Section 2: May 6, 2009
Joseph Leindecker Date
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

*I believe the best ^{action} INDOT
can take is to provide
Mass/ or Public Transit*

Sarah Elizabeth Frey
Name

2625 S. Smith Rd.
Address

Bloomington, IN 47401
Please print CLEARLY!

175

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

May 5, 09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Dear Sir,
Please do not support
I-69, it will be a waste
of Land, and money.

Robert S. Fulk
Name

1187 So. US 231
Address

Spencer, IN 47460
Please print CLEARLY!

176

Post Card Comments

I-69 DEIS Comments Section 2:

4-25-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

There are other ways to
get to Southern Indiana.

We must focus on environmental
methods

Laura Furst

Name

1402. E 52nd St. ^{APT 117}

Address

Indianapolis, IN

Please print CLEARLY!

179

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

25 April 2009
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

NEED A SUSTAINABLE &
LONG TERM FOCUS -
SHORT TERM BUZZBOLL NOT
VIABLE IN LONG RUN

KATHERINE A GAFFNEY
 Name
8021 EBRET LANE B
 Address
INDIANAPOLIS IN 46260
 Please print CLEARLY!

178

Post Card Comments

I-69 DEIS Comments Section 2:

5-5-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Fixing the roads we
have will not put
family farms on the
cutting back

Kathy Darden
Name

RM1 Box 312
Address

Springville IN 47462
Please print CLEARLY!

179

Post Card Comments

I-69 DEIS Comments Section 2:

5-9-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments:

NEW TERRAIN I-69 IS AN
UNMITIGATED ENVIRONMENTAL AND
ECONOMIC DISASTER AND IS NOT
WANTED BY THE PEOPLE OF INDIANA.

CONSTANTINE GIANIKOS

Name

510 Bailliere DR.

Address

MARTINSVILLE, IN 46151-1309

Please print CLEARLY!

180

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/5/09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

NO I-69!

Mary G. Girard

Name

908 W. Howe St

Address

Bloomington, IN 47403

181

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comm. Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/27/2009

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

IN 67 / IN 57 bed would be
most suitable route

Sarah Glass
Name

1121 N Exeter Ave.
Address

Indianapolis, IN 46222
Please print CLEARLY!

182

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/27/2009
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE!** The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

IN 67 / IN 57 bed would be
most suitable route.

Thomas Glass

Name

1121 N. Exeter Ave.

Address

Indpls., IN 46222

Please print CLEARLY!

183

Post Card Comments

I-69 DEIS Comments Section 2:

MAY 11 09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

OVERALL DESTRUCTION & WASTE
FAR SURPASS THE BENEFIT
OF EXTENDING I-69

TOM GLASTRAS

Name

505 S. SWAIN AVE

Address

184 BLOOMINGTON IN 47401

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/6/09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

The plan to build a new termin I-69 is
nothing short of insane, as is the plan
to spend money on it in these hard
times.

LINDA GREENE

Name **7487 N. JOHN YOUNG RD.**
UNIONVILLE, INDIANA 47468

Address

185 Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/27/09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

If we are going to build
transportation services, make
it trains

Nick Grewen
Name
12870 W. 525 S. Columbus, IN
Address
47201

186 Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/14/09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Please consider all the above, especially the second one. Also with our bad economy & uncertainty we cannot afford it.

Plus WE DO NOT NEE THIS.

Name

JACQUELINE GRIFFIN
5340 W. RALSTON RD.

Address

INDPLS, IN 46221

187

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4-25-09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Have the courage to do the
right thing and protect
our beautiful state

Jeri Gros

Name

3296 W. 33rd St

Address

Indianapolis, IN 46222

Please print CLEARLY!

188

Post Card Comments

I-69 DEIS Comments Section 2:

4-25-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Don't Destroy Farmland

Rick Gross

Name

6116 N. Oxford St.

Address

Indpls IN 46220

Please print CLEARLY!

189

Post Card Comments

I-69 DEIS Comments Section 2:

4-25-9

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

We do not need to
build any more new
roads. We need mass
transit - Don't destroy any
more land.

Sherri Gruber
Name

5039 ~~to~~ Whiteomb Ct #A
Address

Sherri Gruber IN DP 110
46224

Please print CLEARLY!

190

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

This is nothing more than
a way to placate unions
and steer money to the
powers that be. I vote!!

Name

Joe Quinn
412 E 11th St

Address

Indpls IN 46202

Please print CLEARLY!

191

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/14/9
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

The Cost Benefit Analysis for I-69 is a joke. Environmental costs have been minimized (or overlooked) and economic benefits maximized to support your preference.

Name Leif Hagglund
823 W 6th St

Address Bloomington, IN

192

Please print CLEARLY!

42008

Post Card Comments

I-69 DEIS Comments 'ion 2:

4/27/09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

I can't believe Indiana is still
pursuing this horrendously expensive
and wasteful project. When will
we come to our senses?

JOANNE HAMILTON

Name

4433 FARNSWORTH

Address

INDIANAPOLIS, IN. 46241-5652

Please print CLEARLY!

193

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

6 May 2009
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

my business is restoring vintage
automobiles so I am not at all
opposed good roads. But the new-
tenem I69 is an unnessey disaster!

Jeffrey S. Hunsman
Name

690 E Bender Rd
Address

Bloomington IN 47401
Please print CLEARLY!

194

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/5/09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

INDIANA IS BROKE!

SPEND NO MORE UNCESSARY

MONEY! WE TAXPAYERS

ARE HURTING!

Ronald D Hedlund
195

RONALD D HEDLUND
Name

5239 MANN RD.
Address

INDOPLS IN 46221
Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

5-11-09

Joseph Leindecker

Jacobs Engineering Group

Date

P.O. Box 8464

Evansville, IN 47716

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities. *BAD for The Environment!*

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments *Bad for the Farmers!*
This highway is a boondoggle to put \$ in the pockets of the construction lobby! And they give it to Gov. Daniels

Jane A Henderson
Name

717 W 4th St.
Address

Bloomington IN 47404
Please print CLEARLY!

196

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

May 6
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

It makes a lot more sense, "Call
me crazy". But it's my belief
you fix your existing roads

Brian Hendrickson
Name

200 S Madison Apt c 220
Address

Bloomington, IN 47404
Please print CLEARLY!

197

Post Card Comments

I-69 DEIS Comments Section 2:

5-5-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Can we not say this and get through? Fix what we have!!

Dan + Shawn Henline

Name

5777 S Harmony Rd

Address

Bloomington, IN 47403

Please print CLEARLY!

198

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5-11-09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Government has no money of its own
Taxpayers are unemployed
We need no more roads
Fix what we have.

BETTY HOLLIFIELD
Name

422 N. 7th ST.
Address

MITCHELL IN 47446
Please print CLEARLY

199

Post Card Comments

I-69 DEIS Comments Section 2:

6-2-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Do not destroy farms & forests
for a road we don't need! And
don't waste taxpayer money!

Janet A. Hollis

Name

10901 Marquette Rd.

Address

Zionsville IN 46077

200

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5.7.09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

I-69 through Karst forest
and farmland would be the
biggest AVOIDABLE environmental
disaster of this century

Name

HOOSIER HIKERS COUNCIL

Address

**P.O. BOX 1327
MARTINSVILLE, IN 46151**

201

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/5/09

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Our state budget
cannot withstand
a speculative
wasting of funds

Judson M. Horning

Name

753 Lake Nora S. Ct #2C

Address

Indianapolis, IN 46240

202

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

5-8-09

Joseph Leindecker

Date

Jacobs Engineering Group

P.O. Box 8464

Evansville, IN 47716

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

USE YOUR ENGINEERING

SKILL TO PRESERVE

OUR STATE - UPGRADE

US 41

MARY HOWARD

Name

636 FREEMAN RIDGE

Address

NASHVILLE IN 47448

203

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

6-15-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

BUT IF YOU MUST: then
FIX THE ROADS WE HAVE! The US41
and I-70 alternative will cost tax payers
less and save farmland, forests and
communities. *but only after*

INDOT must do an honest benefit/cost analysis
using current, truthful & complete data.

Additional Comments

*We do not have the money for
the original estimated costs let
alone the overrun costs (as
are seeing on Sect. I) & I don't
think it's being built to govt spec.
what's up with that ???!!!!*

Name *Debbie Hubbard*

Address *7424 Glenwick Blvd.*

Indy 46217

204

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

May 6, 2009

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.



I support the NO BUILD alternative for I-69.



FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.



INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Not real. This thing is
an albatross hanging
around our necks

M. Joan Hughes

Name

8758 W. Rice Rd.

Address

Evansville, IN 47403

Please

print CLEARLY

205

Post Card Comments

I-69 DEIS Comments Section 2:

4-28-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

SAVE it, Dont Raze it.

Jennifer S. Jackson
Name

502 S. Warman ^{near Fricks}
Address IN 46229

Jennifer S. Jackson
Please print CLEARLY

206

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/11/09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Please stop this huge
waste of money

Tom Jochim
Name

RR 3 Box 298
Address

Bloomfield IN 47424

207

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

5/6 09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Fix (good)!

BeATRICE JONES.

Name

9035 S. SNOW Rd

Address

BLOOMINGTON IN -

208

Please print CLEARLY!

Post Card Comments

DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5-7-09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Eliminate wasteful
& unnecessary
spending!

Oliver & Holly Joy
Name
4743 Bridgefield Drive
Address
Indianapolis IN 46254-9596

209

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5-20-09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Cut-corners (as Mitch Daniels recently urged) and so-called "value-engineering" will not justify or ameliorate this immensely wasteful and destructive planned boondoggle. Indiana is in dire straits and this new road will only exacerbate. Mr. Daniels, dump this idiocy. It's another old-school "remedy" for a non-problem and a recipe for more taxpayer and community impoverishment.

CLARKE KAHLO
Name

4454 WASH. BLVD.
Address

INDPLS, IN 46205
Please print CLEARLY!

210

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/9/09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Stop the frickeny!
Stop the new road!

Stephanie Kane
Name

4412 E. Trailridge Rd.
Address

Bloomington, IN 47408
Please print CLEARLY!

211

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5-22-09

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE!** The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

We need to preserve
our farmland.



Steven D. Keith
Nancy Keith
2530 E Clay Ct
Bloomington, IN 47401-4792

212

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/16/09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

We do not need a new road. Fix US 41 + I-70!

Pam + Bryan Kienitz
Name

3420 S. Conservation
Address

Morgantown IN 46060

213

Please print CLEARLY!

46060

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

May 22, 2009
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments New-Terrain I-69

is a terrible waste of money, farm-
land, forests & watershed. It is
socially, environmentally & economically
destructive in so many ways. Our
great-grandchildren will curse us
for I-69, if "New Terrain" used.

Name
Philip J. Kline
9700 Petersburg Rd.
Evansville, IN 47725

Philip J. Kline

214

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

05-08-09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

The new highway would be a
big waste of money that
could be used to improve
rail transportation

Dennis + Susan Knapczyk
Name

1097 W. Dillman Rd.
Address

Bloomington, IN 47403
Please print CLEARLY

215

Post Card Comments

I-69 DEIS Comments Section 2:

3-7-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

We support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Isn't it time we started to be honest with the citizens who pay the bills. you should listen to the talk at some of the "Tea Parties". It would be good to straighten up & consider others before some of those plans are put into motion. They could cause severe economic and bodily harm.

David + Elizabeth KRAMER
Name

3606 N. STARNES
Address

BLOOMINGTON IN
Please print CLEARLY!

216

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4-20-09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

E DO NOT SUPPORT THE I-69
INVEST THE MONEY IN TO MASS
TARRANT.

LISA SCUITT
Name

506 E WILLIAMS
Address

LEBANON IN 46052
Please print CLEARLY!

217

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker

Jacobs Engineering Group

P.O. Box 8464

Evansville, IN 47716

5-7-09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Cost has doubled and
project is not worth it!

Name

Address

Ms. Joyce Lakey
3121 Oak St.
Terre Haute, IN 47803

218

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/28/2009
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

STOP BUILDING I 69

JAMES LARNER
Name

242 N. ARSENAL AVE
Address

INDOCS 46201
Please print CLEARLY!

219

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/28/09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

WE NEED TO FOCUS
ON HIGH SPEED RAIL
AS AN ALTERNATIVE TO HWYS

JEANNE LEIMKUEHLER
Name

504 E. DIXIE ST.
Address

BLOOMINGTON, IN 47401
Please print CLEARLY!

220

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

May 5, 2009
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

I-69 is a waste of taxpayers money! We do not want or need I-69.

Jeff and Heidi Leisz
Name

7001 S. Ketcham Road
Address

Bloomington, IN 47403
Please print CLEARLY!

221

Post Card Comments

I-69 DEIS Comments Section 2:

5.6.09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Please use the
money for public
transit, which is
a forward-looking alternative.

Don Lichtenberg

Name

715 S. Fess Ave

Address

Bloomington IN 47401

Please print CLEARLY!

222

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4-27-09

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

WE SHOULD INVEST IN ENERGY

EFFICIENT ENVIRONMENTAL FRIENDLY

FREIGHT AND PASSENGER RAIL

INSTEAD

JOHN ANTHONY MAAG

Name

P.O. BOX 2810

Address

INDIANAPOLIS IND. 462062810

Please print CLEARLY!

223

Post Card Comments

I-69 DEIS Comments Section 2:

4-25-09

Joseph Leindecker

Jacobs Engineering Group

Date

P.O. Box 8464

Evansville, IN 47716

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

US 41 to I-70 will
work fine.

Eric MacDougall

Name

9202 Briarcliff Rd.

Address

Indianapolis, Indiana

Please print CLEARLY!

224

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Mass transit would
be nice.

Jonna MacDougall

Name

9202 Brarlight

Address

Indpls 46256

225

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/11/09

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

I-69 is not wanted!

Christine Mathew

Name

1016 S. Highland Ave

Address

Bloomington IN 47401

Please print CLEARLY!

226

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5-8-09

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments:

mass transit, not more
roads

LEAH HELEN MAY

Name

8110 S. Ketchum Road

Address

BLOOMINGTON IN 47403

Please print CLEARLY!

227

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

No more Roads!

Cookie McKenney
Name
3014 Pitt St.
Address
Anderson In. 46014
Please print CLEARLY!

228

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data. *What happened to the money?*

Additional Comments

Why can't we have a subway?

So, how many millions have already been spent, so why do we need it now

Carol Pender McMurra

Name

438 N. Deering Ind

Address

229

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

8 June 2009

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Our future transportation needs
are in a state of flux

This project needs to be
delayed

Julie Melchior

Name

7947 S. 100W.

Address

Ferdinand IN 47532

230

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

4/25/09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE!** The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Mass transit

Abigail Wilk

Name

5746 Brockton Ct.

Address

Indpls, IN 46220

Please print CLEARLY!

231

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5-18-09

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Refurbish & enhance our existing infrastructure. Building a highway from scratch in a recession is wasteful

[Handwritten Signature]

Name

Address

Mr. Jeffrey R. Miller
7515 Wood Stream Dr
Indianapolis, IN 46254-9619

232

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

May 9, 2009
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

It's so much more expensive now, we don't have the money for this. And all it will do is help take jobs to Mexico!

Name *Suzanne Mittenthal*



Suzanne Mittenthal
4375 Upper Patton Park Rd
Martinsville, IN 46151

233

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5-5-09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

I am sure costs have
doubled to \$4 billion,
What jobs will be created?

Cheryl + David Moella
Name

311 E Lookout Lane
Address

Bloomington 47408

234

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

05-06-09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

USE SOME COMMON SENSE,
AND SAVE MONEY IN THE LOOP RUN

Beverly Moore
Name
1601 HOSPITAL DRIVE
Address
EVANSVILLE IN 47613
Please print CLEARLY

235

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5-6-09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

*Match-Stop showing I 69
down our throats. We
do Not want it! You
are already decimating
our lands & forests!*

Name *Janet & Homer Montgomery*
Address *3866 N Nelson Ave
Bloomington, IN 47404*

236

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/8/09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

We need alternatives to building more highways. Our local roads are also sorely in need of repair.

Using an outdated I-69 cost analysis is inherently dishonest. We need to spend the money on alternative options such as improving our public transit system.

Suzanne Mudge
Name

1100 S. Lincoln St.
Address

Bloomington IN 47401
Please print CLEARLY!

237

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

June 1, 2009
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

The cost estimate for the
I 69 boondoggle has now doubled.
With a bypass in SE Terre Haute
(US41 to I70) I 69 is not needed

Patrick J. Munson
Name

6707 W. Rockeast Rd.
Address

Bloomington, IN 47403

238

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Look for routing that
causes the least
disruption

Elisabeth Nojar
Name

827 N Hawthorne Dr
Address

Indpls IN 46219

Please print CLEARLY!

239

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5-11-09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

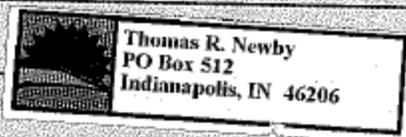
INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

ITS OUTRAGEOUS THAT WITH
AIR POLLUTION AND GLOBAL
WARMING ISSUES, WE ARE BLOWING
OUR BUDGET ON HIGHWAYS

Name _____

Address _____



240

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5-11-09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

I-69 destroys too much farm ground. We don't
need roads -- we need rail service. Rail
carries more people, uses less land space.
+ provides safer travel.

Otto Neyhouse
Name

2982 S. State Rd 57
Address

Oakland City IN 47660
Please print CLEARLY!

241

Post Card Comments

I-69 DEIS Comments Section 2:

5/21/09

Joseph Leindecker

Date

Jacobs Engineering Group

P.O. Box 8464

Evansville, IN 47716

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

I-69 is another pork barrel project that will only benefit the city of Evansville

Name

Address



Nicholas W. Noe
Carita J. Noe
1291 Priority Pl
Indianapolis, IN 46227-5961

242

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5-6-09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

THERE HAS TO BE A BETTER
WAY. IF YOU WOULD ONLY LOOK
FOR IT. PLEASE LOOK FOR IT.

WAYNE M. OREES
Name

75885250E
Address

MARKLEVILLE, IN 46056

243

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5-5-09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

INCREASE Public Transit
Fix the roads we have
Don't ruin Southern Indiana

Jane Parry
Name

4000 N. Kinser Pike
Address

Bloomington IN, 47404
Please print: LEARLY!

244

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5-8-09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Public transit must be considered. Improve rail-roads & reduce truck traffic

 Mr. & Mrs. John Pelton
550 Robin RD
Franklin IN 46131

Address

245

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

5-12-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

a new road will not

benefit residents but only

truck traffic

PARKER PENGILLY

Name

5323 LARING COVE

Address

Indpls IN 46268-4028

246

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Fix what we have, and
don't destroy thousands of
acres of pristine land and
forest.

James R. Pennell

Name

4159 Otterbein Ave, Indianapolis
46627

Address

247

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/6/09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

THIS ROAD COST TOO MUCH,
AND IS NOT NEEDED!

JAMES H PENNINGTON
Name
1687 S MT NEBO RD
Address
MARTINSVILLE, IN 46157
Please print CLEARLY!

248

Post Card Comments

I-69 DEIS Comments Section 2:

5-9-09

Joseph Leindecker

Date

Jacobs Engineering Group

P.O. Box 8464

Evansville, IN 47716

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

THE COST OF I-69 FAR

OUT WEIGHS THE BENEFITS!

Name

Frank Petty FRANK PETTY

Address

6969E 1400N

Address

ELNORA IN 47529

249

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

4-25-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

PLEASE CONSIDER MASS
TRANSIT ALTERNATIVES

JIM PLANT

Name

6914 RALPH CT

Address

INDIANAPOLIS, IN 46220

250

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

May 21, 2009
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

If you do build I-69,
use an existing highway
as the roadway

Carol Polgerone

Name

912 S. Ballou Ave

Address

Bloomington, IN 47401

251

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/8/09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments:

Make Highway 37
4 lanes South of
Mitchell to I 674.
If need to get to the south
area
Patricia Powell
Name
8000 W. Sand College
Address
Gosport, IN 47423

252

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

5-06-2009

Joseph Leindecker

Jacobs Engineering Group

Date

P.O. Box 8464

Evansville, IN 47716

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

I live, work, and pay taxes here and you are destroying the beauty of my home for the benefit of strangers and special interest groups

D. Raddatz

DEBRA RADDATZ

Name

RR2 Box 186

Address

SOLSBERY IN 47459

253

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments
Joseph Leindecker
Jacobs Engineering
P.O. Box 8464
Evansville, IN 47716

on 2:

4/25/09

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Indiana's economy will NOT
benefit from losing our
precious farm land! Let
the farmers keep their livelihood!

Anna Rees

Name

2430 E. Kelly St. #A5

Address

Indianapolis, IN 46203

Please print CLEARLY!

254

Post Card Comments

I-69 DEIS Comments Section 2:

4-25-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

In these difficult economic times, this seems a foolish thing to do

With the newspaper article last week, we should all be embarrassed about Indiana's Ranking
Sylvia Reichel

Name /

435 Virginia Ave Unit 206

Address

Indianapolis, IN 46203

Please print CLEARLY!

255

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/7/09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Stop this waste of money.
You have cheapened the project
to push it through & the
maintenance costs will be
outrageous. Stop I-69
Maretta Reinhold

Name

8775 S. Rockport Rd

Address

Bloomington IN 47403

256

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

5-8-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

It is shameful that people like you go against the wishes of the people, take their home and lands - and spend their own money to do it!

*Remember what goes around comes around.
257*

JIM + CAROL RICE

Name

3501 E. WINSTON ST.

Address

Bloomington, IN 47401

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

5 20 09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

The state is not promoting public transit use and development by doing this.



WWF

Ms. Lu Richmond
203 E 6th St
Ligonier, IN 46767

258

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

6-2-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

The costs of I-69 have sky-
rocketed - this highway is
not needed + the few jobs
it will create are not worth
the damage + job loss to the
communities affected.

Veronica J. Ries

Name

VERONICA RIES + TOM MOOR

Address

2251 E FRANKLIN ST.
EVANSVILLE, IN 47711

259

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2: Cincode Mayo
Joseph Leindecker Date
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

- ① I'm not planning to hold my breath waiting for INDOT to do an HONEST I-69 evaluation. Honesty's not INDOT's strong suit.
- ② Bless CARR, the Takarskis, & Spiderman for their heroic efforts to do the right thing

Name _____

Jerard G. Ruff M.D.
2303 N Fritz Dr
Bloomington, IN 47408-1330

Address _____

260

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

4-25-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

SAVE THE LAND
NO MORE TAXES

JILL D RUSHWORTH

Name

4903 WASHINGTON RD #6

Address

INDIAN IN 46205

Please print CLEARLY!

261

Post Card Comments

I-69 DEIS Comments Section 2:

6/3/09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Stop the wholesale destruction of S. IN.

We can't afford I-69 socially, financially,

ecologically, agriculturally. US-41/I-70

cost 15 minutes vs millions of \$ & priceless

karst, farmland, & communities.

Name

 Dr. Sarah Ryterband
820 W. 2nd St.
Bloomington, IN 47403

262

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

6.6.09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Public transit

must be considered as an
alternative to more highways.
Hoosiers do not want or need
I-69. It's time for the state to listen

Name

Susan A. Sammis

Address

8640 S. Rockport Rd.

Bloomington, IN 47403

263

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

4/25/09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Mass transit would be very important
part of making Indianapolis more
Sustainable

Michael Sanders
Name
7671 N. Pennsylvania St.
Address Indy 46240

264 Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

_____ Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

PUBLIC TRANSIT MUST BE
CONSIDERED AS AN ALTERNATIVE
TO MORE HIGHWAYS!



Jack R. Saylor
4933 York Rd
South Bend, IN 46614-3442

265

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/6/09
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

This is a backward-looking project.
Expressways are so 20th Century.
I prefer rail alternatives.

PAUL W. SCHMITT
Name

1838 E. Legrande Ave.
Address

Indianapolis IN 46203
Please print CLEARLY!

266

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

May 5, 09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

New highways made sense in
1950. Hownt we learned
anything since.

Jim Gilbrstein

Name

3731 Devonshire Ct.

Address

Bloomington, IN 47408

267

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

5-20-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

The underground carst, streams + caves must be considered and studied in this area through the Department of Natural Resources before any kind of highway is started

The Geology Dept at IU has this info - and it will be a disaster!

LORRAINE SIRUCEK

Name

1207 S. HEARTHSTONE CT.

Address

Bloomington IN 47401

268

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

5-14-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Too Costly To Continue With
Current project; Most citizens of the
State Do not want This; not environ-
mentally sound!

Carole Smith

Name

134 Carmelaire Dr.

Address

Carmel, IN 46032

269

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

WHAT a big joke.
Give us a break.

John P. Stambaugh

Name

RR 1 Box 1756

Address

Springville IN 47462

Please print CLEARLY!

270

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

May 11, 2009
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

We don't want I 69

Ric Stephan

Name: Ric Stephan
Address: 2415 W Amherst Rd.
Bloomington, IN 47404



271

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

125/09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Please help save Indiana's natural heritage for future generations!

David Stille

Name

379 Lions Creek Circle

Address

Noblesville, IN 46062

Please print CLEARLY!

272

Post Card Comments

I-69 DEIS Comments Section 2:

4-28-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Listen to the
people.

Sharon Storms

Name

3619 N. Penn. St.

Address

Indpls IN 46205

Please print CLEARLY!

273

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

MAY-5-09
Date

*no benefit
extra TAXPAYER COST*

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.
RECESSION STATE GOING BROKE

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

An Elevated road bed across the white River will further expedite flood waters upstream east Elkhora or Westphalia

Stupid is as stupid does

Stephen D Sotherland
Name

DR#3 Box-15
Address

Owensburg, IN
Please print CLEARLY! *47453*

Post Card Comments

I-69 DEIS Comments Section 2:

MAY 6 2009

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

STOP THIS ROAD - IT IS TOO
DESTRUCTIVE AND TOO
EXPENSIVE!

SURA GAIL TALA

Name

8920 Southshore Dr.

Address

UNIONVILLE IN 47468

Please print CLEARLY!

275

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

May 5, 2009
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Any honest analysis would show that building any interstate highway at this time would be irresponsibly stupid and pointless. QUIT!

James A. Thom

Name

6276 W. Stegsdill Rd.

Address

Bloomington, IN 47404

Please print CLEARLY!

276

Post Card Comments

I-69 DEIS Comments Section 2:

5-8-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.



I support the NO BUILD alternative for I-69.



FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.



INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

It is absurd that in this time when we
are considering our carbon footprints that
you are still beating this dead horse.

We need rail rehabilitation, not more trucks
from Mexico.

Name

JINNY THOMPSON

Address

P.O. Box 1940

Nashville, IN 47448

277

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

5-4-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments Public transit must be considered as an alternative to more highways as I see it. Cost of I-69 has more than doubled to at least \$4 billion. In Dot should be required to do a new benefit cost analysis study - all current & complete costs. To use construction material of design that is cheaper is bad. In Dot must give true reports of operation

Save our forests, wetlands & farms.
I think
once
long
term.

Name Berniece Tirmenstein
Address 1636 E. Blackford Ave
Evansville, IN 47714-
2042

278

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

5/5/09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

I see NO BENEFITS, All
the MAJOR jobs in BLMGN
are gone. Just A FAST
TRACK for more DRUGS/CRIME.

Ricky TUNGATE

Name

3111 S. YONKERS ST

Address

BLOOMINGTON IN 47403-3175

279

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

5-12-09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

I do not support building
I-69. The state does
not have the funds.

Terrie Usrey

Name

4293 E Java Rd

Address

Bloomington In 47408

280

Please print CLEARLY

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

May 8, 2009
Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Many local roads will be closed
by this project and some interchanges
dropped. Public transit must be
considered as an alternative to more
Highways

Mark Vermillion

Name

2836 Mooru Road

Address

Anderson, IN 46011

281

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

4.23.9
Date

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

It's so much cheaper
to follow the roads we
have don't be a moron.

Shawna Vertrees
Name

3536 N Meridian
Address

282

Please print CLEARLY!

Post Card Comments

I-69 DEIS Commer. Section 2:

4/25/09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.



I support the NO BUILD alternative for I-69.



FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.



INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Light Rail, Yes!!

Stop the Pork!

Feed the hungry.

Affordable Healthcare for all.

Janet Vondersaar

Name

242 N. Arsenal Ave

Address

Indpls IN 46201

Please print CLEARLY!

283

Post Card Comments

I-69 DEIS Comments Section 2:
Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

5/6/09
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

The I-69 new terrain
is an outdated idea.
We don't need it.
End this project now!

Nell Weatherwax ~ Story Theatre
1414 South Madison Street
Bloomington, IN 47403
NellWeatherwax.com

284

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

5.11.09

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.



I support the NO BUILD alternative for I-69.



FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.



INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Stop wasting tax payers

money! Its been 20 years
already do something or
abolish the project!

Jacqueline Whaley

Name

8138 E. Sylvania Rd

Address

Bloomfield IN 47424

285

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716.

200
Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.
R.S.N.P. A.S.A.P!!

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

This road can be built around farmlands
not through them.

If you take rather steal with that bogus
RIGHT OF WAY rule may you lose your toll
Use taking away a farmer's living with this
"NECESSARY" I-69

DAVID LEWICKLIFF JR
Name
638 WOODRUFF PLACE WEST DRIVE #4
INDIANAPOLIS INDIANA 46201-4925

Address
317) 513-5609 (pre-paid no 'mile #' only)
Please print CLEARLY!

286

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

April 25, 2009
Date

Please include these comments as part of the official record.



I support the NO BUILD alternative for I-69.



FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.



INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

*Think long-term for my kids ~
the environment needs us!*

Lisa Wilson
Name

2815 Bristol Dr
Address

Bloomington IN 47404
Please print CLEARLY!

287

Post Card Comments

I-69 DEIS Comments Section 2:

5-6-07

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

I support the NO BUILD alternative for I-69.

FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.

INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

Save our land +
money

Phil + KAREN WISNIEWSKI

Name

7525 W EVANS

Address

B19th IN 47403

288

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

We need to repair our bridges and
build mass transit facilities in-
stead of roading money on I-69

Natalie Wfubel

Name

415 S. Madison St

Address

Bloomington, IN 47403

Please print CLEARLY!

289

Post Card Comments

I-69 DEIS Comments Section 2:

07 May, 2009

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments Estimated cost R
 I-69 have doubled to \pm \$4 Billion
 we need a new, INDEPENDENT study
 to get true costs. Many local
 roads will be closed, farms will
 be split where excellent land will
 be difficult or impossible to access.
 We need to look at GREEN Public
 transportation, not more fuel emitting

Wilsons

Name

Charles E. Yeager
 3838B Rue Flambeau St.
 Indianapolis, IN 46220

Address

290

Please print CLEARLY!

Post Card Comments

I-69 DEIS Comments Section 2: 4-25-09
Joseph Leindecker Date
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE! The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments
Please, Please, don't ~~cost~~ waste
our money on this
Boondoggle!!!!

Phyllis Zimmerman
Name
321 N. Kenmore Rd
Address
Indpls IN 46219
Please print CLEARLY!

291

Post Card Comments

I-69 DEIS Comments Section 2:

Joseph Leindecker
Jacobs Engineering Group
P.O. Box 8464
Evansville, IN 47716

Date

Please include these comments as part of the official record.

- I support the NO BUILD alternative for I-69.
- FIX THE ROADS WE HAVE!** The US41 and I-70 alternative will cost tax payers less and save farmland, forests and communities.
- INDOT must do an honest benefit/cost analysis using current, truthful & complete data.

Additional Comments

*Up grade
Railroads*

Name

Evansville

Address

IN

292

Please print CLEARLY!