Volume III – Comments and Responses

Part B – Written Comments and Public Hearing Transcription

From:	laszewski.viginia@epa.gov
To:	section5pm@i69indyevn.org
Subject:	I-69 Website Contact Form Submission
Date:	Tuesday, December 04, 2012 4:14:59 PM

Contact Information and Request from Tier 2 Studies for Section 5

Name:	V. Laszewski
Email:	laszewski.viginia@epa.gov
Street Address:	U.S. EPA, Region 5 77 W. Jackson
City/State:	Chicago, IL
Zip Code:	60604
Comments:	The Section 5 DEIS (p.7-13) gives the following web address for access to detailed information regarding the I-69 Community Planning Program: http://www.i69indyevn.org/CommunityPlanningProgram. However, this web address does not work. How exactly, does one access the I-69 Community Planning Program web information? thank you.

From: section5pm@i69indyevn.org
To: section5pm@i69indyevn.org
Subject: [FWD: RE: I-69 Website Contact Form Submission]
Date: Wednesday, December 05, 2012 5:16:07 PM

-------- Original Message --------
Subject: RE: I-69 Website Contact Form Submission
From: <section5pm@i69indyevn.org>
Date: Tue, December 04, 2012 2:40 pm
To: laszewski.viginia@epa.gov
Cc: laszewski.virginia@epa.gov

Dear Ms. Laszewski,

We have restored the link for this site. Thank you for bringing this to our attention.

Kind Regards,

Mary Jo Hamman
I-69, Section 5 Project Manager

> -------- Original Message --------
> Subject: I-69 Website Contact Form Submission
> From: laszewski.viginia@epa.gov
> Date: Tue, December 04, 2012 2:14 pm
> To: section5pm@i69indyevn.org
>
> **Contact Information and Request from Tier 2 Studies for Section 5**
>
> **Name:** V. Laszewski
> **Email:** laszewski.viginia@epa.gov
> **Street Address:** U.S. EPA, Region 5 77 W. Jackson
> **City/State:** Chicago, IL
> **Zip Code:** 60604
> **Comments:** The Section 5 DEIS (p.7-13) gives the following web address for access to detailed information regarding the I-69 Community Planning Program: http://www.i69indyevn.org/CommunityPlanningProgram. However, this web address does not work. How exactly, does one access the I-69 Community Planning Program web information? thank you.

Hamman, Mary Jo

From: michelle.allen@dot.gov
Sent: Thursday, January 03, 2013 6:41 AM
To: Hamman, Mary Jo; Richards, Lorraine; ESwickard@blainc.com; MGrovak@blainc.com
Subject: FW: EPA comments on I-69 Section 5 DEIS
Attachments: DEIS_LTR_01-02-2013 final.pdf

Please see EPA's comment letter, attached.

Michelle Allen
FHWA-IN
(317) 226-7344

From: Laszewski.Virginia@epamail.epa.gov [mailto:Laszewski.Virginia@epamail.epa.gov]
Sent: Wednesday, January 02, 2013 4:58 PM
To: Allen, Michelle (FHWA); lhilden@indot.IN.gov
Subject: EPA comments on I-69 Section 5 DEIS

Hi Michelle and Laura,

The attached file contains EPA's comment letter (dated 01/02/2013) regarding the I-69 Section 5 DEIS. The original signed letters are in the mail.

(See attached file: DEIS_LTR_01-02-2013 final.pdf)

Thank you,

Virginia Laszewski
Environmental Scientist

US EPA, Region 5
NEPA Implementation, OECA
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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

January 2, 2013

REPLY TO THE ATTENTION OF:

E-19J

Richard Marquis, Acting Division Administrator
Federal Highway Administration - Indiana Division
575 North Pennsylvania St., Room 254
Indianapolis, IN 46204

Michael B. Cline, 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 (DEIS) for Section 5: Bloomington to Martinsville, Indiana. CEQ No. 20120340

Dear Mr. Marquis and Mr. Cline:

The U.S. Environmental Protection Agency Region 5 (EPA) reviewed the Federal Highway Administration (FHWA)/Indiana Department of Transportation (INDOT) I-69 Tier 2 Section 5 Draft Environmental Impact Statement (DEIS). Our review and comments are provided pursuant to Section 102(2)(C) of the National Environmental Policy Act (NEPA), and Section 309 of the Clean Air Act.

The Section 5 Tier 2 DEIS is the fifth of six expected Tier 2 DEISs that EPA has reviewed or will review for the 142-mile-long I-69 Indianapolis to Evansville Project. Section 5 extends approximately 22 miles from State Road (SR) 37 south of Bloomington in Monroe County to SR 39 in Morgan County. The Section 5 project is an upgrade of existing SR 37 to interstate standards substantially utilizing existing multi-lane SR 37 right-of-way.

The No-build is identified and five build alternatives (Alternatives 4, 5, 6, 7 and 8) undergo detailed analysis in the DEIS. Alternative 8 is identified as the DEIS-Preferred Alternative. Alternative 8 is substantially a hybrid comprised of various components of Alternatives 4, 5, 6 and 7. Interchanges are proposed at Fullerton Pike, Tapp Road/SR45/2nd Street, SR 48/3rd Street, SR 46, Walnut Street, Sample Road, and Liberty Church Road. Currently two options have been retained for the Walnut Street Interchange: Option A (full interchange) or Option B (existing partial interchange). EPA prefers Option B because it minimizes wetland, stream and associated floodplain impacts. Overpasses would be located at Rockport Road, Vernal Pike, Arlington

Road, Kinser Pike, and Chambers Pike. Local access roads and new construction to existing local roads would be provided in portions of the Section 5 corridor where driveways and other roads currently connect to existing SR 37.

Based on our review of the information in the DEIS, we believe there may be feasible modifications to Alternative 8 that have not been fully identified, assessed and/or discussed in the DEIS that may reduce impacts to resources of concern. These include providing an "emergency only" direct access to I-69 from the Hoosier Energy facility in order to reduce the extent of the proposed eastside access in order to further reduce water resource impacts in this portion (subsection 5F) of the Section 5 corridor.

EPA rates the DEIS preferred alternative as "EC-2, Environmental Concerns-Insufficient Information." In order to fully protect the environment, there may be additional changes to Alternative 8 that have not been fully identified or assessed in the DEIS; additional information, data and analyses, and discussion should be included in the Final EIS (FEIS). An explanation of our rating system can be found in the enclosure entitled, "Summary of Rating Definitions and Follow-Up Actions." Our detailed comments and recommendations regarding the DEIS and the I-69 Section 5 project are enclosed. Our enclosed comments also include EPA's technical review of the Draft Karst Feature and Groundwater Flow Investigation Report (unredacted version) for Section 5.

The Section 5 DEIS incorporates many of the recommendations we made on the I-69 Section 4 DEIS to help inform better decision making as this project moves forward. For example, we commend the inclusion of *Tables 5.21.3 and 7-2: Best Management Practices (BMPs) in Karst Terrain* in the Section 5 DEIS, similar to what EPA recommended for Section 4. The tables list various karst features, BMPs that may be implemented, and a numerical cross-reference to applicable INDOT Standard Specifications. The tables could serve as the starting point from which INDOT, the Karst Memorandum of Understanding (MOU) resource agencies, and contractors may consider for implementation in order to help protect the environment and public safety.

EPA Class V Permits

There will most likely be several sinkholes that would be modified for stormwater drainage for Section 5, which would be considered to be Class V wells under the Safe Drinking Water Act's Underground Injection Control (UIC) program. The DEIS correctly identifies that EPA is the agency that must be notified and would need to approve any Class V well construction. For additional information regarding EPA Class V permits and UIC program, contact Ross Micham of EPA's UIC Branch at 312/886-4237 or at micham.ross@epa.gov.

Superfund Sites

The DEIS addresses the highway drainage near the Bennett's Dump and Lemon Lane Landfill Superfund sites as EPA requested. Adding more drainage flow into the groundwater basins would negatively impact the site remedies for both Bennett's Dump and the Lemon Lane Landfill. The EPA Superfund program supports the mitigations in the preferred alternative to control drainage near the Bennett's Dump and the Lemon Lane Landfill. The EPA Superfund

program requests that the final Section 5 plans be made available to EPA and IDEM for review to ensure the mitigations currently proposed are addressed. The EPA Superfund contact is Thomas Alcamo, Remedial Project Manager. Tom may be reached by calling 312/886-7278 or by email at Alcamo.thomas@epa.gov.

Air Quality - Conformity

The document is up-to-date and correct in terms of air quality conformity requirements and the consultation that has taken place, to date, on PM2.5 hot spot requirements. We look forward to continued consultation. After December 31, 2012, Tony Maietta is EPA Region 5 Air and Radiation Division (ARD) contact for this project and may be reached by calling 312/353-8777 or by email at maietta.anthony@epa.gov.

Surface Water Resources

We understand that the U.S. Army Corps of Engineers (Corps) Clean Water Act (CWA), Section 404 permitting process for Section 5 is likely to take place after FHWA issues the Record of Decision (ROD). EPA requests that FHWA/INDOT continue to coordinate all compensatory mitigation for impacts to aquatic resources with EPA throughout the NEPA process and the CWA Section 401 water quality certification/404 permitting processes. Our participation in the July 2012 site tour of potential mitigation sites for I-69 Section 5 was beneficial and productive, and we would like that to continue. The EPA Watersheds and Wetlands Branch contact is Melissa Blankenship. Melissa may be reached by calling 312/886-6833 or by email at blankenship.melissa@epa.gov.

Mitigation

Compensation mitigation identified in the DEIS has not advanced much from the Tier 1 documentation. We recommend the FEIS include an updated discussion of the efforts made to date for identifying compensation mitigation for Section 5 and include an up-to-date preliminary compensation mitigation plan for Section 5.

Summary of Overall 1-69 (Indianapolis to Evansville) Project Impacts

We request the Section 5 FEIS include the updated running tally of the impacts to resources of concern of the overall I-69 Indianapolis to Evansville project. In the I-69 NEPA documents for Sections 2 and 3, this tally was found in Appendix ZZ and for Section 4 in Appendix KK. We continue to recommend that stream impacts and cumulative impacts to all resources of concern be added to the running tally. The DEIS indicates that a precise tally of cumulative impacts is not readily attainable. EPA suggests that at least an estimate of cumulative impacts is attainable and requests that they be included in the FEIS running tally of impacts.

I-69 Mitigation Tracking and Annual Mitigation Tracking Report

The DEIS includes a brief explanation of the I-69 mitigation 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. To date, EPA has received two I-69 mitigation tracking annual reports dated, February 22, 2010 and November 17, 2011. EPA requests two hard copies and 2 DVDs of the third I-69 mitigation tracking annual report as soon as it is available.

If you have any questions about EPA's comments, please contact Virginia Laszewski at 312-886-7501 or email her at laszewski.virginia@epa.gov. When the Section 5 FEIS is available, please send us 3 hard copies and 7 CDs, for our review.

Sincerely,

Kenneth A. Westlake
Chief, NEPA Implementation Section
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 (Greg McKay)
U.S. Army Corps of Engineers – Indianapolis Regulatory Office, 9799 Billings Road, Indianapolis, Indiana 46216-1055 (Debra Snyder)
U.S. Fish and Wildlife Service, Region 3, Bloomington Ecological Services Office, 620 S. Walker Street, Bloomington, IN 47403-2121 (Scott Pruitt/Robin McWilliams-Munson)
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 (Randy Braun/Jason Randolph)
Indiana Department of Natural Resources, 402 W. Washington St., Rm W264, Indianapolis, IN 46204 (Matt Buffington)

EPA Comments Concerning the I-69 Evansville to Indianapolis,
Tier 2 Draft Environmental Impact Statement
Section 5 – Bloomington to Martinsville, Indiana
CEQ No. 20120340

EPA's Section 5 Tier 2 Draft Environmental Impact Statement (DEIS) detailed comments, for the most part, follow the Chapter/Sub-Chapter (Section) order found in the DEIS and include EPA's comments on the unredacted version of the - *I-69 Indianapolis to Evansville, Tier 2 Studies, Draft Karst Feature and Groundwater Flow Investigation Report, Section 5, SR 37 south of Bloomington to SR 39 (dated October 2012)* (Draft Karst Report). Finally we provide several pages of DEIS errata for your consideration when preparing the Final EIS (FEIS).

Chapter - SUMMARY

S.7.1 Comparison of Alternative Impacts - Section 5 is divided into six distinct geographic (south to north) subsections (5A to 5F) to aid in evaluating and comparing between the five Section 5 build alternatives (Alternatives 4, 5, 6, 7 and 8). The DEIS Summary chapter presents a table of impacts by alternative for each geographic subsection (Tables S-3 through S-8) and *Table S-9: Alternative Impacts Summary by Alternatives*. These tables describe impacts for such categories as: 1) costs of right-of-way acres, 2) number of displacements of residents/businesses, 3) number of noise receptors, 4) determinations for Section 4(f) of the Transportation Act and Section 106 of the National Historic Preservation Act, 5) wetland acres, 6) stream linear feet, 7) floodplain acres, 8) number of karst features and acres, 9) farmland acres, 10) managed land acres, 11) upland forest acres, and 12) core forest acres. However, these tables do not identify or present impacts to wildlife in general, federally or state- listed species, hazardous waste sites, and wellhead protection areas. This additional information would provide a more complete picture of the type and amount of resources impacted and costs associated with each subsection and each build alternative.

> Recommendation: We recommend the above-discussed tables and all Section 5 alternatives impacts summary tables be supplemented for the Final EIS (FEIS) to include impacts information for wildlife, federal and state-listed species, hazardous waste sites and wellhead protection areas.

S.11 Mitigation - The last full paragraph on page S-69 states, "*Mitigation measures for the Indiana bat include restrictions on tree cutting between April 1 and September 30 . . .*" Page S-67 states, *"No trees with a diameter of three or more inches will be removed between April 1 and November 15 within the Winter Action Area and April 1 and September 30 within the Summer Action Area to avoid any direct take of Indiana bats."*

> Recommendation: We recommend the statement on page S-69 be corrected to read *"Mitigation measures for the Indiana bat include restrictions on tree cutting starting on April 1 and continuing through September 30 or November 15 in the Summer or Winter Action Areas, respectively. . . . " or simply ". . . during defined periods . . ."*

Chapter 1.0 – BACKGROUND

1.3 Project Location and Description. Karst geology and associated karst features (e.g., sink holes, caves, etc.) in the Section 5 Study Area are important considerations when determining, in part, locations for and the design of proposed interchanges and access roads, and the handling and treatment of stormwater runoff during project construction and operation.

> **Recommendation:** We recommend the FEIS incorporate the three karst regions in Section 5 into the "Geologic Setting" discussion in Sub-Chapter 1.3. Additionally, consider adding a "Geologic Setting" section and briefly describe the three karst regions or add them under the "Physiography Setting" section.

Chapter 3 – ALTERNATIVES

3.5 Preferred Alternative. *Table 3-16: Section 5 – Potential Impacts of the Alternatives* includes select resource impacts for Alternatives 4, 5, 6, 7 and 8. Cave impacts are not included in this table. In previous I-69 Indianapolis to Evansville project studies, as well as other transportation projects potentially affecting karst, caves garner a lot of attention.

> **Recommendation:** Please add the potential cave impacts of the Section 5 alternatives to Table 3-16.

Chapter 4.0 - AFFECTED ENVIRONMENT

4.2 Human Environment

4.2.2. Physical Characteristics

4.2.2.5 Community Facilities and Services - Bicycle and Pedestrian Trails (page 4.2-51).
The DEIS identifies that the local bicycle clubs would like to see more and safer crossing points at the interchanges and at grade separations for the I-69 project.

> Recommendation: We recommend that INDOT continue to consult with the local bicycle clubs and the FEIS include an INDOT-required commitment that pedestrian/bicycle lanes be incorporated into select interchanges and grade separations identified as a result of this consultation.

4.2.2.5 Community Facilities and Services - Wastewater (page 4.2-53).
The DEIS identifies that only the City of Bloomington, the Town of Ellettsville, and the City of Martinsville provide sanitary wastewater services. The remainder of landowners in Monroe and Morgan Counties use septic systems.

> Recommendation: The FEIS should disclose whether or not Monroe and Morgan Counties have adopted "Enhanced Septic System Regulations" as recommended in the I-69 Planning Toolbox for those areas with karst geology.

4.3 Natural Environment

4.3.1 Geology

4.3.1.7 Karst and Springs (page 4.3-9). Paragraph 2 of this section reads, *"Groundwater in karst terrain is contaminated easily because surface waters are channeled rapidly into the*

subsurface via insurgence features – a surface feature that directs surface water into the karst groundwater system (i.e. sinkholes, swallet, losing and sinking streams)."

Recommendation: Please revise this sentence, or add clarification, so the public may readily understand the concepts of insurgence, sinkholes, swallets, and losing and sinking streams without having to refer to the glossary when the terms are first used. Please add "insurgence features" to the glossary if this phrase is retained.

Paragraph 3 of this section states *"Unlined retention or detention structures . . ."*

Recommendation: To ensure readability for the public, please either explain the difference between these structures (indefinite vs. temporary holding) and add these terms to the glossary, or replace this phrase with "Unlined runoff water holding structures . . ." or something similar.

4.3.2 Water Resources
4.3.2.1 Groundwater Resources
Private Wells (page 4.3-13). The DEIS is not clear here whether FHWA and INDOT are aware that private well inventory has been conducted in connection with the Lemon Lane Landfill and the Bennett's Dump Landfill by CBS Corporation, and that those records are public and available.

Recommendation: We recommend the FEIS acknowledge that FHWA and INDOT are aware that private well inventory has been conducted in connection with the Lemon Lane Landfill and the Bennett's Dump Landfill by CBS Corporation, and that those records are public and available.

Surface Water Quality (page 4.3-20). Please note that significant remediation has occurred at the Lemon Lane Landfill Superfund site. These include PCB-contaminated sediment removal in streams and associated stream banks in the Swallowhole and Quarry Springs area and upgrades to the treatment plant at the head of Clear Creek/ Illinois Central Spring (ILCS) to treat up to 6000 gpm of storm flows.

Recommendation: We recommend FHWA/INDOT include this information in the FEIS.

4.5 Hazardous Materials
4.5.2 Potential Hazardous Waste Sites
Bennett Stone Quarry (aka Bennett's Dump) (Page 4.5-10). Some of the information on this page regarding Bennett Stone Quarry is incorrect or needs to be updated.

Recommendation: We recommend this section on Bennett's Stone Quarry be corrected and supplemented with the following information: 1) The site is on one parcel owned by Star Quarry Inc. None of the site is on adjacent property parcels. 2) Five springs that have low levels of PCB contamination have been identified on the Bennett's Dump site: Mound Spring, Middle Spring, Mid-North Spring, North Spring, and Rusty Spring. 3) Slurry wall installation is no longer under consideration at this Superfund site.

In the discussion of the Lemon Lane Landfill on page 4.5-9, the remedial actions are described and there is brief information included on their effectiveness. However, on page 4.5-10, while the remedial measures at Bennett Stone Quarry are described, there is no discussion of how effective they have been. This information is critical to painting a picture of the current status of the affected environment as either a contaminated area, an area that used to be contaminated but is no more, or an area whose ongoing remediation is not yet completed.

> Recommendation: Please add parallel content to the discussion of remediation at Bennett Stone Quarry in the FEIS. Also, briefly discuss the effectiveness of these actions to date in preventing PCB discharges to Stout Creek.

Chapter 5.0 – ENVIRONEMTNAL CONSEQUENCES
5.1 Introduction and Methodology
5.1.3 Phased Construction. The DEIS (p. 5.1-12) states, *"Based upon its practices in Sections 1 through 4, INDOT will construct Section 5 in segments smaller than the overall 21 miles. However, unlike the previous Section 1 – 4, which were generally built in sequential order from start to finish, segments in Section 5 will be prioritized for construction based on several factors, including but not limited to: operational and safety needs at a particular location access for local residences and businesses with current direct access to SR 37, condition of the Existing SR 37 pavement, timing of planned construction of the local road network adjacent to the project and acquisition of necessary right-of-way in particular areas slated for construction at a given time."*

> Recommendation: The FEIS should identify each Section 5 construction segment/component and identify/discuss its construction priority status. The FEIS should include a table that lists each construction segment/component in construction priority order and include proposed start and end dates for each segment's construction. The FEIS should also identify the proposed completion date for the entire Section 5 project.

5.8 Environmental Justice
5.8.4 Summary. The Summary states, *"[a]fter completing further environmental justice review for Tier 2 Section 5, it was determined that none of the alternatives for Section 5 would have a disproportionately high or adverse effect on minority or low-income populations in the Section 5 Study Area."* However, a footnote found in Environmental Justice (EJ) Tables 5.8-9 through 5.8-12 discloses that *"[f]inal decisions regarding displacements will be made during design and right-of-way acquisition phases. Survey of individual households/businesses would be needed to identify if displacement will be borne by minority or low-income individuals."*

> Recommendation: Since it is unknown at this time which minority and/or low-income residences or businesses will be taken, we suggest it would be more accurate to say, "*there is a potential for disproportionate impacts to minority and/or low-income populations due to relocations.*" We also recommend the FEIS identify potential mitigation measures that could be implemented to off-set the impacts, if applicable.

The DEIS 8.5.4 Summary (page 5.8-22) provides the following quote: *"In its comment letter on the Tier 1 Draft Environmental Impact Statement (DEIS), the United States Environmental*

Protection Agency (USEPA) concurred 'the initial environmental review shows that none of the alternatives would have a disproportionately high and adverse effect on minority and low-income populations in the Study Area.'"

Recommendation: The FEIS should either remove the above mentioned EPA quote from the 8.5.4 Summary or the FEIS should better explain why EPA's environmental justice statement regarding the I-69 Tier 1 DEIS is applicable to a more detailed Tier 2 Section 5 environmental justice analysis.

5.9 Air quality

Air Quality Conformity: The document is up-to-date and correct in terms of air quality conformity requirements and the consultation that has taken place on PM2.5 hot spot requirements.

As stated in the documentation (page 5.9-9), we had consultation discussions with FHWA/INDOT/Consultants about the possible need for PM2.5 hot spot analyses for intersections in Morgan County, which is nonattainment for annual PM2.5. At the time of the consultation, specific traffic data was not available for the intersections. Further consultation is required to determine which intersections are projects of air quality concern.

After December 20, 2012, all hot spot analyses must use the MOVES emissions model and quantitative analysis methodology per 75 Federal Register 79379. Projects that are of air quality concern will need a hot spot analysis consistent with EPA guidance document *Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas.* The guidance document can be found at http://www.epa.gov/otaq/stateresources/transconf/policy.htm#project.

FHWA requires hot spot analyses to be completed prior to the ROD.

Recommendation: EPA recommends the FEIS include the FHWA conformity determination, discussion and supporting documentation.

After December 31, 2012, Tony Maietta is EPA Region 5 Air and Radiation Division (ARD) contact for this project and may be reached by calling 312/353-8777 or by email at maietta.anthony@epa.gov.

Mobile Source Air Toxics (MSAT) (pages 5.9-14 – 5.9-15). A qualitative assessment of mobile source air toxics (MSAT) is provided in the DEIS. FHWA/INDOT *"acknowledge that some of the project alternatives may result in increased exposure to MSAT emissions in certain locations, although the concentrations and duration of exposures are uncertain, and because of this uncertainty, the health effects from these emissions cannot be estimated."* The Bloomington urban/suburban area of Section 5 has a substantially higher population than other I-69 sections assessed so far. Exposure to diesel exhaust by construction workers and/or individuals that work, live or recreate near construction sites can have serious health implications.

Recommendation: Because MSATs can cause adverse health impacts, especially to

vulnerable populations, such as children, the elderly, and those with existing respiratory health issues, EPA recommends the FEIS identify potential mitigation measures to decrease the exposure of these populations to increases in MSATs emissions during construction and operation of the proposed project. Such measures may include, but should not be limited to, 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).

Greenhouse Gases/Climate Change (page 5.9-7): One brief paragraph in the Section 5 DEIS is devoted to addressing greenhouse gas emissions associated with the project and climate change. The DEIS indicates that FHWA does not believe it is informative at this point to consider greenhouse gas emissions in an EIS. The DEIS goes on to identify that FHWA is actively engaged in activities with the USDOT Center for Climate Change to develop strategies to reduce transportation's contributions to greenhouse gases in particular CO2 emissions, and to assess the risks to transportation systems and services from climate change.

Recommendation: We recommend that the FEIS estimate the project's anticipated GHG emissions and steps to minimize those emissions. We also recommend the FEIS identify and discuss any anticipated effects of climate change on the project. For example, discuss any effects that predicted increases in the number and/or intensity of precipitation events due to climate change may have on sizing bridge spans, culvert openings, and stormwater management measures in order to accommodate such events and ensure project longevity, public health, and safety.

5.16 Hazardous Waste Sites
5.16.3.2 Superfund Sites

The last full sentence in the last paragraph on page 5.16-4 states, *"The combined treatment systems are expected to treat nearly 100% of the ILCS spring water and to treat 99.9% of the PCB mass from the receiving stream."* The preceding text says that the treatment plant captures water discharging from the ILCS and removes PCBs before the spring water enters surface water. There is no mention of surface water from the receiving stream being treated. Should the sentence quoted above read ". . . and to prevent 99.9% of the PCB mass from entering the receiving stream"?

Recommendation: Please revise the text discussed above to better clarify the intended meaning. Note that the same text appears on page 5.21-23, paragraph 2, and should be revised in that location as well.

On page 5.16-5, at the end of the third paragraph, the DEIS states, *"updates from the upcoming release of the 5-year review will be included."* The 5-year review was released in August 2012, likely after the content of this Section 5 DEIS was finalized.

Recommendation: Please update this discussion in the FEIS to include the findings of this review.

5.16.5 Summary (Hazardous Waste Sites)
Table 5.16-1 Summary of Hazardous Waste Sites summarizes suggested mitigation measures, which include: 1) for the ILCS as impacted by the Lemon Lane Landfill, *"prevent highway drainage from entering ILCS recharge/treatment area; divert west to Stout Creek;"* and 2) for the Bennett Stone Quarry, *"prevent highway drainage from entering Bennett groundwater area by diverting either upstream or downstream of site to Stout Creek."*

The Tier 2 DEIS addresses the highway drainage near the Bennett's Dump and Lemon Lane Landfill Superfund sites. Adding additional drainage into the groundwater basins would negatively impact the site remedies for both Bennett's Dump and the Lemon Lane Landfill. The EPA Superfund program supports the mitigations in the preferred alternative to control drainage near the Bennett's Dump and the Lemon Lane Landfill. The EPA Superfund program requests that the final Section 5 plans be made available to EPA and IDEM for review to ensure the mitigations proposed by Tier 2 DEIS are addressed. The EPA Superfund contact is Thomas Alcamo, Remedial Project Manager. Tom may be reached by calling 312/886-7278 or by email at Alcamo.thomas@epa.gov.

> Recommendation: The EPA Superfund program requests that the final Section 5 plans be made available to EPA and IDEM for review to ensure the mitigations proposed by Tier 2 Draft Environmental Impact Statement are addressed.

EPA supports the general concept of diverting additional highway runoff from entering the Wedge Quarry complex where the passive drain has been installed to lower groundwater levels at the Bennett's Dump site. However, it is not apparent how such a diversion can be constructed. One possibility may be the diversion of runoff into Stout's Creek upstream of the passive drain and the Bennett's Dump site.

> Recommendation: We recommend the FEIS discuss the feasibility of diverting runoff into Stout's Creek upstream of the passive drain and the Bennett's Dump site. In addition, potential impacts to Stout's Creek from such a diversion should be discussed and potential mitigation measures to avoid or reduce impacts to Stout Creek identified in the FEIS.

5.17 Bald Eagles, Federal and State Threatened and Endangered Species
5.17.3.3 State-Listed Species
This section provides a species-by-species description of each state-listed species, their habitat, and potential impacts. DEIS Section 11.4 - Agency Review and Coordination only mentions the Indiana Department of Natural Resources (IDNR) input to this part of the assessment as related to the box turtle.

> Recommendation: For the FEIS, please update this section to also summarize IDNR concurrence or revision recommendations on the DEIS impact analysis for state-listed species, including the cave-dwelling invertebrates for which considerable survey efforts were made.

5.19 Water Resources
5.19.2 Surface Waters
Seven intermittent stream segments and twelve ephemeral steam segments are identified as Class III Primary Headwater Habitat (PHWH) with the highest quality and potential to support a diverse array of flora/fauna (Table 5.19-13 Potential Stream Impacts and Potential Stream Relocation Lengths by Alternative, pages 5.19-53 to 5.19-73). According to the *Field Evaluation Manual for Ohio's Primary Headwater Habitat Streams 2012*, Class III PHWH streams are perennial streams in which the prevailing flow and temperature conditions are influenced by groundwater. They exhibit moderately diverse to highly diverse communities of cold water adapted native fauna.[1] The DEIS does not explain how application of Ohio's methodology translates to Indiana's headwater streams.

> Recommendation: We recommend the FEIS explain how the application of Ohio's methodology translates to Indiana's headwater streams.

All practicable alternatives must be explored to avoid impacts to natural streams and their riparian corridors to the maximum extent possible in accordance with the Clean Water Act (CWA) 404 (b)(1) Guidelines. If impacts are absolutely unavoidable, every effort must be made to maintain and/or replicate the quality of the resource that is impacted.

INDOT's analysis considers a riparian zone to be any forested area that is adjacent to the stream within 100 feet on either side of the stream centerline. Rationale needs to be provided regarding why the riparian zone is restricted to 100 feet on either side. Further, the text suggests that it is only considered a riparian zone if it is forested.

> Recommendation: We recommend the FEIS provide an explanation as to why the riparian zone is restricted to 100 feet. In addition, the FEIS should also clarify what constitutes a riparian zone.

According to the DEIS, INDOT commits to continue to coordinate with both USACE and IDEM during the CWA Section 401 and CWA Section 404 permitting processes regarding the proposed stream mitigation (page 7-34) and throughout the development of the proposed mitigation sites that will be offered for compensatory mitigation (page 5.19-79). EPA strongly recommends that INDOT continue to coordinate all compensatory mitigation for impacts to aquatic resources with USEPA throughout this process and the Section 401/404 permitting process. Our participation in the July 2012 site tour of potential mitigation sites for I-69 Section 5 was beneficial and productive, and we would like that to continue.

> Recommendation: EPA requests that FHWA/INDOT continue to coordinate all compensatory mitigation for impacts to aquatic resources with EPA throughout the NEPA process and the CWA Section 401 water quality certification and Section 404 permitting processes. EPA recommends the FEIS Summary and Chapter 7 - Mitigation include a commitment by INDOT to include EPA throughout the development of the Section 5 proposed mitigation sites for impacts to aquatic resources.

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[1] http://www.epa.ohio.gov/portals/35/wqs/headwaters/PHWHManual_2012.pdf

5.19.2.4 Mitigation – Wetlands, Open Water, Rivers and Streams (pages 5.19-82 to 5.19-81). The DEIS does not identify the specific measures that INDOT will use to ensure that the applicable standard specifications and/or special provisions will be successfully implemented by the design and/or construction contractor in a timely fashion. Such measures might include, but need not be limited to, requiring an independent environmental monitor with authority to stop construction if adequate sediment and erosion control measures are not being implemented and properly maintained. INDOT construction contracts could include a provision to levy substantial monetary fines when a contractor fails to properly implement appropriate construction BMPs to protect surface and ground water quality. We are aware that INDOT established such accountability measures for its contractors on the Louisville Bridges project.

> Recommendation: The FEIS should identify and discuss the specific measures INDOT will take to help ensure that their construction contractors follow their construction standard specification and/or special provisions.

5.19.3.3 Analysis

Groundwater Quality (pages 5.19-88 and 5.19-89, last sentence): In general, EPA appreciates that the following statement is made here and elsewhere in the DEIS: *"Per USEPA written comments on the Section 4 DEIS, a firm commitment has been made that if active groundwater flow paths are discovered, measures will be taken to perpetuate the flow and protect water quality."* However, please heed the following recommendation.

> Recommendation: EPA requests that INDOT commit to consulting with the EPA Superfund Project Manager prior to making any decisions regarding I-69 project manipulation of groundwater flow paths that might impact the Lemon Lane and/or Bennetts Dump superfund sites.

5.21 Karst Impacts

There will most likely be several sinkholes that would be modified for stormwater drainage for Section 5, which would be considered to be Class V wells under the Safe Drinking Water Act's Underground Injection Control (UIC) program. The DEIS correctly identifies that EPA is the agency that must be notified and would need to approve any Class V well construction. However, the DEIS does not specifically identify the karst features that could be considered Class V wells.

> Recommendation: We recommend the FEIS identify the types of karst feature/s (e.g., sinkholes) that could be expected to be encountered within Section 5 that if modified for stormwater drainage would be considered Class V Injection wells.

5.21.3.4 Karst Impacts by Alternative

The DEIS states *"For the purposes of the following discussions, the term "impact" means that portions of a karst feature are located within the rights-of-way of the Section 5 alternatives."* The text and table that precede this section reference studies and expert determinations related to the hydrologic connection of karst features and areas outside of the Section 5 corridor, as summarized in Table 5.21-1 under the column *"Relevant Karst **Outside of Section 5*

Corridor." However, the line quoted above seems to indicate that only features within the corridor, approximately 1/3 of the total relevant karst area, are considered when comparing impacts among the alternatives.

> Recommendation: Please correct this description of the approach to impact analysis (note that the "Relevant Karst Area" rows in Table 5.21-2 provide more points of comparison than are indicated in the quoted sentence).

Paragraph 2 of this section states *"Existing SR 37 was constructed in the 1970's and includes right-of-way that accounts for at least more than 50% of the karst impacts included in the five alternatives."*

> Recommendation: Please clarify whether SR 37 accounts for at least or more than 50% of the impacts.

5.21.3.7 Potential Impacts upon Threatened and Endangered Species and Cave Biota. The DEIS states (page 5.21-29), *"The fauna identified in the 2005 biological survey . . . have become conditioned to the residential and transportation land use after more than 40 years of influence. Therefore, the project should not result in such changes of a sufficient magnitude to adversely affect the identified state-listed species."* Similar statements appear in the impact assessment for the troglobitic crayfish (*Orconectes inermis testii*), a state-listed rare species, in Section 5.17 (page 5.17-25). However, this conclusion is not adequately supported by either observation or analysis, and the pollutant loading analysis (described below) seems to contradict the conclusion.

On the page after this conclusion is presented, Section 5.21.3.8 (page 5.21-30) addresses the predicted pollutant loading during construction to the karst system, by predicting that a past pattern in the same area would be repeated: *"there were elevated levels of total suspended solids (TSS) and total recoverable metals (TRM) for arsenic, copper, lead, and zinc to the subsurface associated with the during-construction activities for the SR 37 project. These levels returned to pre-construction conditions about two years after construction. This pattern is anticipated for the I-69 construction."* Neither Section 5.21 nor Appendix Y – Draft Karst Report (Section 3.6.1, where this study is described in slightly more detail) state how high these elevated concentrations were during the SR 37 project's construction phase, providing no quantitative basis for the conclusion presented.

Moreover, the analysis in Appendix L of the Draft Karst Report (DEIS Appendix Y), and summarized in Table 9 (page 80 of the Draft Karst Report), indicates that pollutant concentrations to which these aquatic cave biota are exposed would approximately double for lead and mercury, and would increase by approximately 50% for copper and cadmium, and by 10% for total nitrogen. That page very briefly states that the predicted concentrations *"exceed the applicable water quality standards."* Tables 2-1 through 2-8 in Appendix L of the Draft Karst Report (DEIS Appendix Y) clearly show that both the current and predicted concentrations of these pollutants exceed the acute and chronic aquatic criteria, as indicated by the cells shaded in red.

Recommendation: The quantitative details of the pollutant loading analysis and its implications for potential impact to cave-dwelling aquatic species should be discussed in Section 5.21.3.7. If the aquatic criteria referenced in Tables 2-1 through 2-8 in Appendix L of the Draft Karst Report (DEIS Appendix Y) are not clearly applicable to these species, then we recommend additional criteria or ecotoxicity data be identified and compared to the estimated concentrations.

5.21.4 Mitigation. We note that a firm commitment has been added for Section 5 that if active groundwater flow path are discovered, measures will be taken to perpetuate the flow and protect ground water quality, as EPA requested for Section 4.

We commend the inclusion of *Tables 5.21.3 and 7-2: Best Management Practices (BMPs) in Karst Terrain* in the Section 5 DEIS, similar to what EPA recommended for Section 4. The tables list various karst features, BMPs that may be implemented, and a numerical cross-reference to applicable INDOT Standard Specifications. The tables could serve as the starting point from which INDOT, the Karst Memorandum of Understanding (MOU) resource agencies, and contractors may consider BMPs for implementation in order to help protect the environment and public safety.

5.24 Indirect and Cumulative Impacts

The DEIS asserts that indirect impacts to water quality from wetland and stream impacts would be negligible because construction will be governed by the use of INDOT Standard Specifications, Special Provisions, and the IDEM Stormwater Quality Manual (pages 5.24-40, 5.24-42, and 5.19-80). However, the DEIS does not explain how this will be done. This needs to be fleshed out more in the FEIS as it is a critical to understanding of the potential cumulative and indirect impacts of this project.

Recommendation: The FEIS should include a discussion regarding how existing hydrology and ecological functions would be maintained in portions of wetlands and streams not directly impacted by construction activities within the ROW. As an example, in areas where portions of wetlands/wetland complexes would be directly impacted and the remainder of the wetland/wetland complex is directly abutting construction areas, explain how the functions and values of the avoided areas will be maintained.

Recommendation: In order to avoid and minimize indirect impacts to streams and wetlands/wetland complexes during construction and operation, we recommend FHWA/INDOT consider developing for inclusion in the FEIS/ROD, a BMPs/INDOT Standard Specifications/IDEM Stormwater Quality Manual table similar to DEIS *Table 7.2: Best Management Practices (BMPs) in Karst Terrain* (pages 7-56 through 7-59). The wetlands and streams table/s would list the various stream and wetland scenarios found in the Section 5 study area, identify the corresponding potential BMPs that could be undertaken to protect the wetland and/or stream from indirect impacts, provide the citation to the corresponding INDOT Standards Specification/s or page in the IDEM Stormwater Quality Manual where the BMP/s is/are found. This type of table would be a good starting point for INDOT/ IDEM/Contractors to consider when deciding which

BMPs to require/use during project construction in order to avoid and minimize indirect impacts to wetlands and streams in the Section 5 study area.

Chapter 6.0 – COMPARISION OF ALTERNATIVES

Eastern Access Road (Subsection 5D) – The DEIS is not clear why the entire length of the currently proposed eastern access road in subsection 5D is needed. Why does the eastern access road need to provide access to two (Walnut Street and Sample Road), instead of one proposed I-69 interchange area? We had previously requested that INDOT assess the feasibility of providing an emergency-only access to I-69 for Hoosier Energy in order to shorten the eastern access road in order to reduce impacts in Subsection 5D. The DEIS does not identify and assess an I-69 emergency-only direct access for Hoosier Energy and shortened eastern access road as a possible option.

> Recommendation: In order to determine whether natural resources impacts can be further reduced, we recommend that INDOT/FHWA assess the feasibility of installing an emergency-use-only direct access to I-69 for Hoosier Energy in order to reduce the length of the eastern access road needed in Subsection 5D. This assessment, along with impacts information, should be included in the FEIS.

Walnut Street Interchange (Subsection 5D) - EPA finds the use of the existing partial interchange at Walnut Street (Alternative 8, Option B) preferable to construction of a fully directional interchange on new facilities (Alternative 8, Option A) because it would minimize impacts to wetlands, streams and associated floodplain areas. In addition, it is not clear if a partial interchange is a feasible interchange option here since FHWA has not yet determined whether approval would be given for a partial interchange at this location.

> Recommendation: The FEIS should include FHWA's partial interchange determination for the Walnut Street Interchange.

Chapter 7 - MITIGATION and COMMITTMENTS

Compensation mitigation efforts for wetland, stream and forest impacts identified in the DEIS have not advanced much from the Tier 1 documentation. However, we are aware that additional work regarding potential compensation mitigation sites has taken place since Tier 1.

> Recommendation: We recommend the FEIS include an up-dated discussion of the efforts made to date for identifying compensation migration for unavoidable impacts in Section 5 and include an up-to-date preliminary compensation mitigation plan for Section 5

7.3 Section 5 Mitigation Measures and Commitments

7.3.7 Hazardous Materials – Sites for Specific Measures (page 7-29):

The EPA Superfund program supports the mitigation measures in the preferred alternative to control drainage near the Bennett's Dump and the Lemon Lane Landfill. The EPA Superfund program requests that the final Section 5 plans be made available to EPA and IDEM for review to ensure the mitigations proposed by Tier 2 Draft Environmental Impact Statement are addressed. The EPA Superfund contact is Thomas Alcamo, Remedial Project Manager. Tom may be reached by calling 312/886-7278 or by email at Alcamo.thomas@epa.gov.

Recommendation: The EPA Superfund program requests that the final Section 5 plans be made available to EPA and IDEM for review to ensure the mitigations proposed by Tier 2 DEIS are addressed.

Section 7.3.4 Construction
#4 Air Quality (page 7-20) and #17 Equipment Maintenance (page 7-22):
The Bloomington urban/suburban area of Section 5 is a fairly populated I-69 section. Exposure to diesel exhaust by construction workers and/or individuals that work, live or recreate near construction sites can have serious health implications.

Recommendation: In order to protect air quality in the project area during construction, we recommend INDOT consider additional 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).

11. Heavy Blasting (pages 7-21 and 7-22). The few measures identified here seem to address only caves with bat populations. It is possible that caves without bats could also be affected by blasting. Shouldn't there be some initial limits on peak particle velocity or minimum radius from the blast site to a cave location?

Recommendation: Please include a discussion in the FEIS of blasting limitations that have been used on other karst highway or building projects.

7.3.9 Wetland Impacts (pages 7-31 and 7-32), 7.3.12 Water Body Modifications (pages 7-34 to 7-36), and 7.3.14 Water Quality Impacts - (pages 7-38 and 7-39). EPA appreciates that FHWA/INDOT have to date coordinated on compensatory mitigation for impacts to aquatic resources.

Recommendation: EPA recommends the FEIS Summary and Chapter 7 - Mitigation include a commitment by INDOT to include EPA throughout the development of the Section 5 proposed mitigation sites for impacts to aquatic resources. We request that FHWA/INDOT coordinate with us throughout the NEPA process and the CWA Section 401 water quality certification and CWA Section 404 permitting process.

7.3.14 Water Quality Impacts (pages 7-38 and 7-39). The Headwater Habitat Evaluation Index (HHEI) is a relatively rapid habitat evaluation procedure. Similarly, the Qualitative Habitat Evaluation Index (QHEI) is a method for evaluating stream habitat quality. The QHEI and HHEI alone do not tell the full story about potential impacts to water quality. To achieve a more robust understanding of the baseline conditions of streams and potential water quality impacts resulting from impacts to the streams, biological and chemical data should be collected and analyzed along with the physical habitat data.

Recommendation: Please consider the recommendation in our September 13, 2012, letter providing comments on INDOT's Section 5 Draft Tour Summary that existing aquatic

resources located at potential compensatory mitigation sites be identified and assessed as early as possible in the process so that we may better understand the baseline conditions of these sites.

Recommendation: Hydrology studies should also be performed on the potential mitigation sites as recommended by IDEM during the July 2012 tour.

7.3.17 Karst. We commend the inclusion of *Tables 5.21.3 and 7-2: Best Management Practices (BMPs) in Karst Terrain* in the Section 5 DEIS. The tables list various karst features, BMPs that may be implemented, and a numerical cross-reference to applicable INDOT Standard Specifications. The tables could serve as the starting point from which INDOT, the Karst Memorandum of Understanding (MOU) resource agencies, and contractors may consider BMPs for implementation in order to help protect the environment and public safety.

EPA Technical Adequacy Review of the I-69 Evansville to Indianapolis Tier 2 Studies - DRAFT Karst Feature and Groundwater Flow Investigation Report, Section 5, SR 37 south of Bloomington to SR 39, Confidential Information, dated October 2012.

[Note: A redacted version of the Draft Karst Report is included in Appendix Y of the Section 5 DEIS.]

For the most part, the karst report is thorough and well presented. The Section 5 karst report addresses most of the comments EPA generated regarding the I-69 Section 4 karst report regarding the lack of defined mitigation alternatives and bias sampling. The graphics appear to present the field data and findings in a clear and concise manner. Our specific Draft Karst Report comments follow.

1.0 Introduction

On page 12, the report uses several specific geologic terms or adjectives when describing the limestone.

> Recommendation: Please add *micritic, pellatal, bioclastic, calcarenite,* and *calcareous* to the glossary as Geologic Terms.

1.5.2 Bloomington North and Simpson Chapel Karst

On page 13, the report states, *"[t]he loess was deposited during the Pleistocene Age (Gates, 1962) and is highly erodible and prone to the formation of soil pipes."*

> Recommendation: We recommend that the above statement regarding loess may be better stated as *". . . is highly erodible and subject to soil piping or soil migration."*

6.0 Recommendations

In Section 6.1, Best Management Practices, as well as in the **Executive Summary**, it is stated that *"Procedures to reduce the impacts to karst will be implemented in accordance with INDOT Standard Specifications and the 1993 Karst MOU . . . "* Unless BMPs have been adopted in the last year, there are no karst specific BMPs or mitigation alternatives in the INDOT Standard Specifications.

> Recommendation: We suggest amending the above statement as follows: *"Procedures to reduce the impacts to karst will be implemented in accordance with applicable but not karst specific INDOT Standard Specifications . . . "* [*" . . . and other BMPs identified in the Section 5 DEIS/FEIS/ROD and Draft/Final Karst Feature and Groundwater Flow Investigations Report and the 1993 Karst MOU . . . "*]

Appendix L - Pollutant Loading Estimate Tables and FHWA Methodology

Annual Pollutant Load Calculations - Appendix L of the karst report displays the modeling outputs for pollutant loading, and reproduces the pages from an FHWA training course where the modeling approach was provided. Limited to no information/discussion is presented in the DEIS regarding the validity, applicability and uncertainty of the modeling that was conducted for pollutant loading analysis in Appendix L.

Recommendation: Please provide information on the validation, applicability, and uncertainty of the modeling that was conducted for the pollutant loading analysis in Appendix L. A summary of this information should also be provided in DEIS/FEIS Section 5.21.3.8 Pollutant Loading Analysis. Please address the following:

- Validation: Has this model been found to predict pollutant loads from highway runoff reasonably well? Please summarize and cite, as appropriate, the results of validation studies.

- Applicability: This model was developed before the phase-out of leaded gasoline; does this have any effect on the results predicted for a 21st century scenario?

- Uncertainty: A discussion of the uncertainty in the results should also be provided, particularly in light of the cautions in the model documentation itself (starting on page 8-22 in Appendix L: 1) *"The procedure should be limited to non-winter periods,"* 2) *"Long dry periods and overlapping storms present predictive problems in determining the pre-storm surface load"* [consider in terms of recent years' recurring droughts], and 3) *"Construction activities are difficult to simulate unless monitoring data is [sic] available to determine K_1 values."*

This additional information will provide a more solid basis for using these modeling results in impact assessment, mitigation planning, and decision-making.

I-69 Tier 2 Section 5 DEIS Errata

EPA's review of the Section 5 DEIS found that numerous erroneous referrals to Figures and/or Tables in the DEIS for specific information. This often made review of the information in the EIS confusing and needlessly time consuming. We identify some, but not all of this figure/table referral errata and general text errata, in our comments below.

> Recommendation: We recommend that FHWA/INDOT/Consultants carefully review the EIS and make sure that all FEIS referrals to figures/tables, and text are correct/accurate.

Table of Contents

Table of Contents (continued), Volume II – Appendices, Located on DVD, page xxi]. The heading (i.e., "List of Figures") for the list of Appendices on page xxi is incorrect.

> Recommendation: We recommend the FEIS re-title the heading as "List of Appendices."

Chapter 1 – Background

FIGURE 1-3: Tier 2 Section 5 Study Corridor (page 1-20). The figure's legend does not provide an icon that specifically identifies the Section 5 corridor. The legend provides an icon (yellow zig zag line) that identifies a Section 1 location. The geographic extent of the figure does not include the Section 1 Corridor area.

> Recommendation: We recommend the FEIS provide a corrected version of the legend for Figure 1-3.

Chapter 3 – Alternatives

3.1.4 Traffic Modeling (page 3-4): The last sentence here incorrectly states: "The *I-69 Corridor Model* documentation, which provides the technical documentation for the Tier 2 traffic forecasting methodology, is included as Appendix DD, *MOT, Queue Analysis*."

> Recommendation: We recommend the FEIS correctly identify the "The *I-69 Corridor Model* documentation, which provides the technical documentation for the Tier 2 traffic forecasting methodology, is included as Appendix GG, MOT, *Queue Analysis*."

3.2.1 Methodology (page 3-9, Step #5): The fifth step in FHWA/INDOT's consultant's alternatives methodology incorrectly implies that the preferred alternative identified in this DEIS has the blessings of the environmental resource and permitting agencies.

> Recommendation: Unless there is written correspondence up to the time that the DEIS was published that explicitly shows that one or more of the agencies agree with the DEIS identified preferred Alternative, then the FEIS must clarify that the DEIS identified preferred alternative is only FHWA's and/or INDOT's and/or FHWA/INDOT/Consultant's preferred alternative and not the resource and/or permitting agencies' preferred alternative.

3.3 Screening of Alternatives
The information depicted in Tables 3-7 and 3-8 is not explained in the Tables and the text is confusing. For example, please clarify what is meant by: "It should be noted that VMT increases to a much greater degree than VMT" (5th sentence, page 3-60).

> Recommendation: We recommend that additional information be included in the above mentioned Tables in the FEIS so that the reader can interpret the information the tables are trying to convey.

> Recommendation: We recommend the FEIS reconcile the VMT and VHT shown in 3.3.1.1 Congestion, Table 3-7 and Table 3-8 with numbers provided in the text in 3.3.1.3, Transportation Performance Measures Summary, Total Congested VMT and Total congested VHT (pages.3-62 and 3-63).

Table 3-9 Build Versus No-Build Safety Comparison (page 3-62).

> Recommendation: We recommend the FEIS reconcile the difference in the numbers reported in Table 3-9 and the numbers provided in the text in 3.3.1.3 Transportation Performance Measures Summary, Safety (p.3-63).

Chapter 4 – Affected Environment
Section 4.2 – Human Environment (page 4.2-28, last sentence): Do you mean State Road (SR) 37 instead of SR 27?

> Recommendation: We recommend the correct roadway be identified here in the FEIS.

Chapter 5 – Environmental Consequences
5.19 Water Quality Impacts
Page 5.19-34 of the DEIS states that Figure 5.19-2 shows the streams by type (perennial, intermittent, and ephemeral, location, and relationship to the alternatives in Section 5. However, Figure 5.19-2 Section 5 Streams (pages 5-19.106 through 5.19-119, sheets 1 to 14) makes no distinction between perennial, intermittent and ephemeral stream types.

> Recommendation: We recommend that for the FEIS, either the text should be corrected or the figure/s that shows Section 5 Stream impacts should distinguish between perennial, intermittent and ephemeral stream locations in relation to the alternatives.

5.19.2.5 Summary (page 5.19-83, third to last sentence): Table 5.19-16 does not provide a summary of potential surface water resource impacts by alternative as stated here. Table 5.19-16 Potential Open Water Impacts (page 5.19-79) provides the proposed acres of mitigation for open water impacts for each alternative. Did you mean to refer to Table 5.19-18 Summary of Potential Impacts to Surface Waters by Alternative (page 5.19-85)?

> Recommendation: We recommend the FEIS identify the correct table that provides the summary of potential surface water resource impacts by alternative.

5.24 Indirect Cumulative Impacts
This DEIS chapter includes numerous referrals to Figures and/or Tables elsewhere in the DEIS for specific information regarding waters wells, impaired streams, etc. that is erroneous. This makes review of the information in the EIS confusing and time consuming. We identify some, but not all of this figure/table referral errata, in our comments below.

> Recommendation: We recommend that FHWA/INDOT/Consultants carefully review the EIS and make sure that all FEIS referrals to figures/tables, etc. are correct/accurate.

5.24.2 Methodology (page 5.24-2): Please note that EPA, Region 5 did not develop a document in 2000 titled "The National Environmental Policy Act – Conducting Quality Cumulative Effects Analysis" as implied here. Perhaps you are referring to materials developed by Environmental Planning Strategies, Inc., for a training session Region 5 hosted regarding NEPA Document Review under Section 309 of the Clean Air Act with an emphasis on conducting quality cumulative effects analyses on August 8-10, 2000.

> Recommendation: We recommend the FEIS correct this resource listing to show that Environmental Planning Strategies, Inc. developed the training materials for the 2000 course hosted by EPA, Region 5 on August 8-10, 2012.

Karst (page 5.24-30): Figure 5.21-2 does not show the general locations of the identified karst features relative to Section 5 corridor as stated here in the last sentence of the first paragraph under Karst. Figure 5.21-2 Solutions Features Characteristic of Karst Terrain (p. 5.21-1).

> Recommendation: The error discussed above should be corrected for the FEIS.

Streams (page 5.24-42): Figure 5.19-4 does not show the location of impaired streams as stated here in the second to the 2nd to the last sentence of the first paragraph on this page. There is no Figure 5.19-4 in the DEIS. Do you mean Figure 5.19-3 (page 5.19-120)? In addition, Table 4.3-1 (page 4.3-36) does not list impaired waterbodies in the vicinity of Section 5 as stated in the last sentence of the first paragraph on page 5.24-42.

> Recommendation: We recommend the FEIS refer the reader to the correct figure and table in the FEIS that has the impaired streams information.

Karst (page.5.24-45): Table 5.21-3 is not the impacts table as stated here. It is the Best Management Practices in Karst Terrain table (p.5.24-35 to 38). Did you mean to refer the reader to Table 5.21-2: Potential Karst Features Impacts by Karst Area and Alternative, on page 5.21-22 of the DEIS?

> Recommendation: We recommend the FEIS refer the reader to the correct table in the FEIS that has the karst impacts for each alternative.

Water well locations (page 5.24-47: The next to last paragraph, second sentence on this page directs the reader to Figure 4.3-4 in Section 4.3 Natural Environment for a figure that shows

existing water well locations. DEIS Figure 4.3-4 Bedrock Geology (page 4.3-42), does not depict existing water well locations.

> Recommendation: We recommend the FEIS direct the viewer to the appropriate figure that identifies the locations of water well locations.

Karst features (page 5.24-47): The first sentence of the last paragraph on this page directs the reader to Figure 5.21-2 (Section 5.21 Karst Impacts) for a depiction of the general locations of the identified karst features relative to the Section 5 corridor. Figure 5.21-2 Solution Features Characteristic of Karst Terrain (page 5.21-1) does not depict the general locations of the identified karst features relative to the Section 5 corridor. Did you mean figure 5.21-3 Location of Section 5 Karst Areas (p. 5.21-44) and/or Figure 4.3-5 Karst Features and Springs (page 4.3-44)?

> Recommendation: We recommend the FEIS direct the viewer to the appropriate figure that identifies the location of karst features relative to the Section 5 corridor.

SUMMARY OF RATING DEFINITIONS AND FOLLOW UP ACTION

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 impacts. 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
The EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alterative and those of the alternatives reasonably available to the project or action. No further analysis or data collecting 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 the EPA to fully assess the 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 the Federal Actions Impacting the Environment

Hamman, Mary Jo

From: Hamman, Mary Jo
Sent: Thursday, January 03, 2013 10:37 AM
To: Laszewski.Virginia@epamail.epa.gov
Cc: 'michelle.allen@dot.gov'; lhilden@indot.in.gov
Subject: RE: EPA comments on I-69 Section 5 DEIS

Thank you Virginia. I have received your letter.

In compliance with the requirements of the National Environmental Policy Act (NEPA), all comments received during the DEIS comment period are considered on an equal basis. All 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 the input on the Section 5 DEIS.

Mary Jo Hamman
I-69 Section 5 Project Manager

From: michelle.allen@dot.gov [mailto:michelle.allen@dot.gov]
Sent: Thursday, January 03, 2013 6:41 AM
To: Hamman, Mary Jo; Richards, Lorraine; ESwickard@blainc.com; MGrovak@blainc.com
Subject: FW: EPA comments on I-69 Section 5 DEIS

Please see EPA's comment letter, attached.

Michelle Allen
FHWA-IN
(317) 226-7344

From: Laszewski.Virginia@epamail.epa.gov [mailto:Laszewski.Virginia@epamail.epa.gov]
Sent: Wednesday, January 02, 2013 4:58 PM
To: Allen, Michelle (FHWA); lhilden@indot.IN.gov
Subject: EPA comments on I-69 Section 5 DEIS

Hi Michelle and Laura,

The attached file contains EPA's comment letter (dated 01/02/2013) regarding the I-69 Section 5 DEIS. The original signed letters are in the mail.

(See attached file: DEIS_LTR_01-02-2013 final.pdf)

Thank you,

Virginia Laszewski
Environmental Scientist

US EPA, Region 5
NEPA Implementation, OECA
77 W. Jackson Blvd. (mail code: E-19J)

Chicago, IL 60604-3590
Phone: (312) 886-7501
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email: laszewski.virginia@epa.gov

Hamman, Mary Jo

From: Nelson, Lindy <lindy_nelson@ios.doi.gov>
Sent: Thursday, January 03, 2013 9:19 AM
To: Hamman, Mary Jo; rick.marquis@dot.gov
Cc: lhilden@indot.in.gov; Nicholas Chevance; Stephanie Nash; Paul Richert
Subject: Re: returning comments on DEIS
Attachments: er12-0778.pdf

Greetings Mary Jo,
Thanks for your response and my apologies for not getting back to you. In the interest of providing an only slightly late response, I left the comments as addressed to Mr. Marquis at FHWA. I can revise this if needed. Please confirm that this submission is acceptable.

Thanks much,
Lindy

On Wed, Jan 2, 2013 at 12:42 PM, Hamman, Mary Jo <MHamman@mbakercorp.com> wrote:

Laura,

It's truly up to the discretion of the agency, but unless DOI has a preference, please have Lindy address the comments to me. They can be sent via email and perhaps they could consider including FHWA as a carbon copy to the transmittal.

Thank you,

Mary Jo

From: Hilden, Laura [mailto:lhilden@indot.IN.gov]
Sent: Wednesday, January 02, 2013 11:15 AM
To: Hamman, Mary Jo
Cc: lindy_nelson@ios.doi.gov
Subject: returning comments on DEIS

Hi Mary Jo,

I got a call from Lindy Nelson at Philly DOI asking for the correct addressing for their response letter on the D. He'd like to submit by email. Should it be addressed to and sent to Karen Bobo?

Thanks,

Laura

Laura Hilden

Director of Environmental Services

Indiana Department of Transportation

Room N642, 100 N. Senate Ave.

Indianapolis, Indiana 46204-2217

Phone: 317-232-5018

Cell: 317-340-2702

Fax: (317) 233-4929

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--
Lindy Nelson
Regional Environmental Officer, Philadelphia
Office of Environmental Policy and Compliance
Department of the Interior

215-597-5012 (office); 215-266-5155 (mobile 24/7)
Custom House, #244, 200 Chestnut St., Philadelphia, PA 19106

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904

IN REPLY REFER TO:

January 2, 2013

9043.1
ER 12/778

Mr. Rick Marquis
Acting Division Administrator
Federal Highway Administration
575 N. Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

Dear Mr. Marquis/Ms. :

As requested, the Department of Interior (Department) has reviewed the October 2012 Tier 2 Draft Environmental Impact Statement (DEIS) for the **I-69 Evansville to Indianapolis Project, Section 5, between Bloomington and Martinsville in Monroe and Morgan Counties, Indiana (EIS#: FHWA-IN-EIS-12-01-D)**. With respect to those portions of the document for which the Department or its bureaus have jurisdiction or special expertise, we are providing the following comments and recommendations for your consideration.

Section 4(f) Comments

The DEIS considers effects to two identified properties in the project study area eligible to be considered under Section 4(f) of the Department of Transportation Act of 1966 (codified at 49 U.S.C. 303§ 771.135) associated with the Tier 2 study of Section 5 of the I-69 Evansville to Indianapolis project. Section 5 begins at State Route (SR) 37 southwest of Bloomington and continues to SR 39 in Martinsville. The study area for Section 5 includes Monroe, Owen, Greene, Brown and Morgan counties. Section 5 is approximately 21 miles in length. The Section 5 project consists of upgrading SR 37 to interstate highway standards. SR 37 is a four-lane, divided highway which has multiple, diverse access points. Most of these access points are at grade.

This evaluation, prepared by Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA), considered the impacts to Wapehani Mountain Bike Park, a recreational property, and the North Clear Creek Historic Landscape District, a historic property eligible for the National Register of Historic Places. Specific impacts depend upon the alternate chosen for implementation. For the Wapehani Mountain Bike Park, INDOT and FHWA propose to make a *de minimis* determination for the impacts associated with two of the alternatives, though the preferred alternative avoids any use of the property. For the North Clear Creek Historic Landscape District, the INDOT and FHWA also propose a *de minimis* determination because they have made a determination of No Adverse Effect to the property by the preferred alternative. In both cases, neither the City of Bloomington, property owner/manager of the Bike Park, nor the State Historic Preservation Officer for the Historic District have concurred with the *de minimis* finding.

The Department cannot concur with the INDOT and FHWA because there is no evidence that the City of Bloomington or the State Historic Preservation Officer have agreed to the determinations. We will reserve our concurrence with the hope that the Final EIS will present the necessary agreements.

Chapter 8 [Section 4(f)] appears to be silent on properties owned by the FWS and/or properties that may have a federal interest (*e.g.*, Pittman-Robertson & Dingell-Johnson funds) such as state wildlife management areas. Please indicate if any such properties occur in the project area and if so, whether or not they may be affected.

General Comments

In contrast to the first four sections, which were developed on new terrain, Section 5 of I-69 interstate project involves the upgrading of an existing, multi-lane divided highway, to a full freeway facility. Most of the right-of-way used for Section 5 is already devoted to transportation use. Overall, the preferred alternative for the I-69 alignment in Section 5 (Alternative 8) demonstrates a reasonable effort to avoid impacts to natural resources, including minimizing habitat fragmentation and impacts to karst features.

The U.S. Fish and Wildlife Service (FWS) is greatly in favor of the Indiana Department of Transportation's (INDOT) previous commitments to bridge the entire floodplains of various streams and rivers and encourages the continued employment of this practice within Section 5, where possible. The FWS also strongly supports the proposed development of wildlife crossings throughout the Section 5 project area. Because of the rural and densely forested nature of parts of the project area, minimizing habitat gaps and barriers to wildlife movement is very important.

There are a couple of interchange options the FWS would like to address. With respect to the specific alternatives discussed for Subsection 5D, we recommend that the proposed partial Walnut Street interchange (Alternative 8, Option B) be considered in order to minimize impacts to wetlands, streams and floodplains in the Beanblossom Creek area. We understand that this configuration will require special approval from the Federal Highway Administration in order to move forward.

In addition, the FWS recommends that the interchange design at the Liberty Church Road intersection be carefully considered due to the proposed multiple crossings of Little Indian Creek and its tributaries. This interchange is within the West Fork (White River) – Bryant Creek maternity colony area of the Indiana bat (*Myotis sodalis*). Records indicate that the Indiana bat does use Little Indian Creek for foraging and/or traveling; a male bat was captured very near the proposed interchange location in 2004. Little Indian Creek provides some connectivity between the West Fork White River west of existing S.R. 37 and forested areas east of the roadway. Care should be taken to adequately size bridges to allow bats to cross under the roadways and also to preserve as much of the riparian corridor along the waterways as possible in order to maintain foraging habitat and forest cover. It appears that Alternative 7 may result in fewer impacts to the streams in this area; if this is the case, this alternative (for Subsection 5F) should be explored in more detail.

WATER RESOURCE IMPACTS

Page 5.19-34 indicates that a majority of the streams in Section 5 are low to moderate quality based on scoring using the Qualitative Habitat Evaluation Index (QHEI) and the Headwater Habitat Evaluation Index (HHEI). While there are many ephemeral and intermittent streams with low HHEI scores, there are some that scored in the moderate to high range. Overall, 99 of the 330 intermittent and ephemeral streams had scores either over 40 (30 for modified channels) or 60, which indicates a moderate or high potential to support diversity in stream plants and animals, respectively. For perennial streams, approximately 40% of the 29 stream crossings/reaches had QHEI scores above 51, which indicates these streams are at least partially supportive of their aquatic life use designation. Impacts from the project and further degradation of already impacted streams should be minimized and avoided. This is of particular concern for Beanblossom Creek and Little Indian Creek (and their tributaries), which are crossed at several locations by the preferred alternative and are known to be used by the Indiana bat. Bridging the floodplains and minimizing in-stream work and stream relocations should be a top priority. Furthermore, due to the steep terrain and karst topography in parts of the project area, proper erosion and sediment control is vital.

The FWS is generally opposed to the realignment of stream channels unless there is no other alternative and the purpose involves public safety or protection of the stream itself. Project cost should not be used to justify large alterations in stream channels unless it can be demonstrated that preserving the existing channel alignment would make the entire project cost-prohibitive. Adverse impacts resulting from channel alterations include loss of aquatic habitat, destabilization of the channel hydraulics and accelerated bank erosion and sedimentation. We recommend the following measures be included where stream relocations are necessary:

1. Limit the length of channel to be realigned to the minimum necessary for the bridge construction.

2. If the channel reach to be realigned contains good bottom substrates (i.e. gravel, cobbles and boulders), stockpile this material and use it for substrate in the new channel.

3. Minimize the use of riprap and other artificial bank protection. Use bioengineering techniques wherever possible.

4. If riprap is used, extend it below low-water to enhance aquatic habitat.

5. Construct the new channel with bank slopes and bottom elevations equivalent to those in the natural channel.

6. Use best methods to contain soil and sediment runoff during construction. Use silt curtains or other devices at the downstream end of the project to contain bottom sediment in the newly excavated channel and to prevent it from adding to the downstream sediment load. Maintain such devices by removal of accumulated sediment.

7. Plant native hardwood trees and shrubs in a zone at least 50 feet wide on both sides of the new channel.

Finally, the application of the methods presented in the publication "Measuring the Impact of Development on Maine Surface Waters (Morse, chandler and S. Kahl. 2003) (Page 5.24-42)

may not be applicable in areas of karst topography such as are present in portions of Section 5 of the I-69 project.

ENDANGERED SPECIES COMMENTS

The FWS's concerns regarding I-69's 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 (amended May 25, 2011). Section 5-specific impacts to these two species will be detailed in a Tier 2 Biological Assessment (BA) being prepared by FHWA and INDOT, which the FWS's Bloomington, Indiana Field Office will review prior to completion of the Section 5 Final EIS. 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 Biological Opinion and Incidental Take Statement for Section 5 of the I-69 project and thereby complete consultation as required by Section 7 of the Endangered Species Act (as amended).

The DEIS does not discuss or mention the recent discovery of two new maternity colonies within the Section 5 project corridor. This past summer (2012), during project-related Indiana bat surveys, INDOT's consultants documented a new colony of Indiana bats, just north of the original colony. In addition, during an unrelated survey, a separate colony was discovered along Beanblossom Creek, north of Bloomington. This brings the total to three documented Indiana bat maternity colonies within the Section 5 corridor, for a total of 16 colonies project-wide. More in-depth information on these new colonies will be detailed in the Tier 2 BA and subsequent BO; however, the DEIS should document the recent discoveries of these two new colonies and update any text that references the presence of only one colony in Section 5. Furthermore, there are eight (8) documented Indiana bat hibernacula within five miles of the project right-of-way. No Critical Habitat is present within the Section 5 project area.

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 INDOT have indicated they will comply with the all permit requirements previously established for the bald eagle for this project through Section 7 consultation. The FWS is aware of one eagle nest in the vicinity of the project corridor, approximately 0.3 miles from the Section 5 Preferred Alternative and 0.5 miles from existing SR 37. The proposed construction activities are beyond the recommend 660 foot buffer as described in the FWS's National Bald Eagle Management Guidelines. The parcel containing the eagle nest is proposed to be permanently protected via a conservation easement as part of the project's mitigation activities.

Lastly, 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 for the Indiana bat and other species, beyond the initial five to ten year monitoring period.

KARST

Page 5.21-25: The discussion of buried sinks and sinkhole concerns for the SR45/2nd Street exit should include whether or not adding the split interchange for Tapp Road verses an overpass at Tapp Road increases the potential problem of roadbed failure and/or reopened sinkholes since the exits are so close to one another.

Page 5.21-29: In the discussion of potential increased impacts to the Cave A and B recharge areas there is no mention of the new Fullerton Pike Interchange (only the addition of a travel lane and wider shoulder, etc.). Will the new interchange impact these recharge areas and if so, how? Could the new interchange be of "sufficient magnitude" to adversely affect the identified species in either Cave A or Cave B?

Page 5.21-30: The DEIS cites study results from a highway project on SR 37 (Lawrence County) in the early 90's. These results indicated that construction-related activities elevated pollutant loadings to the subsurface during construction and that these levels returned to pre-construction levels two years after construction. INDOT anticipates a similar pattern of pollutant loadings for Section 5 of the I-69 project. Please address whether or not it is possible (20 years later and with better technology and methods), to substantially decrease the pollutant loading during construction in these sensitive karst environments and strive to return to pre-construction conditions in a time frame shorter than two years.

SPECIFIC COMMENTS

Page S-57: The DEIS indicates that the Fullerton Pike corridor improvements have not been calculated or included in the cumulative totals (the project is in the early environmental planning stages). At a minimum, some discussion should be included within Section 5.24, Cumulative Impacts, to acknowledge the likely karst impacts from the Fullerton Pike corridor improvement project. Based on the footprint of the project alone, there will be impacts to the relevant karst area near the I-69 corridor where the proposed road improvements are expected to tie into the I-69 project.

Page S63, 2nd paragraph: Please clarify whether Indiana bats were reported in Salamander Cave in 2009 or 2010. The information the FWS has indicates they were most recently reported in 2010.

Page S68: Please add karst training requirements, such as karst-specific field check meetings and awareness video, to the list of mitigation measures.

Page 3-54: The table indicates that the alternatives pass through only one Indiana bat maternity colony. This should be updated to include the Beanblossom Creek and Lamb's Creek colonies.

Page 3-81: Same issue as above.

Pages 5.2-18-20: This section discusses the availability of land for the displaced institutions and businesses. Where is the available land and is it forested? What type of impacts may occur if this land is developed?

Page 5.3-81: The DEIS does not have the first 4 figures that are referenced on this page.

Page 5.17-7: Footnote 5 indicates only 14 Indiana bat maternity colonies are present within the summer action area of the I-69 project. Need to include the Lamb's Creek and Beanblossom Creek colonies.

Page 5.17-7: The last sentence introduces the WAA (winter action area) impacts with no previous description or mention of what or where the WAA is.

Page 5.17-19: Lamb's Creek and Beanblossom Creek maternity colonies left out of DEIS discussion.

Page 5.17-25: Footnote 9. It is unclear if Cave B's recharge area is within the Sec. 5 corridor (further comments on page 5.17-42 under *Herbicide Use Plan* suggest it is). If so, please add map of Cave B's recharge area. Even if Cave B's recharge area is not directly in the corridor, it may be useful to have a map of the area since it is referenced repeatedly in the DEIS.

Page 5.17-39: Item number 9 indicates that the bridge with known Indiana bat use near Section 3 is being monitored by the USFWS. The bridge had been monitored by INDOT's consultants, Bernardin, Lochmueller and Associates for several years. The USFWS is not formally conducting any monitoring of the bridge at this time. The bridge is slated to be replaced in the next few years and is undergoing separate Section 7 consultation.

Page 5.17-42: The *Herbicide Use Plan* should be implemented within any area of the Section 5 right-of-way known to contain karst features.

Pages 5.18-16-17: Any new crossings of Beanblossom and Little Indian Creeks (such as new access roads, exit ramps, etc.) should be addressed with respect to wildlife crossings.

Page 5.19-35: Fourth (4th) paragraph states that QHEI scores over 64 "…indicate a stream is partially supportive…" This should be changed to "capable of supporting a balanced warm water community".

Pages 5.19-81-82: Drainage Control and Hazardous Spill Response: What type of roadway design elements are being incorporated to reduce the risk of hazardous materials and pollutants entering streams, particularly those streams within the Indiana bat maternity colony areas?

Page 5.19-88: Please expand upon what role the USEPA has played in the karst study and assessment for Sections 4 and 5.

Page 5.20-5: Do forest impacts include the relocation of existing utilities and billboards?

Table 5.24-3: For Alternatives 5, 7, and 8, why is no induced growth shown to occur within the TAZs that include the Monroe Hospital complex (5301504, 5301511, and 5303311)? Page 5.21-26 indicates new development is likely in this area and Alternative 4 shows induced growth in these areas.

The Indiana Department of Natural Resources recommends short light poles with shielded/direct light. While we agree that non-diffuse, direct lighting is preferred, we recommend that light poles be at least 40 feet high to prevent bats that may forage around the lights from being struck by vehicles.

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

Sincerely,

Lindy Nelson
Regional Environmental Officer

Mr. Rick Marquis

cc: Michelle Allen, FWHA, IN
Paul Richert, FWS, MN
Stephanie M. Nash, FWS, VA
Nick Chevance, NPS-MWR-PC

Hamman, Mary Jo

From: Hamman, Mary Jo
Sent: Thursday, January 03, 2013 9:25 AM
To: 'Nelson, Lindy'; rick.marquis@dot.gov
Cc: lhilden@indot.in.gov; Nicholas Chevance; Stephanie Nash; Paul Richert
Subject: RE: returning comments on DEIS

Thank you Lindy. I have received your letter & it will be included as we move forward. It is fine that the letter is addressed to Mr. Marquis.

In compliance with the requirements of the National Environmental Policy Act (NEPA), all comments received during the DEIS comment period are considered on an equal basis. All 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 the input on the Section 5 DEIS.

Mary Jo Hamman
I-69 Section 5 Project Manager

From: Nelson, Lindy [mailto:lindy_nelson@ios.doi.gov]
Sent: Thursday, January 03, 2013 9:19 AM
To: Hamman, Mary Jo; rick.marquis@dot.gov
Cc: lhilden@indot.in.gov; Nicholas Chevance; Stephanie Nash; Paul Richert
Subject: Re: returning comments on DEIS

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Thanks much,
Lindy

On Wed, Jan 2, 2013 at 12:42 PM, Hamman, Mary Jo <MHamman@mbakercorp.com> wrote:

Laura,

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Thank you,

Mary Jo

From: Hilden, Laura [mailto:lhilden@indot.IN.gov]
Sent: Wednesday, January 02, 2013 11:15 AM
To: Hamman, Mary Jo
Cc: lindy_nelson@ios.doi.gov
Subject: returning comments on DEIS

Hi Mary Jo,

I got a call from Lindy Nelson at Philly DOI asking for the correct addressing for their response letter on the D. He'd like to submit by email. Should it be addressed to and sent to Karen Bobo?

Thanks,

Laura

Laura Hilden

Director of Environmental Services

Indiana Department of Transportation

Room N642, 100 N. Senate Ave.

Indianapolis, Indiana 46204-2217

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--
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Office of Environmental Policy and Compliance
Department of the Interior

215-597-5012 (office); 215-266-5155 (mobile 24/7)
Custom House, #244, 200 Chestnut St., Philadelphia, PA 19106

Hamman, Mary Jo

From: Gillette, Kia <KGillette@blainc.com>
Sent: Tuesday, November 27, 2012 5:39 PM
To: Peyton, James; Hamman, Mary Jo
Subject: FW: IDEM comments upon Tier 2 Studies/Draft Karst Feature and GW Flow Investigation Report...Section 5, SR 37 south of Bloomington to SR 39

Jim and Mary Jo,

Please see below for IDEM comments on the Section 5 karst report.

Thanks,
Kia

Kia M. Gillette
Environmental Biologist
Bernardin, Lochmueller & Associates, Inc.
3502 Woodview Trace, Suite 150
Indianapolis, IN 46268
317.222.3880 Ext. 229
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From: SULLIVAN, JAMES [mailto:JSULLIVA@idem.IN.gov]
Sent: Tuesday, November 27, 2012 4:36 PM
To: DuPont, Jason; Gillette, Kia
Cc: Bock, Susan; Braun, Randy; CARROLL, PAT; CLARK METTLER, MARTHA; JOHANSON, SCOTT; RANDOLPH, JASON; Wolf, Douglas R
Subject: IDEM comments upon Tier 2 Studies/Draft Karst Feature and GW Flow Investigation Report...Section 5, SR 37 south of Bloomington to SR 39

Kia/Jason,
Below are our comments upon the Tier 2 Studies/Draft Karst Feature and GW Flow Investigation Report...Section 5, SR 37 south of Bloomington to SR 39. The comments are provided by Scott Johanson, Science Services Branch, Office of land Quality. If you have any questions we both will be attending the field day tomorrow…. Thanks, Jim

The plan calls for the widening of the current SR 37 to three lanes in both directions and widen the shoulders. This will increase the volume of run-off that needs to be handled. Additional run-off should not be allowed in the following areas (if possible the amount of run-off should be reduced)

1) Along the east side of current SR-37 between the railroad over pass and the proposed location of the new 17th street / Vernal Pike bridge.

2) Along the west side of current SR-37 between the south side of SR-46 interchange and Hunter Valley Road.

The proposed drainage changes to the upper portion of the Illinois Central Spring drainage basin are acceptable and should not increase flow to the spring.

Preliminary drawings of the area to the north of the SR-46 interchange show that a hydraulic diversion structure will be constructed to divert flow to the south (into Stouts Creek upstream of Bennett's Dump) and to the north (into abandon quarries to the north east of Bennett's Dump). In both cases the figure shows the diversion discharging to abandon quarries. These quarries are in close proximity to the passive drain system installed at Bennett's Dump. Run-off should not be discharged into the abandon quarries unless it can be shown that the quarries are not connected to the passive drain system. Dye tracing will be needed to prove this.

Figure 5 of 16 in Appendix N of Appendix Y does not identify Bennett's dump. Conservative buffers are needed for this site. If plans call for discharging run-off to the quarry features between SR-46 and Hunter Valley Road, these features will need to be dye traced to show additional run-off will not affect the remedial measures at Bennett's dump.

Scott Johanson, LPG # IN 1813
Geological Services
Science Services Branch
Office of Land Quality
Indiana Department of Environmental Management
(317) 234-0996 FAX: (317) 234-0428
(800) 451-6027
sjohanso@idem.IN.gov

James Sullivan, Chief
Ground Water Section
IDEM
317/234-7476

From: jallen@dnr.in.gov
To: section5pm@i69indyevn.org
Subject: I-69 Website Contact Form Submission
Date: Friday, December 21, 2012 10:15:08 AM

Contact Information and Request from Design & Construction for Section 5

Name:	Jim Allen
Email:	jallen@dnr.in.gov
Street Address:	772 Yellowwood lake Road
City/State:	Nashville, IN
Zip Code:	47448
Comments:	Dear Sir or Madam, My name is Jim Allen and I am the Property Manager for Yellowwood and Morgan-Monroe State Forest. I have reviewed the information found in Alternative 8 for Section 5. I am in favor of this alternative as it is laid out as long as the following items are included in finale design; - If Sample Road interchange is built, keep the access road that connects with Chambers Pike Road so our visitors will continue to have easy access from the south - Keep the overpass at Chambers pike to give us good access to our property on the west side of 37 - If Liberty Church interchange is built, keep the access road that connects with Old 37 to allow our visitors easy access from the north - Install signage at each of the above interchanges to direct people to our property - At Chambers Pike, keep the access road that connects with Burma Road to provide good access to our property Thank you
Subscribe:	YES

Hamman, Mary Jo

From: Hilden, Laura <lhilden@indot.IN.gov>
Sent: Wednesday, January 02, 2013 1:50 PM
To: Flum, Sandra; Hamman, Mary Jo
Subject: FW: I-69 Website Contact Form Submission
Attachments: ER11895-3.pdf

FYI--IDNR comments.

Laura Hilden
317-232-5018
lhilden@indot.in.gov

-----Original Message-----
From: Stanifer, Christie
Sent: Wednesday, January 02, 2013 1:03 PM
To: Hilden, Laura
Subject: FW: I-69 Website Contact Form Submission

Laura,

I just wanted to send this to you so that you have a copy of the letter IDNR submitted for the I-69 Section 5 DEIS today.

Sincerely,

Christie L. Stanifer
Environmental Coordinator
Indiana Department of Natural Resources
Division of Fish and Wildlife
402 West Washington St, Room W273
Indianapolis, IN 46204
Direct: (317) 232-8163
Fax: (317) 232-8150

-----Original Message-----
From: section5pm@i69indyevn.org [mailto:section5pm@i69indyevn.org]
Sent: Wednesday, January 02, 2013 12:55 PM
To: Stanifer, Christie
Subject: [NDR] [Auto-Reply] I-69 Website Contact Form Submission

Thank you for your message to the I-69, Evansville-to-Indianapolis Project web site. Your comments will be forwarded to the appropriate project staff and carefully considered.

The comment period for the Section 5 DEIS concludes January 2, 2013. In compliance with the requirements of the National Environmental Policy Act (NEPA), all comments received during the DEIS comment period are considered on an equal basis. All 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 5 DEIS.

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

DNR Indiana Department of Natural Resources

Environmental Unit
402 W. Washington Street, Rm. W273
Indianapolis, IN 46204-2781

January 2, 2013

Ms. Mary Jo Hamman
Michael Baker Corporation
PO Box 8464
Evansville, Indiana 47716

Re: DNR #11895-3: I-69 Evansville to Indy, Tier 2
Section 5: Draft EIS; Multi-County (Monroe & Morgan)

Dear Ms. Hamman:

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.

The Division of Fish and Wildlife recommends the alternative or combination of alternatives that results in the fewest overall impacts to fish, wildlife, and botanical resources. Alternative 8B appears to have fewer impacts than alternative 8A.

Alternatives that include a shift of the roadway will have significantly higher impacts than those that do not have a shift of the alignment. Shifting of the roadway is not recommended where it will result in impacts to fish, wildlife and botanical resources beyond the current highway right-of -way. In those situations, the previously recommended alternative 6 or 7 remains the recommended alternative. We offer the following recommendations for the below interchanges, road locations, or general areas:

Fullerton Pike: Alternatives that avoid impacts to kart springs and streams are recommended.
Tapp Road: Alternatives 4 and 6 are recommended due to the lower impacts of these alternatives.
2nd St or 3rd St: There is no preference for either of the alternatives as the area is significantly urbanized, as long as any parallel controlled access roads are developed with minimal footprints.
Maple Grove Road Rural Historic District: The west side of the existing road is heavily forested and contains numerous karst springs while the east side of SR37 consists of farm fields/pastures with some fencerow-type woody vegetation. Therefore, we recommend the shift to the east.
Walnut Street: Alternative 8B, which maintains the existing partial interchange, is recommended as it results in the lowest amounts of impacts to forested wetland and floodplain resources of all the alternatives.
Walnut Street to Sample Road: Alternatives 8A/8B shift to the west and will result in greater impacts than an alternative that follows the centerline of the road with reduced-width medians that would allow frontage roads to have minimal additional impacts. In order to minimize the footprint of the road and avoid substantial impacts to forests, wetlands, streams, and karst features of the mainline plus frontage roads along this stretch, we recommend adopting the urban typical road layout where the roadway expands towards the median rather than out from the median. It does not appear that the impacts to natural resources from the wider footprint would be offset to a meaningful degree by landscaping in the dividers between the frontage roads and highway lanes and by the grassy/landscaped median between highway lanes.

East/West connection between Sample Road and Liberty Church Road: Alternative 8 (overpass at Chambers Pike Rd) is acceptable.
Paragon/Pine and Liberty Church Road: Alternative 8 (overpass at Chambers Pike Rd) is acceptable to minimize impacts to forested habitat.

Avoidance of impacts to karst features is critical. As indicated in previous correspondence, the Karst Memorandum of Understanding should be followed, especially the strategies for minimizing the effects of highway construction and operation on karst resources. Ensure pre-construction drainage connections to caves and recharge areas are maintained during and post construction. Do not allow construction activities to fill the entrance of caves through sedimentation or impervious cover.

Alternative 8B would be environmentally acceptable contingent upon mitigation measures that include a vast majority of the forested habitat mitigation consisting of the creation of high-quality habitat rather than preservation of existing habitat. The development of forested habitat mitigation areas should focus on forested areas with as low an edge-to-interior ratio as possible, with very good habitat connectivity beyond the site boundaries. The mitigation areas should also create large forested blocks or enlarge existing large forested areas, which is particularly important for mitigation sites close to or adjacent to the new road as they will form more of a barrier for wildlife movement. The use of wildlife underpasses or overpasses is recommended in the highly-forested section of the road from about Chambers Pike to the crossing of Old SR 37.

Our agency appreciates this opportunity to be of service. Please do not hesitate to contact Christie Stanifer, Environmental Coordinator, at (317) 232-8163 or cstanifer@dnr.in.gov if we can be of further assistance.

Sincerely,

Christie L. Stanifer

for J. Matthew Buffington
Environmental Supervisor
Division of Fish and Wildlife

Hamman, Mary Jo

From: cstanifer@dnr.in.gov
Sent: Wednesday, January 02, 2013 12:55 PM
To: section5pm@i69indyevn.org
Subject: I-69 Website Contact Form Submission

Contact Information and Request from Design & Construction for Section 5

Name: Christie Stanifer

Email: cstanifer@dnr.in.gov

Street Address: 402 W. Washington St., Room W273

City/State: Indianapolis, IN

Zip Code: 46204

Comments: IDNR, Division of Fish and Wildlife Environmental Unit 402 W. Washington Street, Rm. W273 Indianapolis, IN 46204-2781 January 2, 2013 Ms. Mary Jo Hamman Michael Baker Corporation PO Box 8464 Evansville, Indiana 47716 Re: DNR #11895-3: I-69 Evansville to Indy, Tier 2 Section 5: Draft EIS; Multi-County (Monroe & Morgan) Dear Ms. Hamman: The Indiana DepartÂ¬ment of Natural ReÂ¬sources 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. The Division of Fish and Wildlife recommends the alternative or combination of alternatives that results in the fewest overall impacts to fish, wildlife, and botanical resources. Alternative 8B appears to have fewer impacts than alternative 8A. Alternatives that include a shift of the roadway will have significantly higher impacts than those that do not have a shift of the alignment. Shifting of the roadway is not recommended where it will result in impacts to fish, wildlife and botanical resources beyond the current highway right-of -way. In those situations, the previously recommended alternative 6 or 7 remains the recommended alternative. We offer the following recommendations for the below interchanges, road locations, or general areas: Fullerton Pike: Alternatives that avoid impacts to kart springs and streams are recommended. Tapp Road:

Alternatives 4 and 6 are recommended due to the lower impacts of these alternatives. 2nd St or 3rd St: There is no preference for either of the alternatives as the area is significantly urbanized, as long as any parallel controlled access roads are developed with minimal footprints. Maple Grove Road Rural Historic District: The west side of the existing road is heavily forested and contains numerous karst springs while the east side of SR37 consists of farm fields/pastures with some fencerow-type woody vegetation. Therefore, we recommend the shift to the east. Walnut Street: Alternative 8B, which maintains the existing partial interchange, is recommended as it results in the lowest amounts of impacts to forested wetland and floodplain resources of all the alternatives. Walnut Street to Sample Road: Alternatives 8A/8B shift to the west and will result in greater impacts than an alternative that follows the centerline of the road with reduced-width medians that would allow frontage roads to have minimal additional impacts. In order to minimize the footprint of the road and avoid substantial impacts to forests, wetlands, streams, and karst features of the mainline plus frontage roads along this stretch, we recommend adopting the urban typical road layout where the roadway expands towards the median rather than out from the median. It does not appear that the impacts to natural resources from the wider footprint would be offset to a meaningful degree by landscaping in the dividers between the frontage roads and highway lanes and by the grassy/landscaped median between highway lanes. East/West connection between Sample Road and Liberty Church Road: Alternative 8 (overpass at Chambers Pike Rd) is acceptable. Paragon/Pine and Liberty Church Road: Alternative 8 (overpass at Chambers Pike Rd) is acceptable to minimize impacts to forested habitat. Avoidance of impacts to karst features is critical. As indicated in previous correspondence, the Karst Memorandum of Understanding should be followed, especially the strategies for minimizing the effects of highway construction and operation on karst resources. Ensure pre-construction drainage connections to caves and recharge areas are maintained during and post construction. Do not allow construction activities to fill the entrance of caves through sedimentation or impervious cover. Alternative 8B would be environmentally acceptable contingent upon mitigation measures that include a vast majority of the forested habitat mitigation consisting of the creation of high-

quality habitat rather than preservation of existing habitat. The development of forested habitat mitigation areas should focus on forested areas with as low an edge-to-interior ratio as possible, with very good habitat connectivity beyond the site boundaries. The mitigation areas should also create large forested blocks or enlarge existing large forested areas, which is particularly important for mitigation sites close to or adjacent to the new road as they will form more of a barrier for wildlife movement. The use of wildlife underpasses or overpasses is recommended in the highly-forested section of the road from about Chambers Pike to the crossing of Old SR 37. Our agency appreciates this opportunity to be of service. Please do not hesitate to contact Christie Stanifer, Environmental Coordinator, at (317) 232-8163 or cstanifer@dnr.in.gov if we can be of further assistance. Sincerely, J. Matthew Buffington Environmental Supervisor

Hamman, Mary Jo

From: Judy, Susan <SJudy@dnr.IN.gov>
Sent: Wednesday, January 02, 2013 10:56 AM
To: Michelle.Allen@dot.gov; Hilden, Laura; Carpenter, Patrick A; Kennedy, Mary; Miller, Shaun (INDOT); Prather, Melany; JDupont@blainc.com; TMiller@blainc.com; KGillette@blainc.com; czeigler@blainc.com; kboot@blainc.com; 'Beth McCord'; linda@weintrautinc.com; Hamman, Mary Jo
Cc: Carr, John; Jones, Rick
Subject: DHPA letter 2123
Attachments: 20130102095555768.pdf

The attached is being provided for information purposes. Please do not reply to the e-mail unless you do not receive attachments. If you have questions or need additional information, please contact the Division of Historic Preservation & Archaeology at 317-232-1646. Thank you.

Indiana Department of Natural Resources
Division of Historic Preservation and Archaeology
402 West Washington Street, Room W274
Indianapolis, Indiana 46204
Phone: 317-232-1646

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

Indiana Department of Natural Resources

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

January 2, 2013

Mary Jo Hamman
Michael Baker Corporation
Post Office Box 8464
Evansville, Indiana 47716

Federal Agency: Federal Highway Administration ("FHWA")

Re: "I-69 Evansville to Indianapolis, Indiana, Tier 2 Draft Environmental Impact Statement, Section 5: Bloomington to Martinsville, Volumes I & II" (October 2012) (FHWA-IN-EIS-12-01-D; INDOT Des. No. 0300381; DHPA No. 2123)

Dear Ms. Hamman:

Pursuant to the National Environmental Policy Act of 1969, as amended (42 U.S.C. § 4321, et seq.) and pursuant to 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 aforementioned draft environmental impact statement ("DEIS"), which was received on a digital video disc ("DVD") on October 30, 2012, for this project in Monroe and Morgan counties in Indiana. According to the Indiana Department of Transportation's ("INDOT's") undated cover letter, the comment deadline is January 2, 2013, and according to that letter and the title signature page of the DEIS, we are to submit comments to you.

With regard to Volume I, Section 5.13 Historic Resource Impacts, we agree with the conclusions regarding above-ground properties that are listed in, or eligible for inclusion in, the National Register of Historic Places. Having concurred, in our November 21, 2012, letter that "that this project will not adversely affect any historic above-ground properties," we now concur, as well, with the DEIS's similar conclusion regarding impacts on historic above-ground properties. The North Clear Creek Landscape Historic District will perhaps see the most noticeable changes to its setting of any of the historic above-ground properties identified in Section 5 of I-69. We note that the explanation in Section 5.13 of why the North Clear Creek Historic Landscape District will not suffer an adverse impact from this project is more succinct than that in Section 5.6 of the documentation accompanying FHWA's October 11, 2012, finding of Adverse Effect for the project as a whole (see Appendix N of the DEIS). However, the lack of an adverse impact on the North Clear Creek Historic Landscape District was perhaps explained most succinctly by the paragraph in Appendix N, PDF page 57/87 that begins with the following statement: "Under CFR 800.5(a)(2)(v), there will be an '[i]ntroduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features,' but that introduction will not constitute an adverse effect."

Regarding archaeology, in Volume I, Section 5.14 Archaeology Impacts, we note that the Addendum Phase Ia and Ib archaeological report (Lombardi et al., 10/26/12) documented archaeological resources in the footprint of the proposed project area, and our office commented in detail on the report in our letter of November 19, 2012.

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 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. In all future correspondence regarding I-69 Section 5, please refer to DHPA No. 2123.

Very truly yours,

Ron McAhron
Deputy Director
Indiana Department of Natural Resources

RM:JLC:JRJ:jj

emc: Michelle Allen, Indiana Division, Federal Highway Administration
Laura Hilden, Indiana Department of Transportation
Patrick Carpenter, Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Melany Prather, Indiana Department of Transportation
Jason DuPont, P.E., Bernardin, Lochmueller and Associates, Inc.
Timothy Miller, Bernardin, Lochmueller and Associates, Inc.
Kia Gillette, Bernardin, Lochmueller and Associates, Inc.
Connie Zeigler, Bernardin, Lochmueller & Associates, Inc.
Kyle Boot, Bernardin, Lochmueller & Associates, Inc.
Beth McCord, Gray & Pape, Inc.
Linda Weintraut, Ph.D., Weintraut & Associates, Inc.
Mary Jo Hamman, Michael Baker Jr., Inc.

Hamman, Mary Jo

From: RANDOLPH, JASON <JRANDOLP@idem.IN.gov>
Sent: Friday, December 28, 2012 3:01 PM
To: Hamman, Mary Jo; Hilden, Laura; Kieffner, Jeremy
Subject: FW: I-65 DEIS Comment Extension

My brain is working on to many projects. The Subject line should read "I-69 DEIS Comment Extension". Sorry for any confusion this may have caused. Happy New Year

Jason Randolph
IDEM-OWQ
317-233-0467

From: RANDOLPH, JASON
Sent: Friday, December 28, 2012 2:52 PM
To: Hilden, Laura; Kieffner, Jeremy; 'mhamman@mbakercopr.com'
Subject: I-65 DEIS Comment Extension

Mary Jo:

Due to other priority projects and the holidays IDEM requests a two week extension on the submittal of our comments. It will probably be sooner than that but I am unsure what the level of review this will have to go through in our agency and the signature process due to the holidays. I will try and get it to you as soon as possible. Thank you and Happy New Years.

Jason Randolph
Wetlands Project Manager
IDEM Office of Water Quality
100 N. Senate Avenue
IGCN Room 1255
Indianapolis, IN 46204
Office: 317-233-0467
Fax: 317-232-8406

IDEM

INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

We Protect Hoosiers and Our Environment.

Mitchell E. Daniels Jr.
Governor

Thomas W. Easterly
Commissioner

100 North Senate Avenue
Indianapolis, Indiana 46204
(317) 232-8603
Toll Free (800) 451-6027
www.idem.IN.gov

SCANNED TO ELECTRONIC FILE

103-0001
PROJECT NUMBER

01-14-13
DATE INITIAL

EVANSVILLE INDIANAPOLIS ILLINOIS

January 11, 2013

RECEIVED

JAN 14 2013

BLA - EVANSVILLE

Ms. Mary Jo Hamman
Michael Baker Corporation
P.O. Box 8464
Evansville, IN 47716

Dear Ms. Hamman:

Re: Comments to Draft EIS
Project: I-69 Section 5
Counties: Monroe and Morgan

The Office of Water Quality has reviewed the Tier 2 Draft Environmental Impact Statement (DEIS) for Section 5 of the Interstate 69 Evansville to Indianapolis Project dated October 2012. The DEIS was reviewed for activities that fall within the regulatory authority of the Section 401 Water Quality Certification Program and the State Wetland Regulatory Program.

The proposed project will start at the terminus of Section 4 of I-69 at the SR 37 interchange in Monroe County and continues northward to SR 39 south of Martinsville in Morgan County. This section of the proposed highway is approximately 21 miles in length and uses the existing SR 37 alignment. The Tier 2 study corridor is approximately 2,000 feet in width and included several alternative alignments that were selected for study. According to the DEIS, you have selected Alternative 8 as the preferred alternative. Based on the corridor study and the proposed alternative alignments, the Indiana Department of Environmental Management (IDEM) agrees with the selection of the preferred alternative within the Section 5 corridor. Below you will find specific comments related to the proposed project and preferred alternative.

The minimal impact, typical cross sections for the proposed interstate will vary by location and consist of an urban typical (170.5 feet wide), suburban typical with adjacent access roads (312 feet wide), rural typical with adjacent access roads (312 feet wide), and a rural typical (180 feet wide). The right-of-way (ROW) for the proposed interstate will vary between 220 feet and 790 feet, depending on the alignment and terrain features. Based on the typical cross section, IDEM recommends ROW clearance is kept to the minimum necessary to construct the interstate facility in all areas that contain Waters of the State. Where feasible, cut and fill activities, which may require the widest ROW, should be located outside of these areas.

Direct impacts associated with the project are estimated to be a total of 1,346.05 acres. Of this total, 972.68 acres consist of the existing SR 37 corridor and the

additional 373.37 acres would be required to upgrade SR 37 to interstate status. As identified in the DEIS, approximately 70 % of the land is currently developed, 5% is in agricultural land, and 24% is upland habitat. To reduce additional direct impacts, ensure all borrow and waste disposal sites are located in non-forested upland areas and at a distance from Waters of the State that will not result in secondary impacts such as draining wetlands, lowering the water table, and cutting off a watershed to a wetland. If borrow or waste disposal areas are to be located adjacent to streams with forested corridors, these areas should be located at a distance that will preserve the forested corridor.

Approximately 465 stream segments were identified within the corridor. Of the 465 stream segments, 27 perennial streams, 38 intermittent streams, and 400 ephemeral streams were identified. It is estimated that 85,017 linear feet of stream exists within the preferred alternative of which 30,057 linear feet is natural stream (not including existing impacts from SR 37). Stream relocations associated with the preferred alternative are estimated to be 55,684 linear feet of stream channel. Riparian corridor loss associated with the preferred alternative is estimated to be between 106.10 and 119.69 acres. During stream crossing design, avoid using structures that will require the stream to be manipulated. All stream relocations should follow the natural stream channel design protocols unless the relocated stream is an existing riprap lined roadside ditch. If you are capturing a stream within the ROW, the outside ROW edge of the stream should be planted with trees and shrubs or located adjacent to existing forest areas to minimize the impacts of heat inputs associated with impervious surface. Signage should be placed along all jurisdictional streams captured in the ROW during and after construction for both contractors and for highway maintenance staff. IDEM has been coordinating on this project and participating in field reviews for potential stream mitigation sites. However, during those field meetings, the actual stream impact numbers were not discussed due to the questionable jurisdictional status of some of the stream features. Therefore, additional meetings need to be held to discuss and finalize jurisdictional status and mitigation proposals before the FEIS is published or before the project goes to permitting.

Approximately 107 field verified wetlands were located within the study corridor totaling 83.19 acres. The 107 wetlands were further broken down by type and consist of 36 emergent, 21 forested, 5 scrub shrub, 43 unconsolidated bottom and 2 aquatic bed wetlands. The preferred alternative contains 13.13 acres of wetlands. As with stream mitigation, IDEM has been participating in field reviews for potential mitigation sites and believes that suitable wetland mitigation sites have been identified for this project.

The preferred alternative would directly impact 110 karst features with 343.7 acres of impact. As stated in the DEIS, specific impacts to these resources will not be finalized until after conclusion of the National Environmental Policy Act (NEPA) process. IDEM was very pleased with the format used for karst identification and agency coordination for Section 4 of I-69. This format should be utilized for Section 5. Jim

Sullivan is the IDEM Office of Water Quality contact for karst related issues. Please continue to coordinate with Jim to ensure the process continues for Section 5. The DEIS does a good job highlighting the significance of Cave A and B. Ensure measures are designed to avoid changes in hydrology delivery to the cave system, and that measures are installed to pre-treat storm water run-off to the cave system. The DEIS does a good job of describing best management practices (BMP's) for karst resources, but must be further evaluated for site specific karst features.

The DEIS identified two superfund sites (Lemon Lane Landfill, Bennett's Dump) that will require special attention. Based on your discussions in the DEIS, you have coordinated with the parties associated with these sites and should continue to coordinate with them during the design and implementation of your project. In addition, continue to coordinate with Scott Johanson of the IDEM Office of Land Quality.

Erosion and sediment control will be a crucial part of this project during construction in order to protect karst features and aquatic resources. As with previous sections of I-69, the DEIS is not specific on the measures that will be used to address storm water management. The DEIS uses general statements such as "BMP's will be used during construction" or "silt fence or other erosion control measures" will be used. These statements are general in nature and are not sufficient to adequately address the pollutants that will be associated with active construction. Specific selection of measures; including design specifications must be incorporated into the project based on the terrain and the resource that is to be protected. The purpose of 327 IAC 15-5 (Rule 5) "is to establish requirements for storm water discharges from construction activities of one (1) acre or more so that the public health, existing water uses, and aquatic biota are protected." As part of Rule 5, it is a requirement to ensure that "sediment-laden water which otherwise would flow from the project site shall be treated by erosion and sediment control measures appropriate to minimize sedimentation". Specific detail, including sequencing must be provided as part of the construction plans required by Rule 5. All measures must be selected to protect aquatic resources on the project site as well as karst features. In addition to meeting the requirements of 327 IAC 15-5, the agency recommends that specific practices related to erosion and sediment control and storm water management be included in the FEIS especially in those areas with high topographic relief. The incorporation of more detailed information will provide the agency a better understanding of the proposed practices to be used and how each will function to address proposed wetland and stream impacts.

Within Section 5, the preferred alternative would require the construction of seven interchanges depending upon which option is selected. IDEM generally agrees with the interchange locations and types. IDEM supports Option B which would maintain the existing partial interchange at Walnut Street and SR 37. This option would avoid and minimize impacts to wetlands and provide a substantial cost savings. The proposed Sample Road interchange should be designed to avoid the karst features on both the east and west side of the existing SR 37 ROW.

In regards to the other activities that will impact Waters of the State, IDEM recommends that you continue to look at avoidance and minimization measures as you complete the National Environmental Policy Act process.

Thank you for allowing us the opportunity to comment on this project. Should you have any questions about this letter, please contact Jason Randolph, Project Manager, of my staff at 317-233-0467, or you may contact the Office of Water Quality through the IDEM Environmental Helpline (1-800-451-6027).

Sincerely,

Mary Hollingsworth, Branch Chief
Surface Water, Operations, and Enforcement
Office of Water Quality

cc: Deb Snyder, USACE-Louisville, Indianapolis Field Office
Jason Randolph, IDEM Wetlands Project Manager
Jim Sullivan, IDEM Section Chief
Robin McWilliams-Munson, USFWS
Matt Buffington, IDNR
Virginia Laszewski, USEPA Region 5
Nathan Saxe, INDOT
Jeremy Kieffner, Bernardin Lochmueller and Associates

Bloomington Township Department of Fire and Emergence Services
5081 N. Old St. Rd. 37 Bloomington, IN 47408 P 812-339-1114 F 812-339-1120
Trained to Save, Dedicated to Serve.

December 10, 2012

Bloomington Township Department of Fire & Emergency Services
I-69 Impact, Observations and Concerns

From Station 15 (2115 W. Vernal Pike) we need east/west access on the new Vernal Pike overpass. Recommend a stoplight intersection from Crescent onto Vernal. This will give us the right of way as we attempt to go either direction on Vernal Pike/17th Street overpass.

We estimate an additional 5 to 10 minutes travel time because of the difference in types of road from 4-lane 37 to small bidirectional 2-lane roads in the northern part of Monroe County along Interstate I-69.
A full interchange at the College Ave (Walnut Street) exit from 37 is a must, and ideally in addition to the Sample Road interchange we would have an interchange at Burma Road or at Chambers Pike in order to serve the people of northern Monroe County in a manner more in-line with NFPA 1702/03 which requires a response time of no more than 6 minutes.

Faron Livingston

Faron Livingston, Chief
Bloomington Township Department of Fire & Emergency Services

joel

From: joel <joel@btfire.org>
Sent: Wednesday, September 12, 2012 3:32 PM
To: 'pjufko@mbakercorp.com'
Cc: Linda Sievers; Faron Livingston
Subject: I69 arternate emergency services times

Phil

In response to your request at the I69 emergency services meeting held at Bloomington Township Fire Department on August 2nd, 2012 for routing times for emergency services, we have developed the following schedule and conclusions.

Alternate route travel times from Station 15 to various points west of Station 15 (2115 W. Vernal Pike).

Via Vernal Pike across 4-lane 37

To	travel Time in minutes	Miles
37 and Vernal	0:50	.45
Industrial Park Dr.	0:55	.5
Enterprise Dr.	1:35	.8

Via 17th St. to Arlington to Gourley to 45/46 to 37 to Vernal

To	travel Time in minutes	Miles
Enterprise Dr.	5:00	3.3
Industrial Park Dr.	4:20	3.0

Via 17th St. to Arlington to Gourley to 45/46 to Curry Pike to Woodyard

To	travel Time in minutes	Miles
Enterprise Dr.	6:40	5.0
Industrial Park Dr.	7:20	5.3

Via Vernal to 4-lane 37 to 45/46 bypass to Gourley Pike to Arlington Rd.

To	travel Time in minutes	Miles
Stoneybrook Dr.	4:25	3.1

Via Crescent Rd. to 17th St. to Arlington Rd.

To	travel Time in minutes	Miles
Stoneybrook Dr.	4:00	2.6

Station 15 Monroe County
Conclusion:
From Station 15 we need east/west access on the new Vernal Pike overpass. Recommend a stoplight intersection from Crescent onto Vernal. This will give us the right of way as we attempt to go either direction on the Vernal overpass.

Alternate route travel times from Station 5 (5081 N. Old St. Rd. 37 to points west of 4-lane 37

Via OSR 37 to Chambers Pike to SR 37

To	travel Time in minutes	Miles

Burma Rd.	11:35	9.1

Via OSR 37 to Business 37 to SR 37

To	travel Time in minutes	Miles
Burma Rd.	8:25	9.5

Section 5 Monroe County
Conclusions:
The new Chambers Pike overpass route will add approximately three minutes to our run time. Once we crossover Chambers Pike we will need a service road west of I-69 from the Sample Road interchange to Burma Road.

It is not possible to estimate the additional time it will take to travel the distance along the frontage road proposed from Sample Rd. or at the Chambers Pike overpass to points north without actually having that road in place. We estimate an additional 5 to 10 minutes travel time because of the difference in types of road from 4-lane 37 to a small bidirectional 2-lane road.
A full interchange at the College Ave exit from 37 is a must, and ideally in addition to the Sample Road interchange we would have an interchange at Burma Road or at Chambers Pike.

Regards
Joel Bomgardner, Assistant Chief
Bloomington Township Department of Fire & Emergency Services
812-339-1115

Meeting Notes

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

Location	I-69 Project Office Bloomington	**Project:**	I-69 Tier 2 EIS – Section 5
Date/Time	December 11, 2012 10:00 am	**Notes Prepared By:**	David Miller
Subject	I-69 Project, Section 5		
Participants	Linda Sievers - Bloomington Township Trustee; Faron Livingston-Township Fire Chief; Joel Bomgardner - Township Assistant Fire Chief; David Miller, Lisa Manning-Michael Baker		

Notes	**Action**
Miller and Manning went over the maps in map room; discussed details of the DEIS. Ms. Sievers stated that they serve an area from SR 46 all the way to the Morgan County line. Chief Livingston stated that their biggest issues are with access (and lack thereof) to the new highway and with access to the new and existing access roads for their emergency vehicles. Assistant Chief Bomgardner also discussed their concern with the condition of the access roads for their large vehicles. He also said that they were the Hazmat responder for the region. They expressed their interest in obtaining emergency access breaks in the highway and to local access roads. Miller discussed the upcoming Emergency Responders meeting that will be held at the end of January 2013. They wondered if comments made then would still be considered for the FEIS. Miller encouraged them to put their comments in writing and submit during the comment period on the DEIS. Bomgardner said they have put many comments in writing already and they submitted a new letter dated December 10, 2012 from the chief for the record, and resubmitted their email sent in September 2012 regarding their response times.	

Bloomington Township Department of Fire and Emergence Services
5081 N. Old St. Rd. 37 Bloomington, IN 47408 P 812-339-1114 F 812-339-1120
Trained to Save, Dedicated to Serve.

December 19, 2012

Bloomington Township Department of Fire & Emergency Services
I-69 Impact, Observations and Concerns

In addition to the surveys, route and response time information submissions, previous comment and concern letters, and emails submitted to the various people requesting and responsible for collecting these documents for the proposed section 5 of the I-69 project; Bloomington Township Fire Department would like to submit additional comments for this project concerning access for motor vehicle accidents and hazardous materials incidents, road weight limit and size construction on the proposed local access roads, and other issues.

Local access road construction weight and size concerns
Simply stated; our concern is the construction of local access roads be designed in such a manner as to accommodate our heaviest truck and truck with the widest turning radius. The weight of our heaviest truck is 57,000 pounds and the widest turning radius of all our apparatus is 48 feet.

Access for accidents and hazardous materials incidents
Our headquarters station is located at 5081 N. Old State Road 37 and accesses State Road 37 via business 37 (Walnut Street) for points north and utilizes the crossover cut approximately 200 yards north of the on-ramp to access incidents south on State Road 37 and west on Bottom Rd. Additionally, incidents that occur in the south bound lane of State Road 37 or to the west of the state road at points north are accessed by exiting road accesses. Current plans for I69 section 5 have no provisions for accessing incidents in the south bound lanes for miles at a time. This situation is unacceptable. Access must be provided at regular intervals to access incidents in both the north and south bound lanes of I69. This may be accomplished by constructing crossovers at regular intervals of no more than 3 miles each to allow access for emergency vehicles to respond to emergency incidents in both the north and south bound lanes.

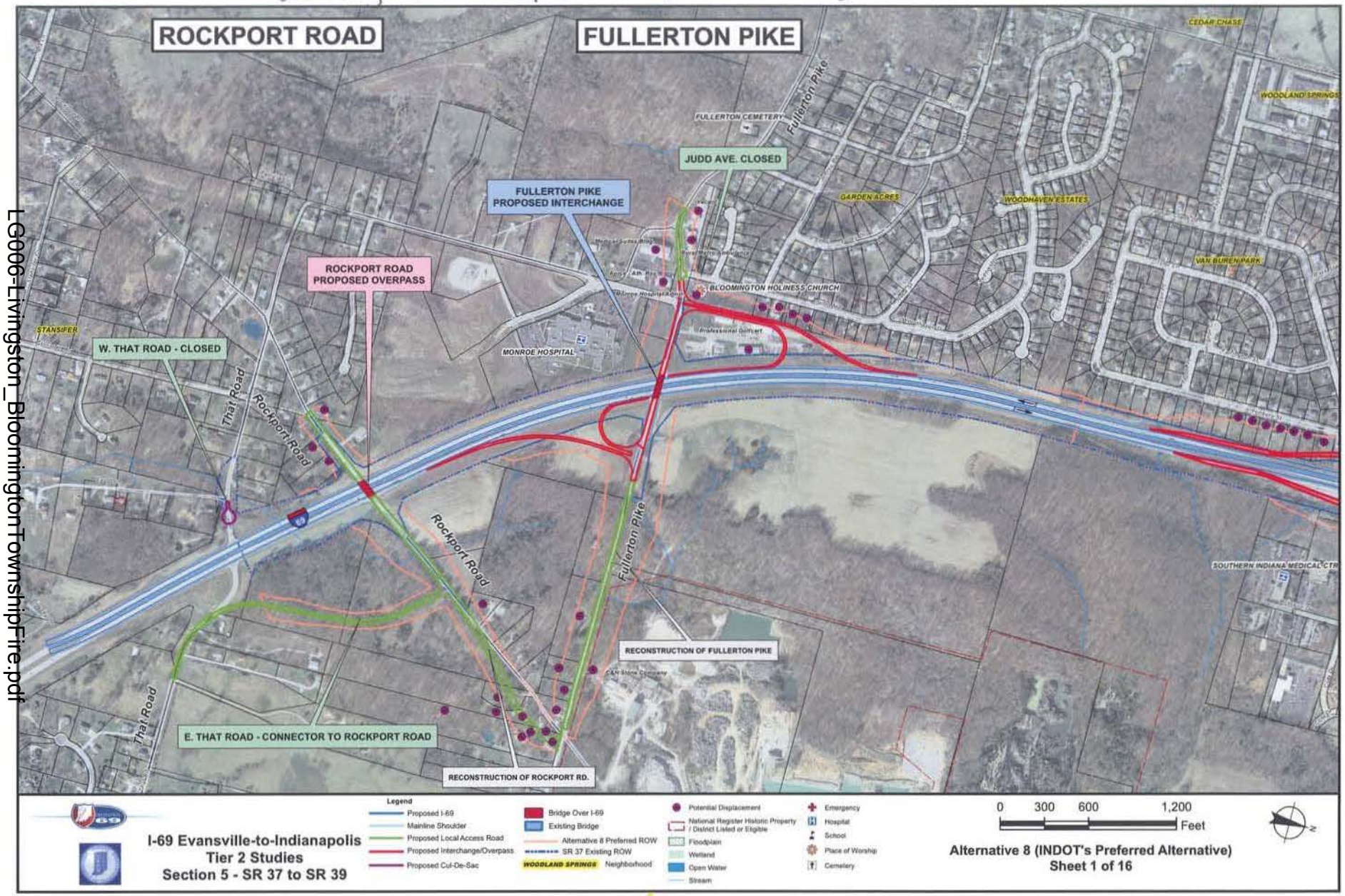
Walnut street interchange
The Walnut Street interchange must be a full interchange to allow access to emergency incidents in both the north and south bound lanes of I69 and to points west in the county accessed by Bottom Road.

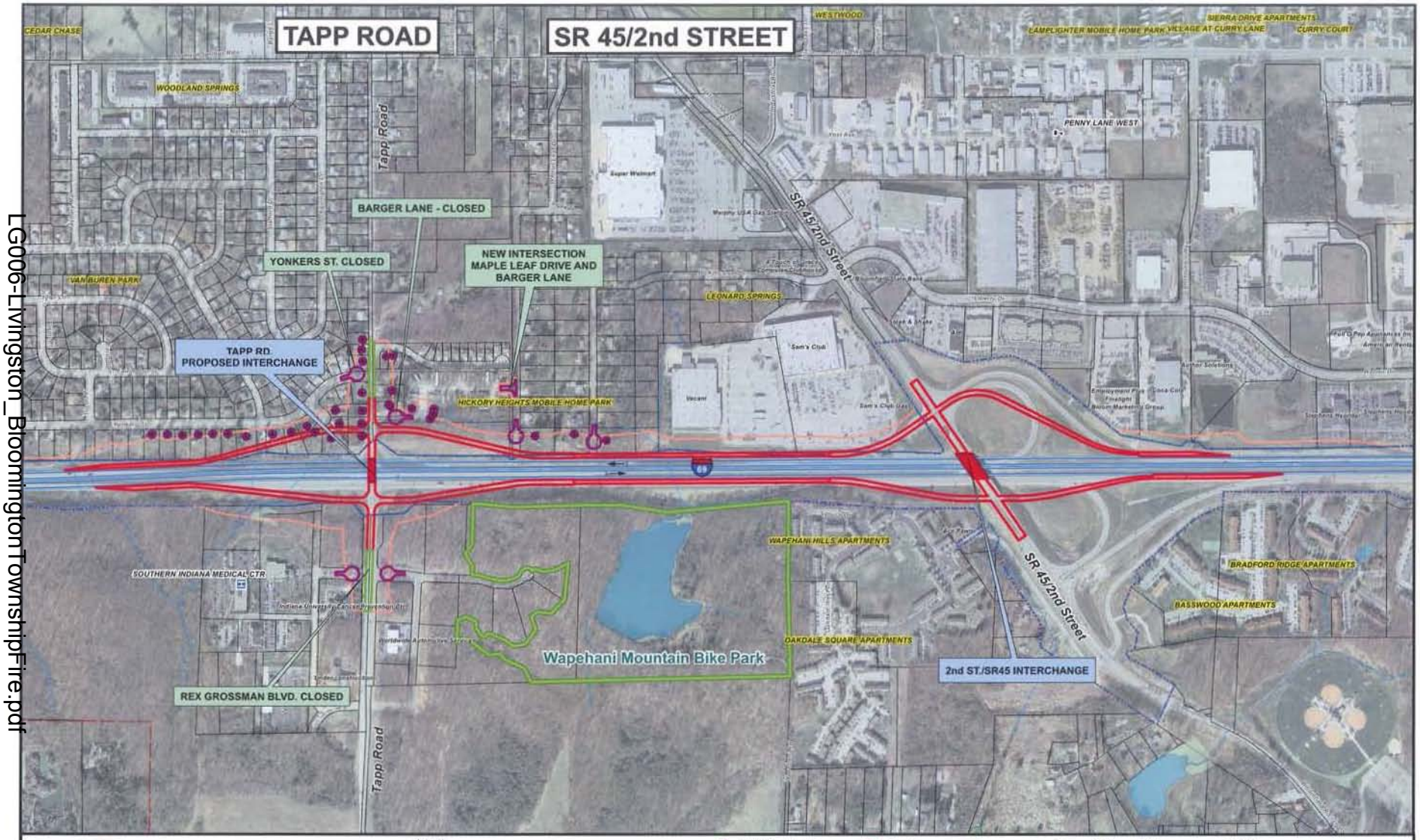
Turkey Track inside Monroe County
The maps provided indicating those properties that will be acquired by the state, or that will have access provided by local access roads do not show how we will be able to access the properties at the northern most part of the county along the west side of I69 on Turkey Track Road. Indications are, we will have to travel several miles into Morgan County to access the local access road that serves Turkey Track within Monroe County. This situation is unacceptable.

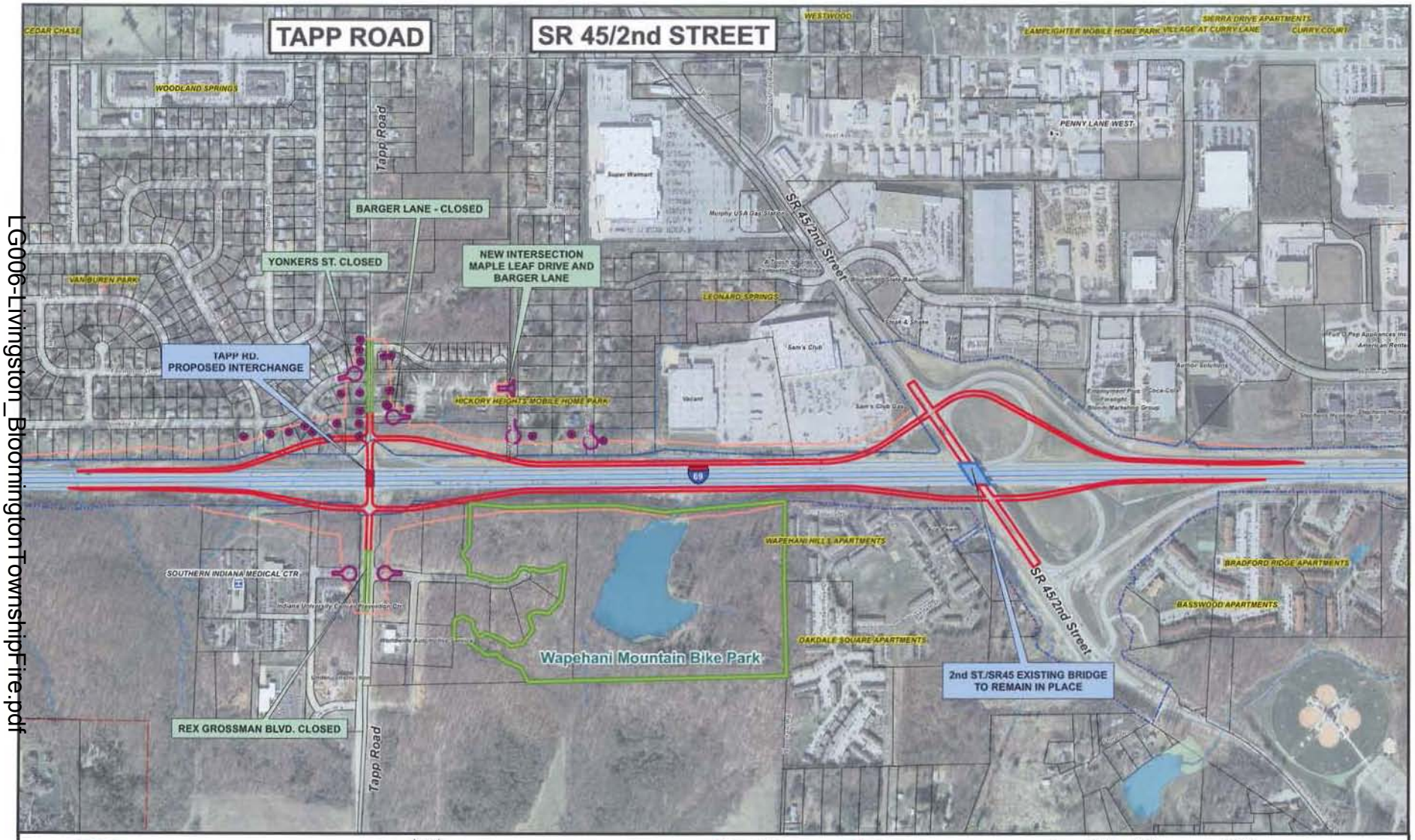
Faron Livingston

Faron Livingston, Chief
Bloomington Township Department of Fire & Emergency Services

Bloomington Township Fire Department's request for Cross overs for Access.

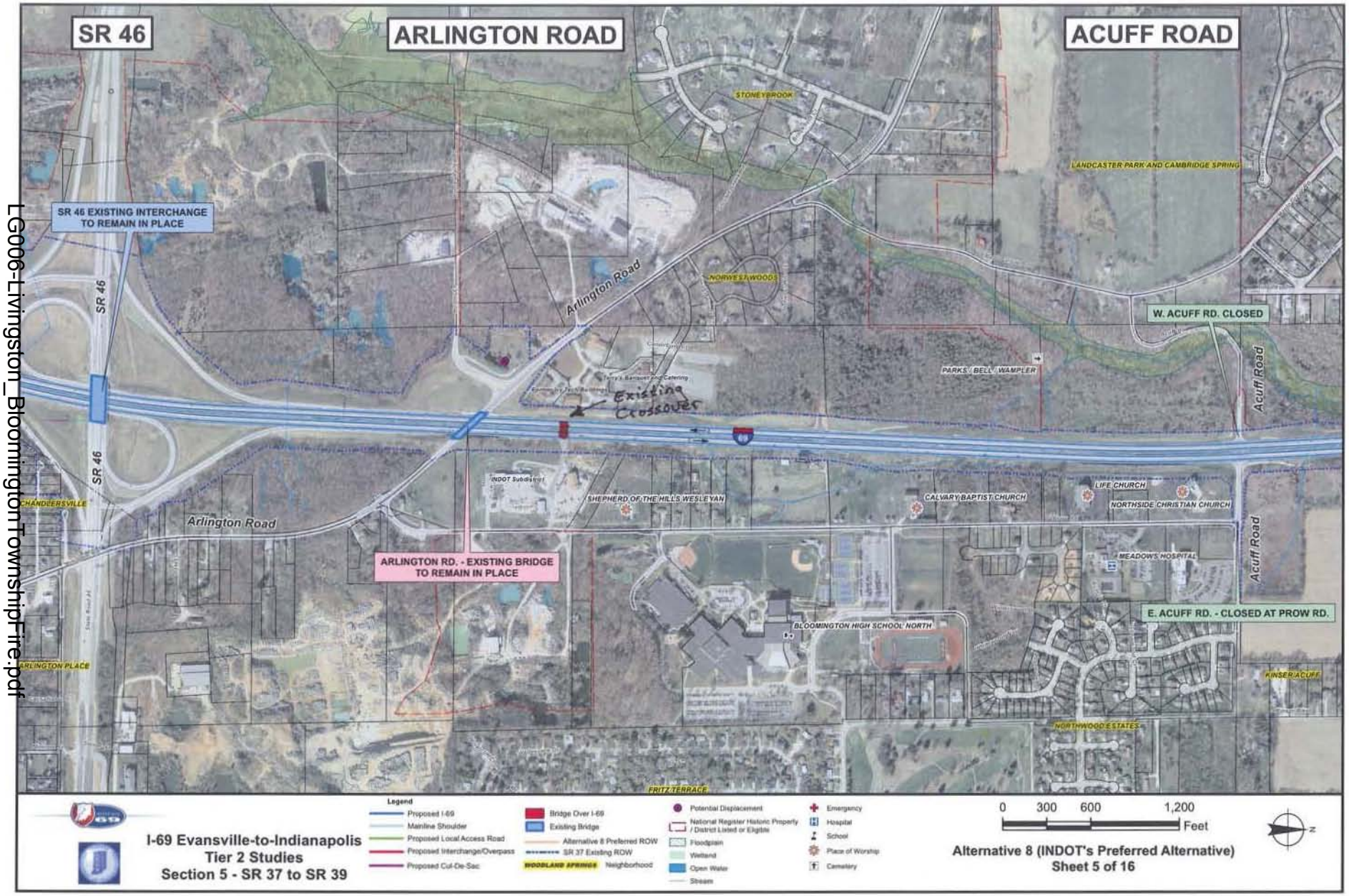


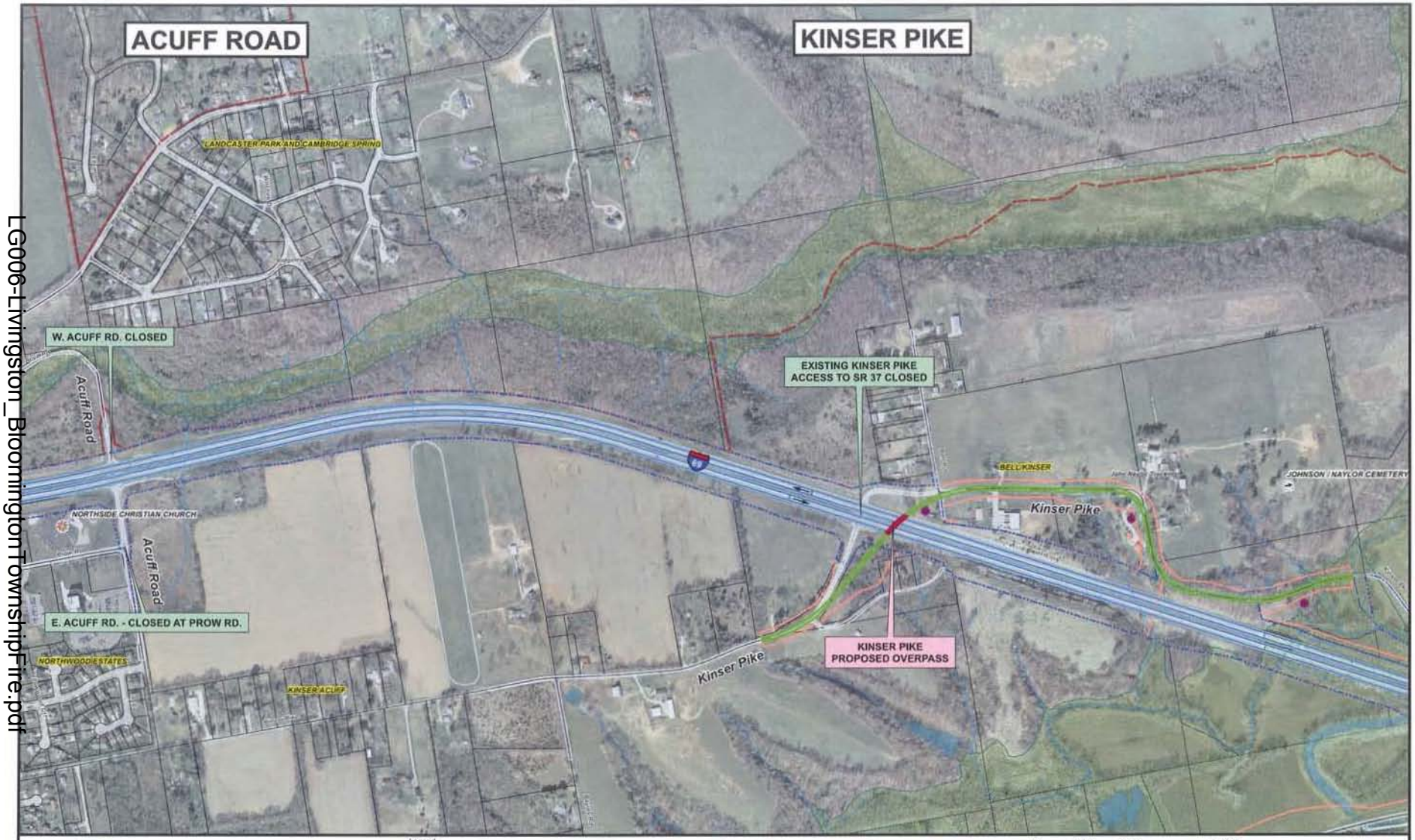




I-69 Evansville-to-Indianapolis
Tier 2 Studies
Section 5 - SR 37 to SR 39

Alternative 8 (INDOT's Preferred Alternative)
Sheet 3 of 16





I-69 Evansville-to-Indianapolis
Tier 2 Studies
Section 5 - SR 37 to SR 39

Legend
- Proposed I-69
- Mainline Shoulder
- Proposed Local Access Road
- Proposed Interchange/Overpass
- Proposed Cul-De-Sac
- Bridge Over I-69
- Existing Bridge
- Alternative 8 Preferred ROW
- SR 37 Existing ROW
- WOODLAND SPRINGS Neighborhood
- Potential Displacement
- National Register Historic Property / District Listed or Eligible
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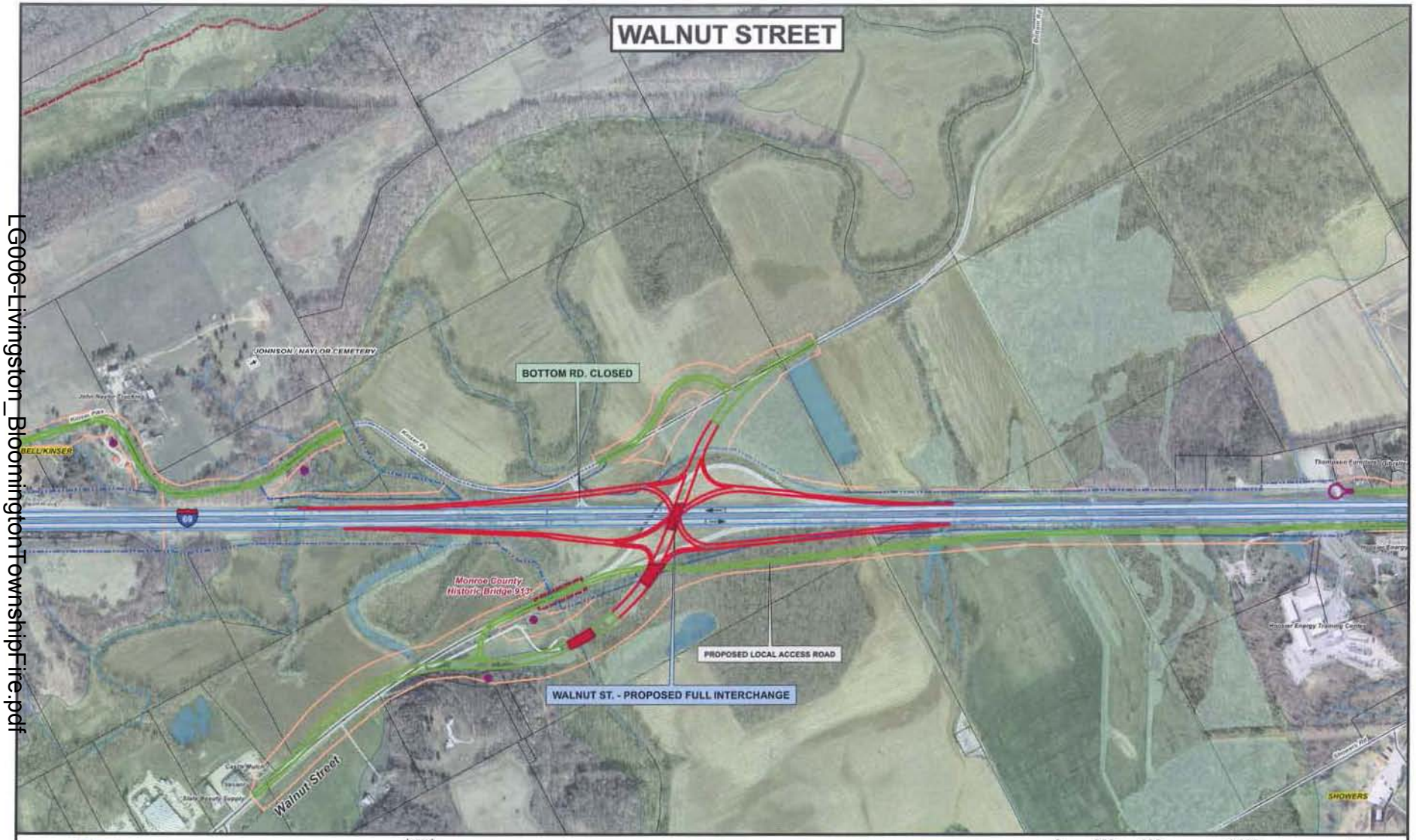
- Wetland
- Open Water
- Stream
- Emergency
- Hospital
- School
- Place of Worship
- Cemetery

0 300 600 1,200 Feet

Alternative 8 (INDOT's Preferred Alternative)
Sheet 6 of 16



I-69 Evansville-to-Indianapolis
Tier 2 Studies
Section 5 - SR 37 to SR 39

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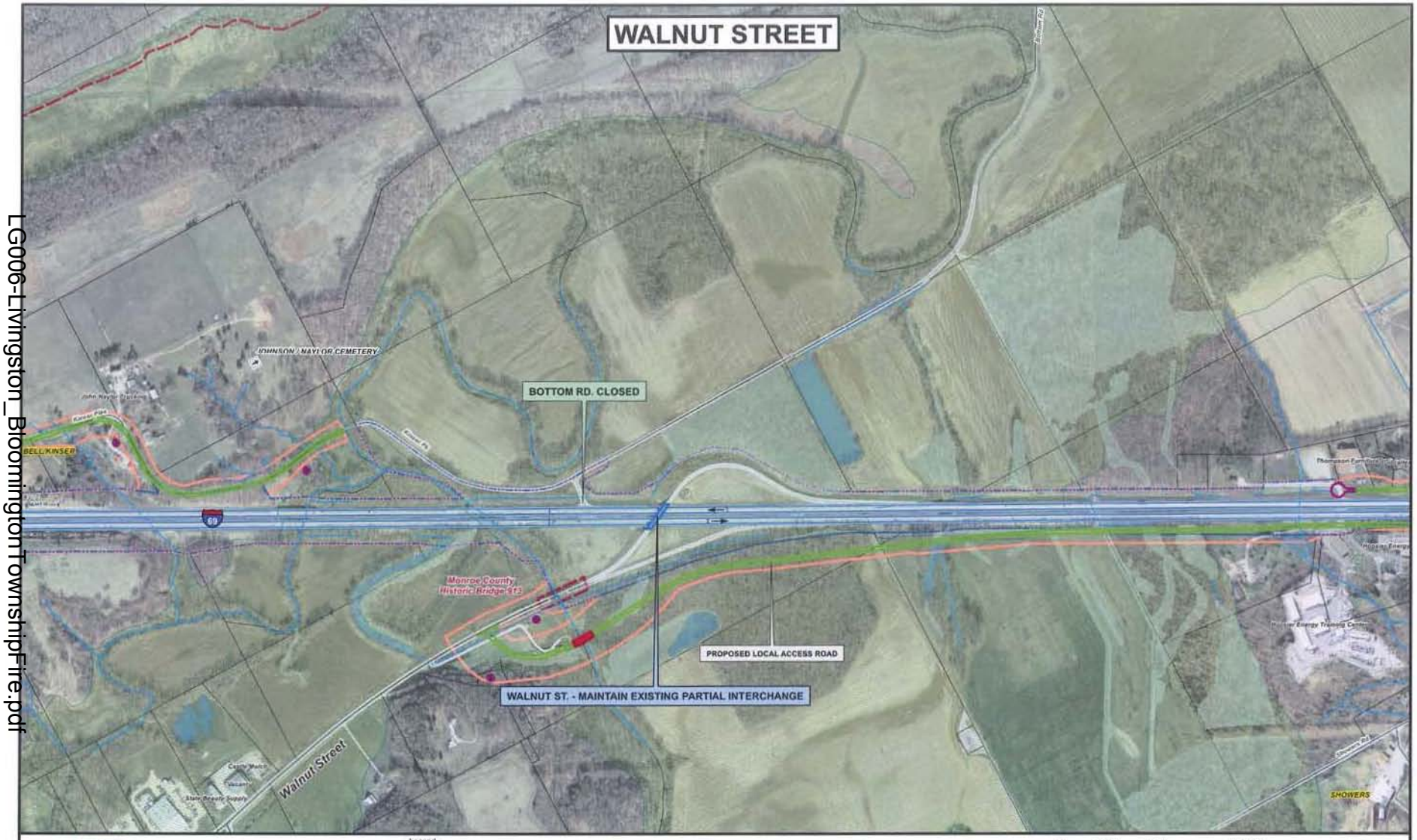
Alternative 8 (INDOT's Preferred Alternative)
Option A - Sheet 7A of 16



I-69 Evansville-to-Indianapolis
Tier 2 Studies
Section 5 - SR 37 to SR 39

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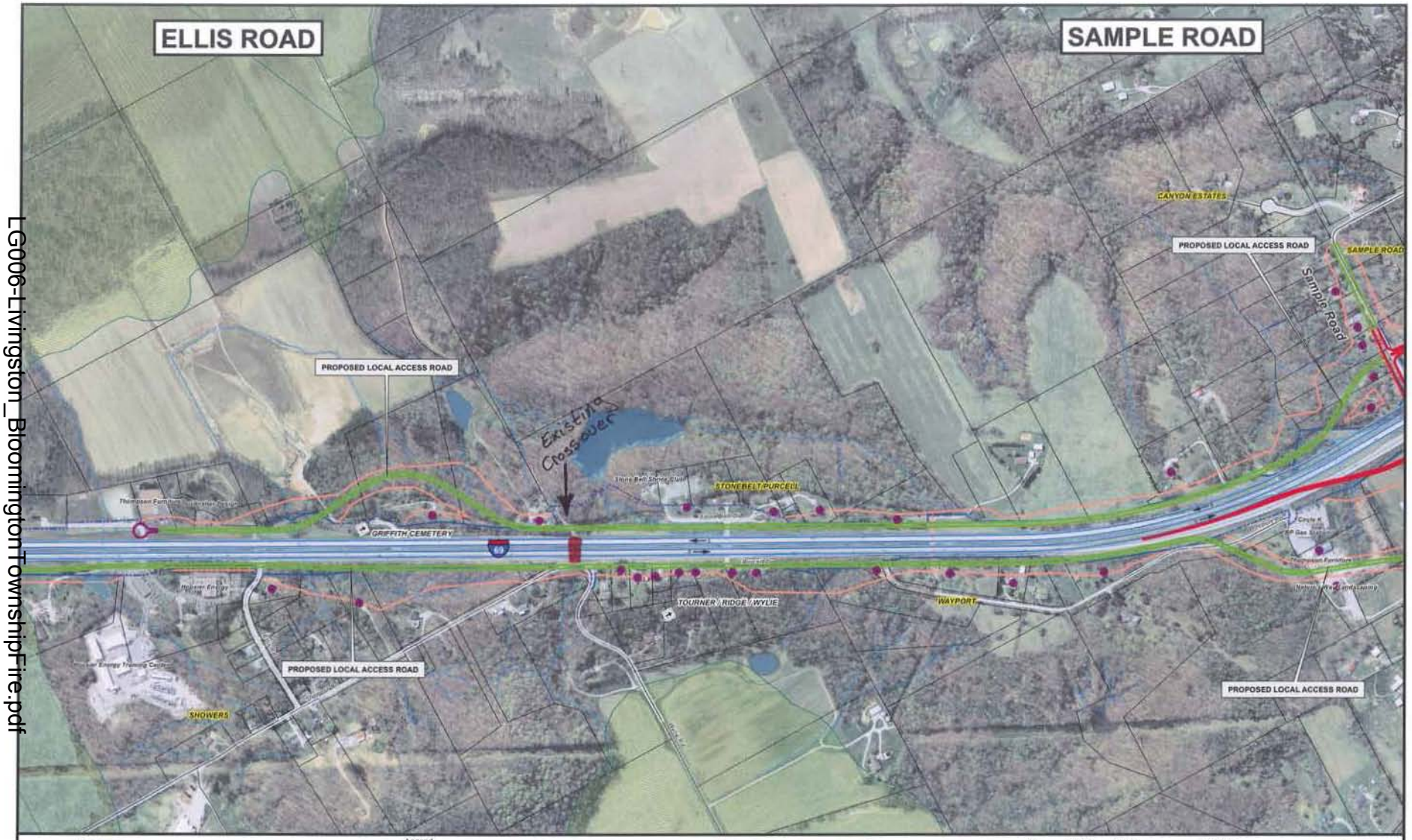
Alternative 8 (INDOT's Preferred Alternative)
Option B - Sheet 7B of 16



I-69 Evansville-to-Indianapolis
Tier 2 Studies
Section 5 - SR 37 to SR 39

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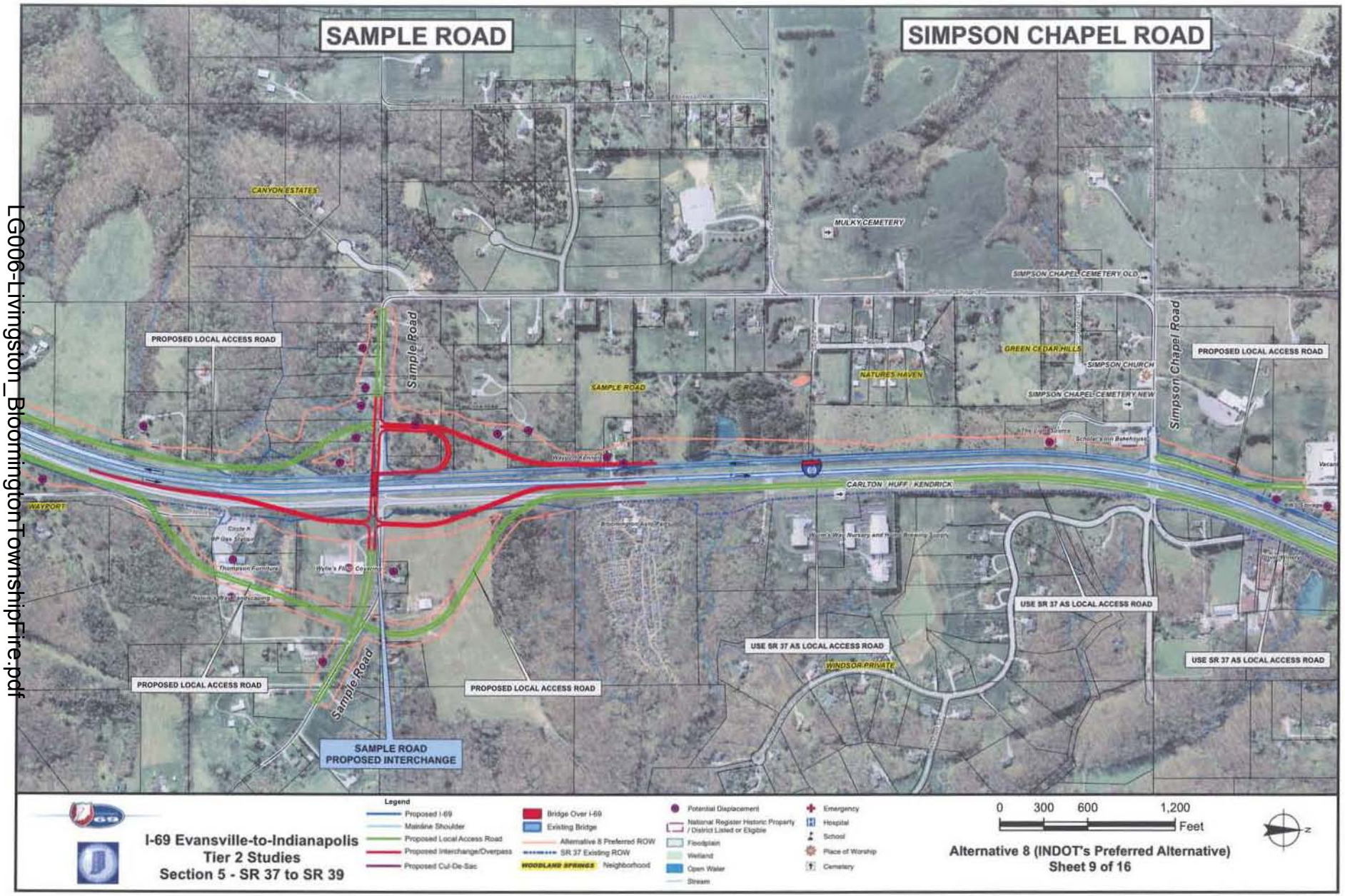
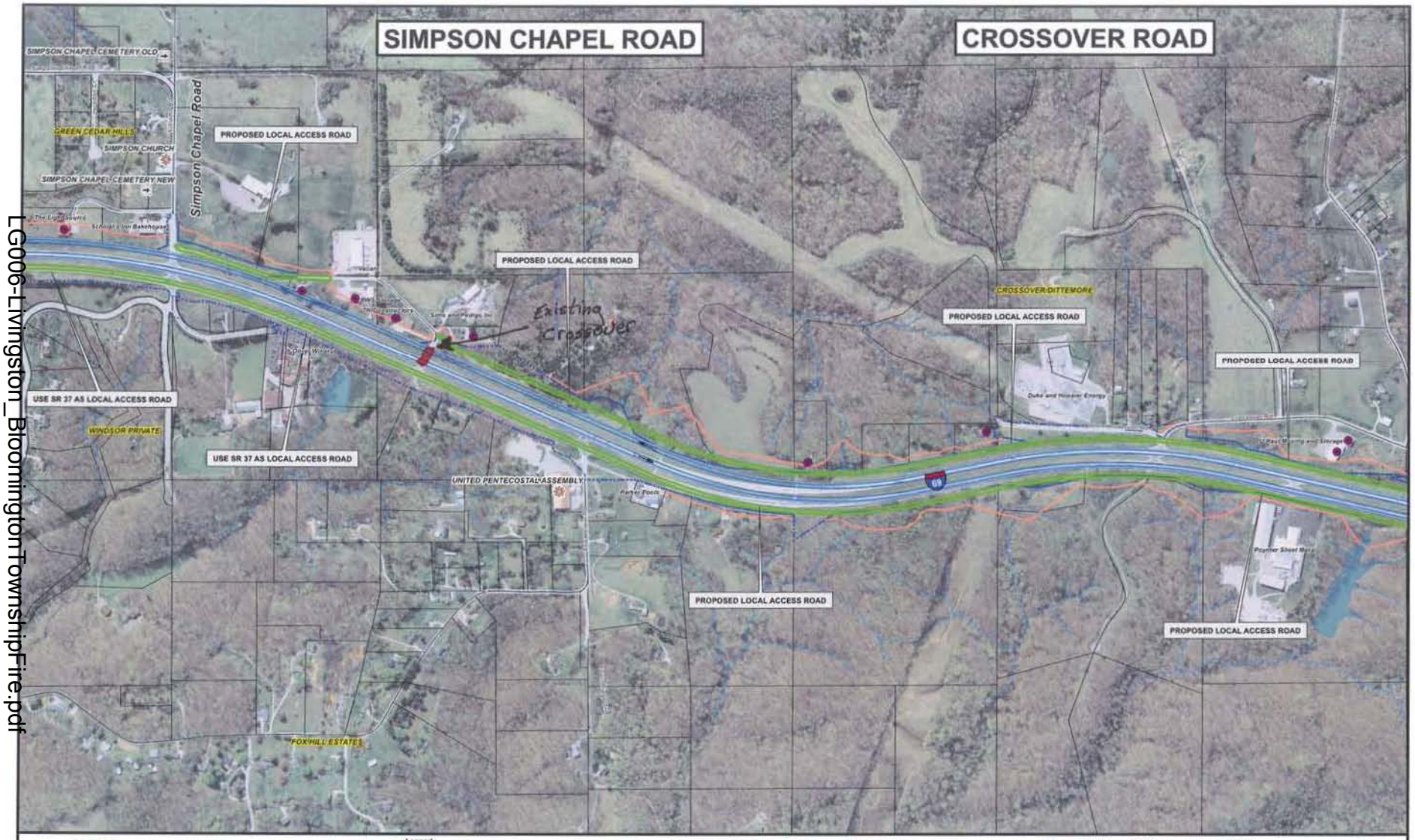
Alternative 8 (INDOT's Preferred Alternative)
Sheet 8 of 16

LG006-Livingston_BloomingtonTownshipFire.pdf





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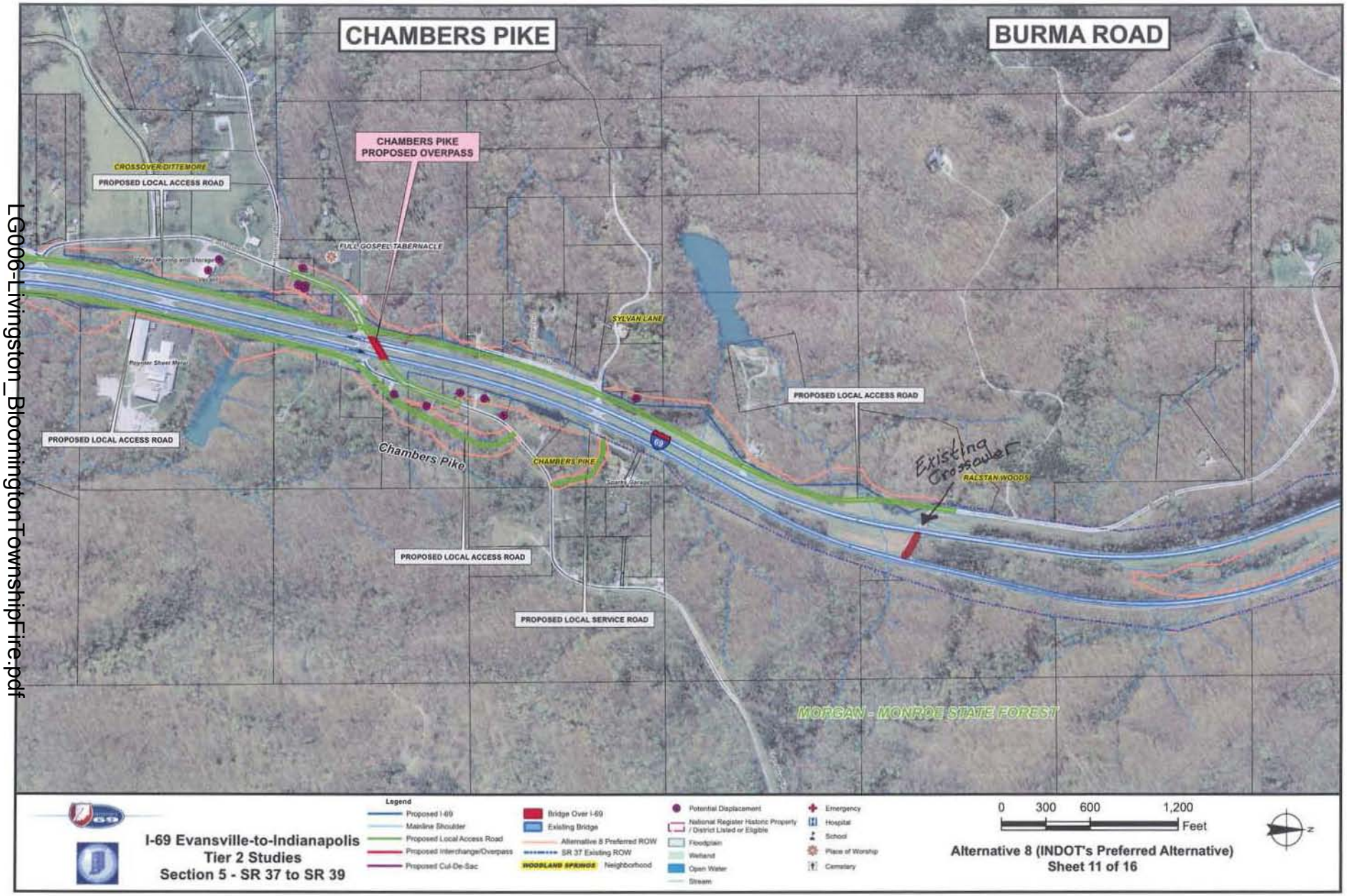
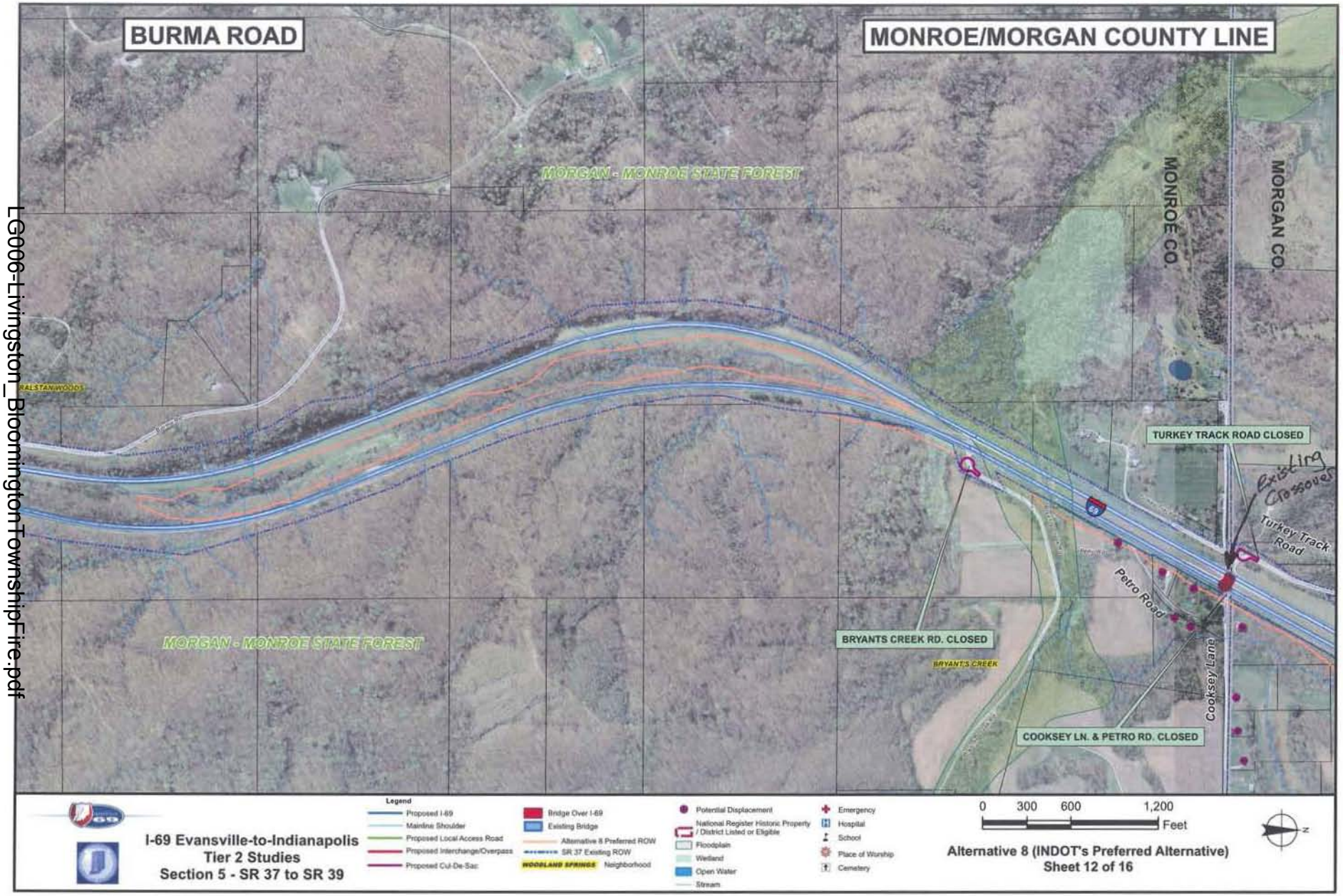
I-69 Evansville-to-Indianapolis
Tier 2 Studies
Section 5 - SR 37 to SR 39

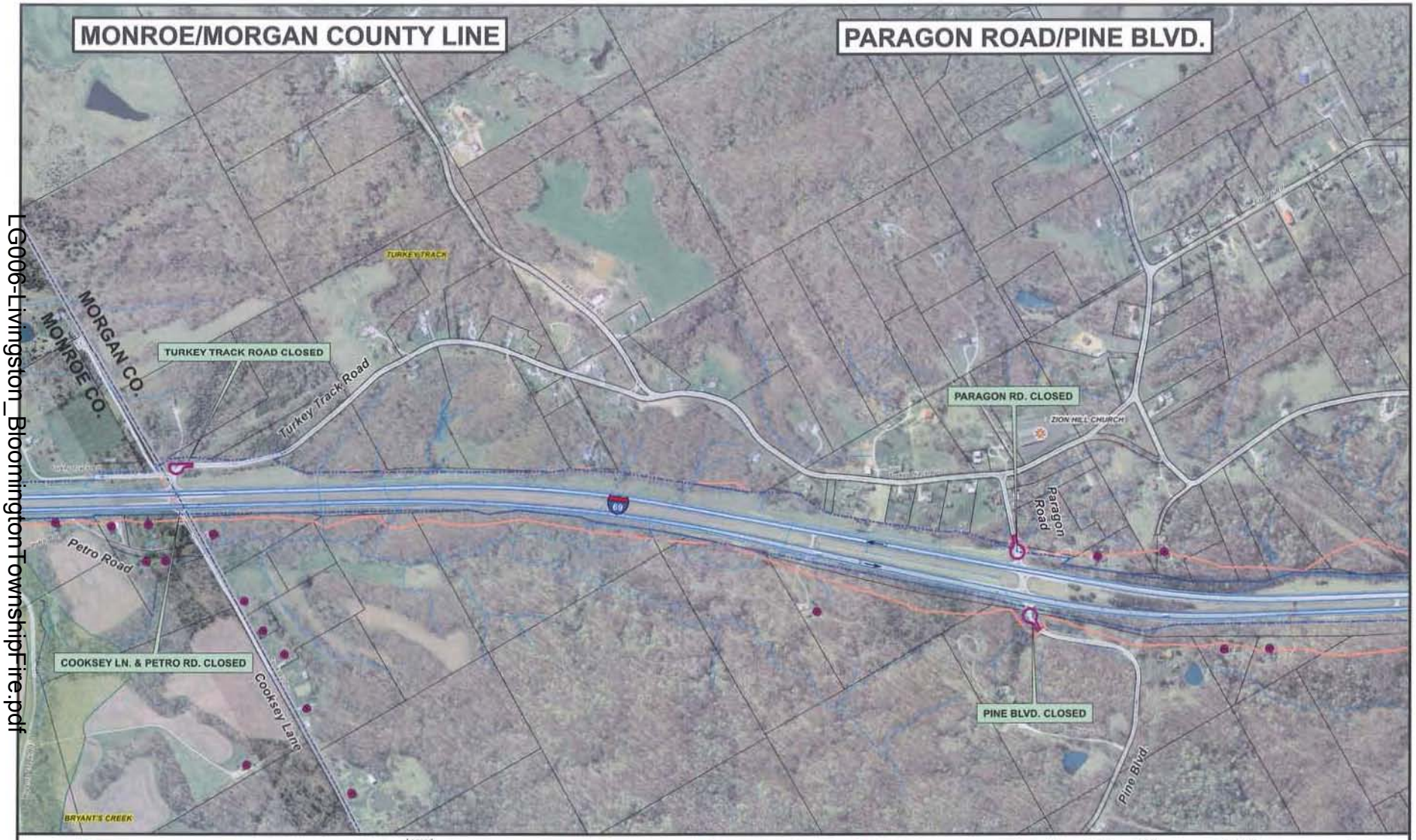
Alternative 8 (INDOT's Preferred Alternative)
Sheet 10 of 16





I-69 Evansville-to-Indianapolis
Tier 2 Studies
Section 5 - SR 37 to SR 39

Alternative 8 (INDOT's Preferred Alternative)
Sheet 12 of 16



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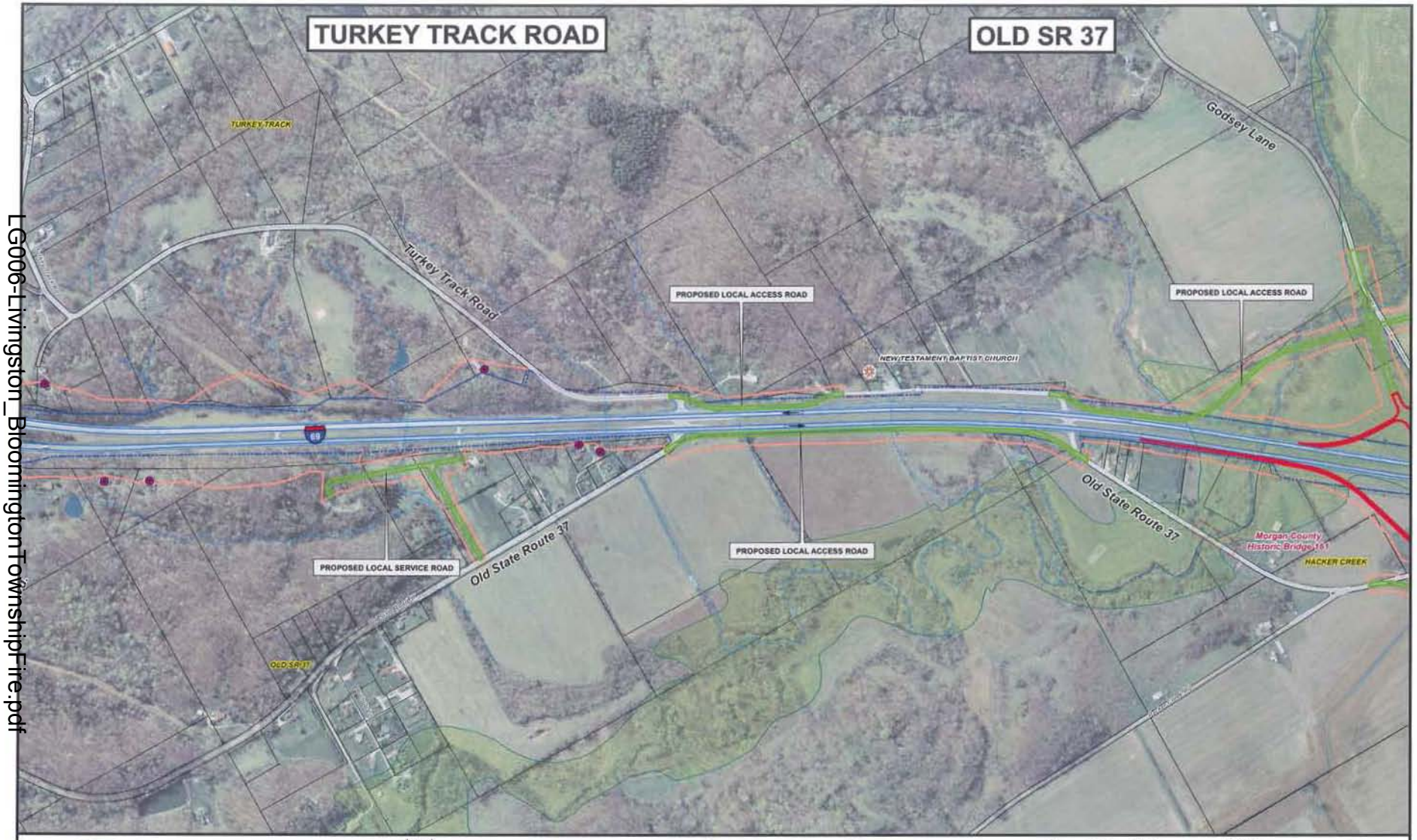
I-69 Evansville-to-Indianapolis
Tier 2 Studies
Section 5 - SR 37 to SR 39

Alternative 8 (INDOT's Preferred Alternative)
Sheet 13 of 16



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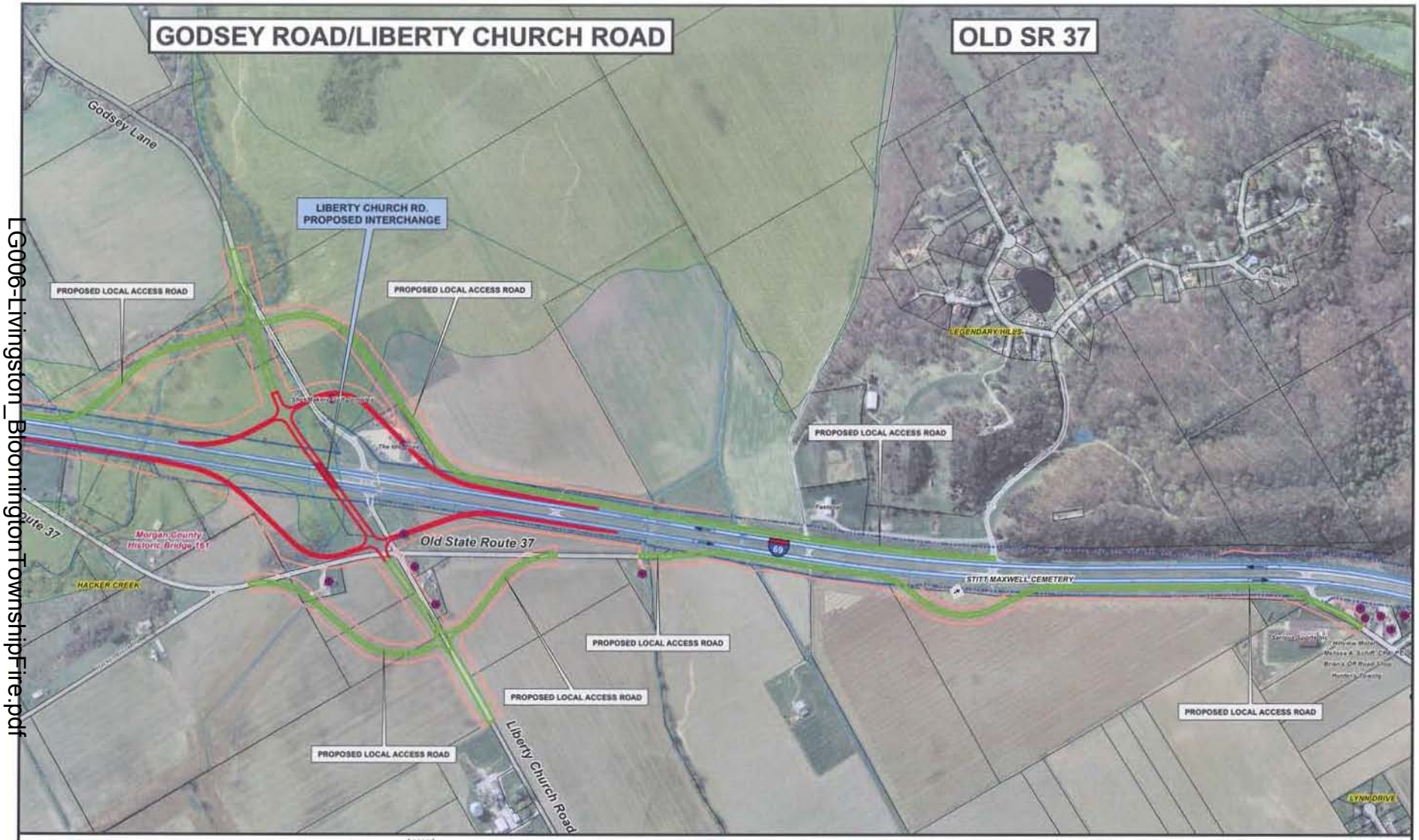
Sheet 14 of 16



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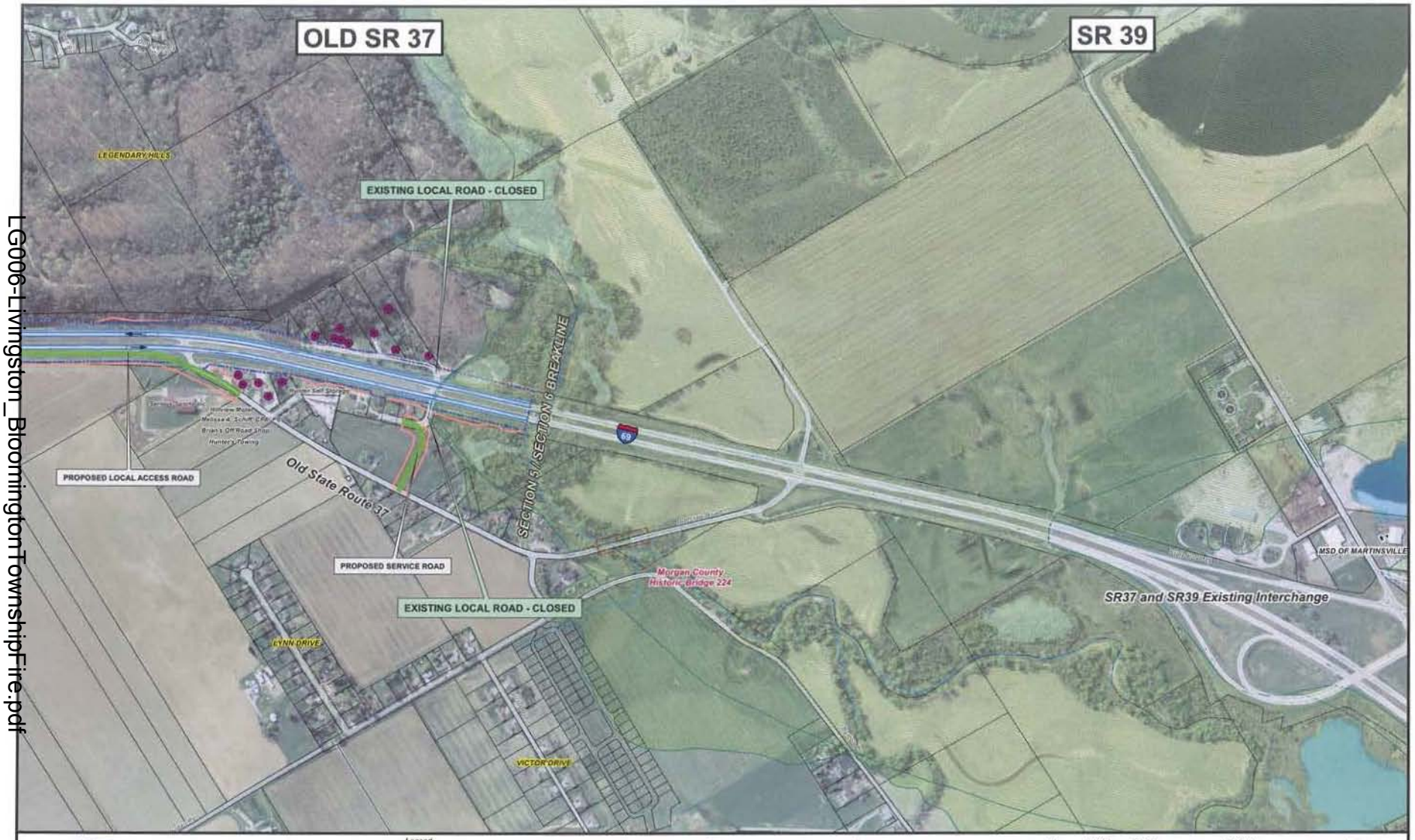
Alternative 8 (INDOT's Preferred Alternative)
Sheet 15 of 16



I-69 Evansville-to-Indianapolis
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Alternative 8 (INDOT's Preferred Alternative)
Sheet 16 of 16

Jufko, Philip

From: Faron Livingston <faron@btfire.org>
Sent: Wednesday, December 19, 2012 1:45 PM
To: Jufko, Philip
Subject: Re: I-69 Section Environmental Studies - Local Fire/EMS Follow-up Meeting - January 9th at 2 p.m.

Mr. Jufko,

I actually dropped off a letter and maps to the I-69 office this morning expressing our concens. I mapped out some requests of possible cut-throughs from existing cut-throughs on 4-lane 37. They are there at the office on State Road 45 across from Wal-Mart.

Thanks for consideration,

Faron Livingston/Chief
Bloomington Township Fire Department

----- Original Message -----
From: Jufko, Philip
To: 'mcornman@ellettsville.in.us' ; 'kerrr@bloomington.in.gov' ; 'fire@martinsville.in.gov' ; 'willdavis@paragonfireco.com' ; 'jeff_calabrese@yahoo.com' ; 'wxyz1245@yahoo.com' ; 'vbtrita@bluemarble.net' ; 'joel' ; 'Faron Livingston' ; 'lsievers@btfire.org' ; 'rtt@bluemarble.net' ; 'lonniekern@gmail.com' ; 'ooleyb@yahoo.com' ; 'jdeckard@co.monroe.in.us' ; 'ddaily@dnr.in.gov' ; 'jallen@dnr.in.gov' ; Peyton, James ; Hamman, Mary Jo ; Thurman, Julie A ; Miller, David C ; 'eswickard@blainc.com' ; 'dgoffinet@blainc.com' ; 'Tim Miller (tmiller@blainc.com)' ; 'jcomerford@co.monroe.in.us'
Cc: 'Jessica Renn' ; 'KMullis'
Sent: Wednesday, December 19, 2012 10:27 AM
Subject: I-69 Section Environmental Studies - Local Fire/EMS Follow-up Meeting - January 9th at 2 p.m.

Good Morning,

We would also like to take this opportunity to request that you submit whatever DEIS comments you are able to in advance of the January 2nd deadline. This will ensure that your comments are documented and available as we are looking at any refinements that are necessary as a result of all comments received. We will be continuing coordination with local Fire/EMS providers throughout the remainder of the environmental effort.

Due to scheduling conflicts, several members of the local Fire/EMS community requested that we change our previous meeting date. As a result, we are pleased to invite you or a designated representative to a meeting on Wednesday, January 9th to learn more about the latest project activities and follow-up on items discussed during our previous meeting in August. It is anticipated that we will discuss all DEIS comments received which relate to emergency services. During the meeting, attendees will also have an opportunity to discuss any concerns they have related to providing Fire/EMS service to the community in the future as a result of the I-69 Section 5 project.

The meeting will be held:

Wednesday, January 9, 2013 – 2 p.m. to 4 p.m.

Bloomington Township Department of Fire & Emergency Services - Station #5
Training Room
5081 North Old State Road 37

Bloomington, IN 47408
812-339-1115

Station #5 is located off Business 37 approximately 2 miles north on North Old State Road 37 on the left.

Our project team is looking forward to meeting with you next month!

Best regards,

Philip Jufko
Public Involvement Coordinator
I-69 Evansville to Indianapolis Tier 2 Studies - Section 5
Michael Baker Jr., Inc.
3802 Industrial Boulevard, Unit 2
Bloomington, IN 47403
Phone 812-355-1390
pjufko@mbakercorp.com
www.mbakercorp.com

Jufko, Philip

From: Jufko, Philip
Sent: Wednesday, December 19, 2012 4:00 PM
To: Faron Livingston
Cc: Miller, David C; Hamman, Mary Jo
Subject: RE: I-69 Section Environmental Studies - Local Fire/EMS Follow-up Meeting - January 9th at 2 p.m.

Chief Livingston,

Thank you for your input. We look forward to seeing you at the meeting on January 9th.

Regards,

Philip Jufko
Public Involvement Coordinator
I-69 Evansville to Indianapolis Tier 2 Studies - Section 5
Michael Baker Jr., Inc.
3802 Industrial Boulevard, Unit 2
Bloomington, IN 47403
Phone 812-355-1390
pjufko@mbakercorp.com
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Baker

Creating Value ... Delivering Solutions.

Please consider the environment before printing this email.

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Philip Jufko
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Michael Baker Jr., Inc.
3802 Industrial Boulevard, Unit 2
Bloomington, IN 47403
Phone 812-355-1390
pjufko@mbakercorp.com
www.mbakercorp.com

Hamman, Mary Jo

From: Tom Micuda <micudat@bloomington.in.gov>
Sent: Wednesday, January 02, 2013 1:59 PM
To: Hamman, Mary Jo
Cc: Adrian Reid; Scott Robinson; Josh Desmond; Anna Dragovich; Vince Caristo; Mark Kruzan
Subject: Comments on Draft Environmental Impact Statement
Attachments: DEIScomments-1-2-13.pdf

Hello, Mary Jo. Attached are the comments that the City has put together concerning the Draft Environmental Impact Statement for the Interstate 69 project. Please don't hesitate to let us know if you have any questions about the information we've provided. Thanks.

tom

--
Tom Micuda, AICP
Planning Director

City of Bloomington

Date: January 2, 2013
To: Mary Jo Hamman
From: Tom Micuda, Planning Director
Adrian Reid, City Engineer
Re: I-69 Draft Environmental Impact Statement
City of Bloomington Comments

Introduction

The City would like to thank you for the opportunity to comment on the Draft Environmental Impact Statement (DEIS) and Preferred Alternative proposed in the Draft. The following pages contain the City of Bloomington's comments regarding the Preferred Alternative. Many of the comments in this document reflect previous correspondence we've submitted to Michael Baker and INDOT concerning this project. Certainly, we will continue to work with you and INDOT on design specifics if the project advances to the FEIS and ROD.

Tapp Road

The City supports the split diamond interchange at Tapp Road and 2nd Street. In addition, we submit the following comments regarding Tapp Road:

- The City accepts the proposed closure of Tech Park Blvd./ Rex Grossman Blvd. with the understanding that Deborah Drive then becomes the only access into both the Southern Indiana Medical Park and Public Investment Corporation properties on the south and north sides of Tapp Road respectively.
- The City proposes that INDOT extend the City's multi-use path on the north side of Tapp from its western terminus to and across the bridge.
- On the south side of Tapp Road, the City's preference is for a five (5) foot wide sidewalk separated from the roadway with a five (5) foot grass/tree plot and 6" concrete curb.
- We are requesting that the multi-use path be a minimum of ten (10) feet width and separated from the roadway with a 6" concrete curb.
- The City's current project on Tapp Road ends at Deborah Drive. The multi-use path ends there as well, so our request is for the work on the interchange to connect to the path.
- If a median is constructed on the interchange approaches at Tapp, the City requests landscaping treatments for the median and would be willing to work with INDOT on an agreement regarding the plant material and maintenance of such a landscaped median.

2nd Street

The City supports the split diamond interchange at Tapp Road and 2nd Street. In addition, we submit the following comments regarding 2nd Street:

- The Preferred Alternative shows the existing entrance to Sam's Club and the former Wal-Mart building being removed in lieu of the proposed access lane(s) extending south from 2nd to Tapp. City Planning has recently become aware of a potential business

which would occupy the old Wal-Mart site. We are concerned that removal of this existing access point in favor of sole commercial access via a neighborhood street (Hickory Leaf Drive) will hurt business viability and create unnecessary congestion.

- The City's preference for bicycle and pedestrian facilities on 2nd Street would be similar to those on Tapp Road. We are requesting that the path be a minimum of ten (10) feet wide and separated from the roadway with a 6" concrete curb.
- These bicycle and pedestrian facilities should be extended from the west side of Basswood Drive to the west side of Liberty Drive.
- If a median is constructed on the interchange approaches at 2nd Street, the City requests landscaping treatments for the median and would be willing to work with INDOT on an agreement regarding the plant material and maintenance of such a landscaped median.

Waphehani

The mainline of the proposed Interstate contains one option that impacts this City Park Facility and a second option which shifts the mainline west to avoid any disturbance. This second option creates greater impacts to properties west of the proposed Tapp Road interchange. The City is in the process of evaluating these two alternatives and will soon be providing INDOT the results of this evaluation. For this DEIS stage, we simply note the potential impacts of the Interstate mainline on the City's natural resource.

Dedicated Bike/Ped Bridge

The City's first priority is seeing that bicycle and pedestrian accommodations are made at the 2nd Street and 3rd Street interchanges. We also support the concept of a dedicated bike/ped bridge, while noting that there is more information that needs to be considered beyond the DEIS stage in this process. As a result, we believe that the bike/ped bridge idea may further develop as the process continues, and we support that effort to the maximum extent feasible. Our top concern, however, is the provision of safe, comfortable bicycle and pedestrian accommodations across the interstate at 2nd and 3rd Streets.

3rd Street

The City supports maintaining the interchange at 3rd Street but has serious concerns regarding traffic of all modes.

- The City Engineering Department sent traffic count and signal timing information to INDOT's traffic consultant (BLA). The results of BLA's microsimulation likely will indicate traffic issues which the City has been observing particularly on 3rd Street with westbound backups due to the State's coordinated system giving preference to SR 37 and with phasing issues at the City's signal at Franklin Drive. The City reiterates its previous commentary to Michael Baker and INDOT that the signal at Franklin will likely impact traffic in the interchange and should be considered in the interchange plans in terms of either its removal or reduction in its phases.
- Bicycle and pedestrian facilities through this interchange will be very challenging given the high volume of traffic. The City constructed on-street bicycle facilities and sidewalk on both the north and south sides of 3rd Street as part of its recently completed West

3rd Street project. However, given the high volume and speed, the City's preference for the interchange would be to transition the bike lanes to an off-street, multi-use path on both sides.

  - Our preference is for a 10 ft. wide multi-use path separated from the roadway with a 6" concrete curb and buffered by a 5 ft. shoulder.
  - Alternatively, the City would also be satisfied with an on-street facility, specifically a 10-12 ft. buffered bike lane with 6 ft. wide sidewalk on the outsides of the bike lanes.
  - Our preference in either case should use NAACTO guidelines.
  - The City is in the process of implementing its Greenways Implementation Plan. One of the facilities included in the plan is for West 3rd Street between Franklin and Liberty Drive. The plan proposes that the City and INDOT coordinate to reduce lane widths in order to provide on-street bike lanes in both directions.
  - Both Bloomington Transit and Rural Transit provide service along the 3rd Street corridor, on both sides of the interchange. This amplifies the need for safe, comfortable bicycle and pedestrian facilities.
- The bike/ped facilities should extend from the west side of Franklin Drive to the west side of Liberty Drive.
- The City constructed a landscaped median as part of its West 3rd Street project. The medians west of our project limits, i.e. those maintained by INDOT, do not look appealing. If a median is constructed on the interchange approaches at 3rd Street, the City requests landscaping treatments for the medians and would be willing to work with INDOT on an agreement regarding the plant material and maintenance of such a landscaped median.

17th Street / Vernal Pike

The City supports the Preferred Alternative recommendation of an overpass connecting Vernal Pike on the west side of I-69 to West 17th Street on the east side.

- Access from Crescent Drive to 17th Street must be maintained. Unless traffic projections indicate otherwise, the City supports a stop control for Crescent Drive while through traffic on 17th Street does not stop. If traffic data indicate something more is needed in terms of traffic control, the City requests that a roundabout be evaluated.
- The City strongly reiterates its previous request that INDOT look at further improvements to 17th Street from the proposed project limits at Crescent to the western project limit of the City's proposed roundabout at the 17th/Arlington/Monroe intersection.
- The City also requests that INDOT look at further improvements to Crescent Road between 17th Street and Vernal Pike as this road will realize increased truck and vehicular traffic due to the closure of Vernal Pike at SR 37/I-69. With Vernal Pike proposed to dead end on the east side of I-69, the Crescent & Vernal intersection should be reconfigured so that eastbound traffic on Vernal stops for cross traffic traveling north-south on Crescent.
- The City's stated priority for improvements to these two local streets would be that 17th Street carries a higher priority than Crescent Road because of the inherent safety/geometric issues on 17th Street, particularly at Lindbergh Drive. Therefore,

improvements should occur first (immediately) on 17th Street.

- The City's preferred cross section for 17th Street would be two 11 ft. wide travel lanes with a center TWLT lane (also 11 ft. wide) to match the recently constructed Vernal Pike section on the west side of I-69. A landscaped median would be an acceptable alternative to the TWLT lane where feasible.
    - On the South side of 17th, the City recommends a 6" curb, 5 ft. wide tree plot. and a 5 ft. wide sidewalk.
    - On the North side of 17th Street, the City prefers a 6" curb, 5 ft. wide tree plot, and 8 ft. wide multi-use path.
    - If the TWLT lane is not feasible, the City would prefer the two-lane section with dedicated left turn lanes at intersections with other public streets.

Acuff Road

The City supports the elimination of Acuff Road access along the east side of Interstate 69. With this access elimination, the intersection between Acuff Road and Prow Road will need to be improved with a horizontal curve that will allow for better traffic movements.

Walnut Street

The City supports the Preferred Alternative Option which retains the partial interchange at Walnut Street with the extension of Sample Road west to Bottom Road (with partial use of Lawson Road) as discussed with INDOT Deputy Director Sam Sarvis in the Chamber of Commerce meeting on December 19, 2012. Essentially, the extension of Sample as requested by Monroe County would satisfy concerns regarding an alternative access to I-69 for residents of Ellettsville and northwest Monroe County. The City is supportive of the County's request and also supports retention of the partial interchange at Walnut Street. The partial interchange would allow existing access to Bloomington and IU to be maintained and provide a secondary entrance into Bloomington from the north, which is especially critical during large IU events such as graduation, move-in, and athletic events.

General Comments

- The proposed cross-sections for Tapp Road, 2nd Street, 3rd Street, and 17th Street appear to have the flexibility to accommodate the bicycle and pedestrian facilities we have requested in many previous comments. The concerns we have spoken about in previous meetings and in previous comments are still valid in terms of user comfort. In the proposed locations where traffic volumes and speeds are higher, we propose using NAACTO standards, which the City's standards are based on.
- As stated in previous comments submitted to INDOT, the City concurs with the interchange locations as proposed in the preferred alternative.
- The City would prefer the use of roundabouts over signals wherever possible for purposes of safety and traffic calming. Specifically, roundabouts should be examined at new interchanges such as Tapp Road, at new local intersections such as Crescent and 17th Streets, and as possible solutions to other traffic issues on 2nd and 3rd Streets.
- Aesthetics are another important consideration for the City of Bloomington. The City submitted comments to that effect in April of 2012 and still have an interest in working

with INDOT on bridge treatments, landscaped medians, tree plots, and gateway opportunities (particularly at 3rd Street). The City would also be interested in partnering with INDOT to find appropriate places for public art opportunities.

  - The Bloomington Chamber of Commerce has formed a subcommittee of its I-69 collaboration group for the express purpose of examining aesthetic treatments throughout Section 5 in Bloomington and Monroe County. Through this group, various aesthetic treatments will be specified, and the City is supportive of this group's efforts.

- Bicycle and pedestrian accommodations across I-69 are paramount even at interchanges proposed not to be altered. The City is committed to the provision of bike and ped connectivity throughout Bloomington and believes that the same can be accomplished with the interstate project. To that end, the City would consider entering an agreement with INDOT to share a portion of the funding for bike and pedestrian accommodations beyond the basic provisions proposed as part of the project.
- Rule 5
  - Since Section 5 proposes conversion of an existing state route, the issue of local regulation of fill and borrow sites is less significant but still concerning to the City given limited staff resources to review and inspect any Rule 5 sites in City limits. It is unlikely that such sites will be adjacent to I-69, but there are some sites in City limits which could serve as fill or borrow sites. As these sites are largely unknown until after bid letting, the City requests as much advance notification as possible. In the event that a significant number of these sites are operating in the City's MS4 boundaries, the City may request assistance in some fashion.
- Construction
  - The City requests that any potential construction plans and phasing be reviewed and approved by the City Engineering Department and other emergency response agencies. INDOT's Bypass Project utilized their Partnering program for the duration of construction. These bi-weekly meetings were valuable to the City to coordinate construction-related activities, and the City strongly recommends implementing this program if Section 5 is constructed.
  - The most significant concern with potential Section 5 construction is how the improvements to existing 37 would be sequenced. At this point, INDOT may have some idea whether improvements occur all at once or are built in a piecemeal fashion. The impacts are very different between these two scenarios, so the City has concerns regarding sequencing. For instance, if access to both the 3rd and 2nd Street interchanges were under construction simultaneously, the City would have serious traffic issues. Also, there likely are scenarios whereby INDOT may require usage of local roads as detour routes. As a result, the City requests to be included in the coordination of construction sequencing as early in the design process as possible.
  - A number of quarries operate in Bloomington, the City is concerned with significantly more truck traffic to and from these areas and the impact that this additional traffic will have on the condition of local streets. Again, this will not be known until potential bid lettings occur, but the City would ask for consideration

of truck routes to and from the I-69 project as well as periodic monitoring for damages caused by project-related truck traffic.
    - The Monroe County Highway Department should also review truck routes related to potential construction to assure bridge weight limit restrictions are adhered to for bridges in their inventory.
- Utility Coordination
    - INDOT also implemented a utility coordination process for the Bypass project which worked very well in our opinion. INDOT hired someone to oversee all of the utility coordination with the exception (at first) of City of Bloomington Utilities. Having this oversight expedited utility relocation work. The City requests inclusion of both City Engineering and City Utilities Department staff in utility relocation coordination if INDOT were to conduct the I-69 project in the same manner as the Bypass. Tim Muench and James Culbertson at INDOT are contacts at INDOT who have intimate knowledge of utility coordination on the Bypass project.
    - Relocation work involving City of Bloomington Utilities (CBU) requires review and approval by CBU's Engineering Department to ensure adherence to their standards and specifications which can be found at https://bloomington.in.gov/documents/viewDocument.php?document_id=149 . Among other rules, CBU requires oversight of installation of their facilities by an in-house inspector to ensure that their facilities are properly tested and constructed.
- Noise
    - The City has a local noise ordinance, and INDOT has been considerate of this ordinance during past projects such as the Bypass expansion. The City respectfully requests adherence to this ordinance for any part of I-69 construction occurring within City limits. The City's noise ordinance reads as follows:

        - *14.09.040 - Exemptions.*
          The following uses and activities shall be exempt from the provisions of this chapter:

          (b) Construction operations for which building permits have been issued or construction operations for which a permit is not required shall be exempt from the noise control ordinance under the following conditions and with the following exceptions:

          (1) Such operations that occur after six a.m. and before ten p.m., except on Sundays and holidays, as defined in Section 14.09.020. However, in recognition of the work necessary to prepare and close a site each day, motor vehicles transporting heavy construction equipment or construction materials to and from construction sites at those times shall be exempt from the time restrictions set forth above.

(2) Because of the loud and unusual sounds, and the ground vibrations associated with pile drivers, steam shovels, pneumatic hammers, and steam or diesel gasoline hoists, the operation of this equipment shall be exempt but only when it occurs between the hours of seven a.m. and eight p.m. or when allowed by special permit.

(3) In order to be exempt, all equipment used in such operations shall be operated with the manufacturer's mufflers and noise reducing equipment in use and in proper operating condition;

- Permission to operate outside of these parameters must be obtained from the City of Bloomington Board of Public Works. We would also suggest that INDOT contact Indiana University regarding critical dates for heavy traffic events such as move-in week, commencement, and football games.

Consistency of Project with City and MPO Transportation Policy Documents
After reviewing the DEIS, the City notes that accommodations for additional modes of transportation, namely pedestrians, bicycles, and public transit, have not yet been provided to the same degree as for motor vehicles. The City believes that such accommodations must be made in the name of public safety.

Bloomington has historically planned for all modes and has been nationally recognized as a community which wholeheartedly seeks to accommodate all modes of transportation. This planning can be found in the 2030 Long Range Transportation Plan (LRTP), the MPO Complete Streets Policy, I-69/SR37 Alternative Transportation Corridor Study (ATCS), the SR37 Grade Separated Crossing Feasibility Analysis and Design project, Bloomington Bicycle and Pedestrian Transportation and Greenways System Plan (2001, amended 2008), Bloomington Master Thoroughfare Plan (2002), Breaking Away: Journey to Platinum (2011), and the Bloomington Public Transportation Corporation Transit Development Program Update (2009). These documents address the specifics of how bicycle, pedestrian, and transit facilities will be constructed in order to provide access to either side of I-69/SR 37.

The City respectfully requests that the following comments concerning the Tier 2 DEIS be addressed in the Final Environmental Impact Statement and the subsequent Record of Decision.

Tier 2 DEIS: Chapter 2, Section1: Statement of Purpose and Need
The I-69 Evansville to Indianapolis Tier 2 Studies, Section 5 Draft Environmental Impact Statement references nine specific goals from the Tier 1 Study that have been carried forward into this Tier 2 Study (Chapter 2, Section 2.1, pp 2-2 to 2.3). Of these nine goals, Goal 2, "Improve Personal Accessibility for Southwest Indiana Residents" has an important role in determining many impacts and potential mitigation strategies for Section 5. Goal 5, "Increase accessibility for Southwest Indiana businesses to labor, suppliers, and consumer markets", also has an important role in determining accessibility impacts. However, the relationship of

these two goals towards the four local needs identified is not clearly established (Chapter 2, Section 2.1, p 2.4). While the other specific Tier 1 goals have an intuitive relationship to these local needs, Goal 2 and Goal 5 do not. Therefore, Goal 2 and Goal 5 should be included as a fifth local "accessibility" need or clearly incorporated into one of the four current identified needs. This recommendation would be consistent with both local and previous I-69 Evansville to Indianapolis studies. Furthermore, Table 2-2: Section 5 Goals and Performance Measures (Chapter 2, Section 2.5, p 2-24) should adequately reflect any changes to local accessibility needs and specifically address the relationship of Goal 2 and Goal 5 regardless. At the very least, an explanation is needed as to why both Goal 2 and Goal 5 were not carried forward and any respective performance measures were not developed.

Tier 2 DEIS: Chapter 2, Section 2.4: Other Local Plans and Studies; Chapter 4, Section 2: Human Environment (Community Impact Assessment)

The following are local studies and plans that the City believes should be included within Chapter 2 of the Section 5 Draft Environmental Impact Statement. Additionally, these documents should be examined in the Chapter 4 discussion because they provide important considerations for the Human Environment and more specifically acknowledge both existing and future needs for all modes of transportation. The subsection on Community Facilities and Services (Chapter 4, Section 2, Subsection 2.5, pp 4.2-43 to 4.2-54) does not do enough to identify access and mobility needs for both existing and anticipated future bicycle, pedestrian, and transit users.

Bloomington Bicycle and Pedestrian Transportation and Greenways System Plan (2001, amended 2008)

This plan is adopted as part of the Growth Policies Plan and identifies various existing and planned infrastructure needs for bicycle and pedestrian transportation, including facilities within the 2000 foot I-69 Section 5 study area. The plan also provides prioritization, policy direction, and design considerations for these facilities. At a minimum, the Bicycle and Pedestrian Facility map (p 9 of the Plan is attached) should be referenced for various needs and impacts associated with Section 5 and a preferred design alternative.

Bloomington Master Thoroughfare Plan (2002)

This plan is adopted as part of the Bloomington Growth Policies Plan and identifies local functional road classifications, location and construction standards for all existing and proposed right-of-ways (IC 36-7-4-506), typical roadway characteristics, and priorities for the right-of-way.

Breaking Away: Journey to Platinum (2011)

This report was commissioned by the City of Bloomington Common Council and identifies facilities for bicyclists among many other recommendations set to make Bloomington one of the best bicycle friendly communities in America. The report focuses on methods within Engineering, Education, Enforcement, Encouragement, and Evaluation and Planning as a means for Bloomington to become a Platinum level Bicycle Friendly Community. Many on-street bicycle facilities are identified within the 2000 foot I69 Section 5 study area.

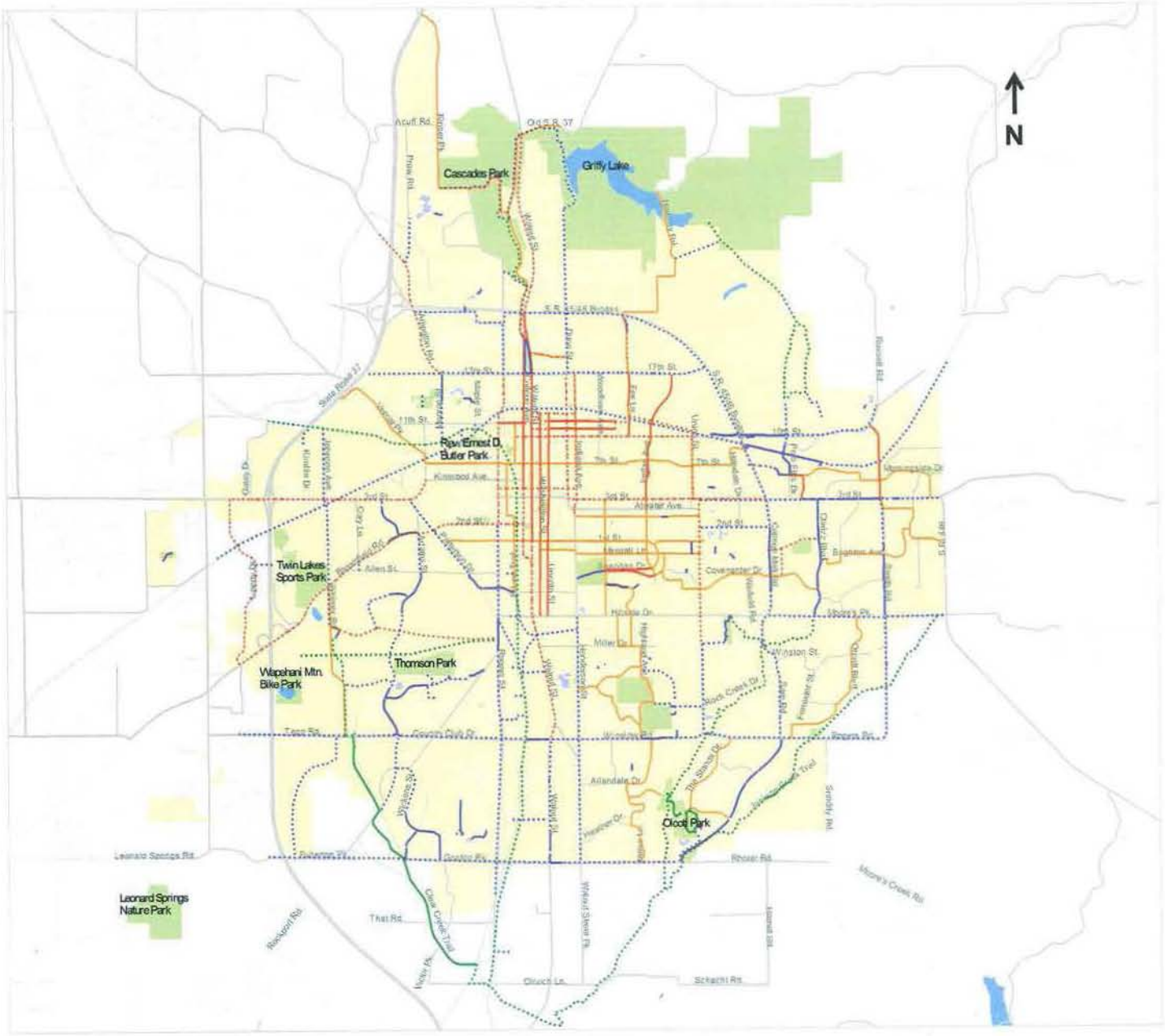
Wapehani Mountain Bike Park: Resolution 11-27 (2011)
Resolution 11-27 of the Redevelopment Commission of the City of Bloomington Indiana, which is attached, provides $30,000 in support of the Breaking Away Journey to Platinum recommendation to make Wapehani a regional draw for mountain bike enthusiasts as a IMBA (International Mountain Biking Association) designated *Gateway Trail System*. Improvements include, trail rerouting, new trail development, trail features, and other park improvements. Most of the labor is reliant upon dedicated volunteers and most improvements of phase one, of a three phase plan, have been completed. Gateway Trail Systems aim to serve youth and family-friendly mountain biking riders in close proximity to urban areas. They can be built in small parks at a reasonable cost, and with a minimal environmental footprint. Wapehani uses a series of looped trails designed for beginner, intermediate, and expert riders. Future activities include sanctioned mountain bike races and other community events.

Bloomington Greenways Implementation Plan (2012)
This bicycle facility feasibility and design document provides cross-sections, project designs, and design guidelines for a comprehensive list of various bicycle infrastructure throughout Bloomington, including locations within the I-69 study area.

Bloomington Public Transportation Corporation Transit Development Program Update (2009)
This report identifies the longer-term plan for Bloomington Transit to accommodate the city's growth and future changes in land use and travel patterns. The study concludes most job growth is anticipated west of SR 37 (IU and the Downtown will still account for a significant portion) and travel demand in the southwest part of the city will also experience great increases. Six transit service gaps are identified, two of which transect the I-69 corridor. An attached map from this Program Update has been included and represents projected Year 2030 transit trips. A pattern of west-east movement on either side of the projected I69 corridor is quite apparent. The report recommends various local, cross-town, and corridor service improvements. Service improvements consider both access and mobility of transit service and transit users alike while factoring in various operations and maintenance elements.

Annual BMCMPO Crash Reports
Annual crash data is analyzed and summarized in both one year and three year time series. The reports identify numerous locations within the 2000 foot I69 Section 5 study area that have a high incidence of crashes and present an array of transportation safety concerns.

BMCMPO Complete Streets Policy (Adopted January 2009)
The Bloomington/Monroe County MPO's commitment to transportation planning regardless of age, mode, or ability in all future transportation projects is evidenced by the passing of a Complete Streets Policy in January 2009 (Please see attachment for the adopted policy).



City of Bloomington

Bicycle and Pedestrian Transportation & Greenways System Plan

Bicycle and Pedestrian Facilities Network

- Planning Jurisdiction
- City of Bloomington Parks
- Lakes
- Schools

- Signed bike route
- Existing bike lane
- Future bike lane
- Existing sidepath/connector path
- Future sidepath/connector path
- Existing multi-use trail
- Future multi-use trail

11-27
RESOLUTION
OF THE
REDEVELOPMENT COMMISSION
OF THE
CITY OF BLOOMINGTON INDIANA

WHEREAS, pursuant to Ind. Code 36-7-14, the Redevelopment Commission of the City of Bloomington and the Common Council of the City of Bloomington have created an economic development area known as the Tapp Road economic development area ("Tapp Road TIF"), the purpose of which is to facilitate economic development and revitalization in Bloomington; and,

WHEREAS, the Common Council of the City of Bloomington, Indiana established the Bloomington Platinum Biking Task Force to assess Bloomington's strengths and weaknesses in regard to bicycling and make affordable and sustainable recommendations to both the City and community on how to achieve a platinum designation from the League of American Bicyclists' Bicycle Friendly Program by 2016 and attract more people to bicycling; and,

WHEREAS, the City's Parks and Recreation and the Planning Department, along with the extensive help of volunteers of the Hoosier Mountain Bike Association, jointly implement a three-phase Revitalization Project for Wapehani Mountain Bike Park, with Phase I addressing immediate improvements and maintenance for which grant money is sought through the Bikes Belong Community Partnership grant, Phase II improving the access road to the park and trailhead, and, Phase III, providing educational opportunities to the community, and identifying the community's long-term needs and priorities for the park and its water, path and land assets; and,

WHEREAS, the Bloomington Platinum Biking Task Force reviewed the Revitalization Project for Wapehani Mountain Bike Park at their July 28, 2011 meeting and finds it to be consistent with actions necessary to achieve the platinum designation by 2016, and finds it also to hold great potential to attract more varied types of users and statewide competitive events if the trail system is improved according to International Mountain Bicycling Association standards; and,

WHEREAS, support from the Redevelopment Commission will complement a Bikes Belong Community Partnership grant that will fund the first of a the three phase Revitalization Project that will take the opportunity to re-use lumber harvested in the park after it sustained significant tornado damage in May 2011, which will reduce overall fiscal costs for trail improvements; and,

WHEREAS, the Redevelopment Commission of the City of Bloomington approved funding for enhanced safety along the Tapp Road corridor and improved area access and mobility to Wapehani Mountain Bike Park with a multi-use sidepath along Tapp Road, and improvements to the Clear Creek Trail network, through its Tapp Road Phase Three resolution 11-05, ; and,

WHEREAS, the total amount requested to be paid from the Tapp Road TIF for projects detailed within the scope the Bike Belong Grant Application, submitted on or before August 26, 2011, known as the Wapehani Mountain Bike Park Trail Improvements and Revitalization Project is Thirty Thousand Dollars ($30,000.00);

NOW, THEREFORE, BE IT RESOLVED BY THE REDEVELOPMENT COMMISSION OF THE CITY OF BLOOMINGTON, INDIANA, THAT:

The expenditure of an amount of Thirty Thousand Dollars ($30,000.00) from the Tapp Road TIF to support a multi-year revitalization project and leverage up to an additional Ten Thousand Dollars ($10,000.00) through a Bikes Belong Community Partnership Grant request is hereby approved.

BLOOMINGTON REDEVELOPMENT COMMISSION

David Walter

David Walter, President

ATTEST:

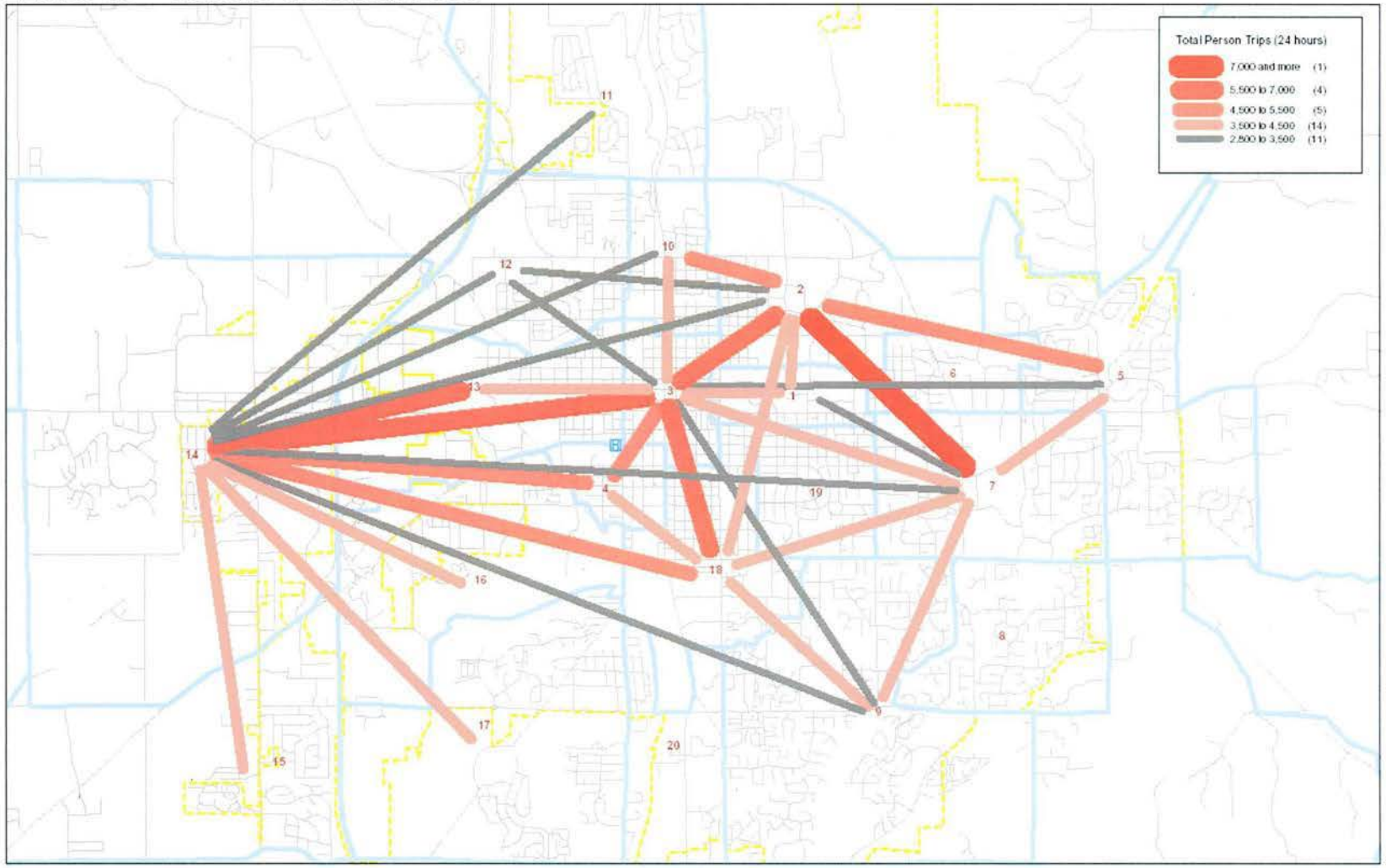
Michael Gentile

Michael Gentile, Secretary

8/1/11

Date

Exhibit 10 – Travel Patterns in 2030



BLOOMINGTON + MONROE COUNTY
mpo

Bloomington/Monroe County Metropolitan Planning Organization

ADOPTION RESOLUTION FY 2009-08

RESOLUTION ADOPTING A COMPLETE STREETS POLICY as presented to the Policy Committee of the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPO) on January 9, 2009.

WHEREAS, the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPO) is the organization designated by the Governor of Indiana as the Metropolitan Planning Organization responsible for carrying out, with the State of Indiana, the provisions of 23 U.S.C. 134, and capable of meeting the requirements thereof for the Bloomington, Indiana urbanized area; and

WHEREAS, it is the intent of the Bloomington/Monroe County Metropolitan Planning Organization to establish a Complete Streets Policy so that all roads will be designed and built to accommodate all users of a corridor including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users; and

WHEREAS, the Bloomington/Monroe County Metropolitan Planning Organization has prioritized development of a truly multi-modal system in the Vision Statement of the Long Range Transportation Plan; and

WHEREAS, the Bloomington/Monroe County Metropolitan Planning Organization's Transportation Improvement Program identifies implementation of capital improvements in the urbanized area; and

WHEREAS, the civic guidance of the Citizens Advisory Committee and the technical expertise of the Technical Advisory Committee can ensure that investment in transportation infrastructure addresses the needs of all users of a corridor.

NOW, THEREFORE, BE IT RESOLVED:

(1) That the Bloomington/Monroe County Metropolitan Planning Organization hereby adopts the Complete Streets Policy herein attached; and

(2) That the adopted policy shall be forwarded to all relevant public officials and government agencies, and shall be available for public inspection during regular business hours at the City of Bloomington Planning Department, located in the Showers Center City Hall at 401 North Morton Street, Bloomington, Indiana.

PASSED AND ADOPTED by the Policy Committee by a vote of 8 - 4, upon this 9th day of January, 2009.

Kent McDaniel
Chair, Policy Committee
Bloomington/Monroe County MPO

Attest: Josh Desmond
Director
Bloomington/Monroe County MPO

Hamman, Mary Jo

From: Tom Micuda <micudat@bloomington.in.gov>
Sent: Wednesday, January 02, 2013 2:05 PM
To: Hamman, Mary Jo
Cc: Scott Robinson
Subject: Re: Comments on Draft Environmental Impact Statement

Hello again, Mary Jo. Considering the importance of this correspondence as well as the January 2 deadline required for comments, please confirm that you have received this email on time. Thanks!

tom

On Wed, Jan 2, 2013 at 1:59 PM, Tom Micuda <micudat@bloomington.in.gov> wrote:
Hello, Mary Jo. Attached are the comments that the City has put together concerning the Draft Environmental Impact Statement for the Interstate 69 project. Please don't hesitate to let us know if you have any questions about the information we've provided. Thanks.

tom

--
Tom Micuda, AICP
Planning Director

--
Tom Micuda, AICP
Planning Director

Hamman, Mary Jo

From: Hamman, Mary Jo
Sent: Wednesday, January 02, 2013 2:11 PM
To: 'Tom Micuda'
Cc: Adrian Reid; Scott Robinson; Josh Desmond; Anna Dragovich; Vince Caristo; Mark Kruzan
Subject: RE: Comments on Draft Environmental Impact Statement

Thank you Tom. I am in receipt of the letter. I will let you know if we need any clarification as we embark on our review.

In compliance with the requirements of the National Environmental Policy Act (NEPA), all comments received during the DEIS comment period are considered on an equal basis. All 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 the input on the Section 5 DEIS.

Mary Jo

From: Tom Micuda [mailto:micudat@bloomington.in.gov]
Sent: Wednesday, January 02, 2013 1:59 PM
To: Hamman, Mary Jo
Cc: Adrian Reid; Scott Robinson; Josh Desmond; Anna Dragovich; Vince Caristo; Mark Kruzan
Subject: Comments on Draft Environmental Impact Statement

Hello, Mary Jo. Attached are the comments that the City has put together concerning the Draft Environmental Impact Statement for the Interstate 69 project. Please don't hesitate to let us know if you have any questions about the information we've provided. Thanks.

tom

--
Tom Micuda, AICP
Planning Director

Hamman, Mary Jo

From: Beth Rosenbarger <brosenbarger@co.monroe.in.us>
Sent: Wednesday, January 02, 2013 5:23 PM
To: Hamman, Mary Jo
Subject: Active Transportation Committee of Monroe County: I-69 Section 5 Comments
Attachments: Active Transportation Committee Section 5 Comments.pdf

Ms. Hamman,

I have attached comments regarding Section 5 of I-69 on behalf of the Active Transportation Committee of Monroe County. Thank you for your time and consideration. Please feel free to contact me with any questions.

Cheers,
Beth Rosenbarger

Beth Rosenbarger
Monroe County Planning
brosenbarger@co.monroe.in.us
812.349.2562

Active Transportation Committee
Monroe County
501 N. Morton Street, Suite 224
Bloomington, IN 47404
812.349.2560

January 2, 2013

As INDOT considers design options for Section 5 of I-69, the Active Transportation Committee of Monroe County would like to emphasize the importance of multi-modal connectivity. The highway will divide Bloomington's western neighborhoods from the town center in addition to limiting east-west connectivity for bicyclists and pedestrians throughout the county. The Active Transportation Committee urges INDOT to consider bicycle and pedestrian infrastructure to provide multi-modal access and connectivity across I-69.

Issue:

Depending on which design options are constructed, the I-69 corridor could be a barrier for east/west access in Bloomington and Monroe County. Residents living west of the highway must cross it to access downtown Bloomington while residents east of the highway need to cross the highway to access the business district west of the highway. These roads carry high volumes of high-speed traffic, but also connect important destinations on both sides of IN-37. Providing multi-modal transportation options to all residents is a priority for the City of Bloomington, Monroe County, and Indiana University.

Existing conditions and facilities:

Second Street has a sidepath along the north side, to the east of IN-37 in development. There are no facilities on the south side. There are Bloomington Transit bus stops on both sides of IN-37; this increases pedestrian use of the area.

Third Street currently has bicycle lanes that begin east of IN-37 at Franklin Road and continue for approximately one mile to Landmark Road. More connections to the bike lanes are planned that will connect the lanes with downtown Bloomington. Third Street also has Bloomington Transit stops on both sides of IN-37.

Vernal Pike currently has a sidepath along the north side starting at Woodyard Road and continuing west. The City of Bloomington has planned a sidepath for the north side of Tapp Road.

Plan Support for Pedestrian and Bicycle Facilities:

The Indiana University Campus, City of Bloomington, and Monroe County have each been recognized with Bicycle Friendly ratings from the League of American Bicyclists with Bronze, Silver, and Honorable Mention ratings, respectively. Additionally, several plans have stressed the importance of multi-modal transportation for the region. These plans include The Bloomington Bicycle and Pedestrian Transportation and Greenways System Plan, The Monroe County Alternative Transportation and Greenways System Plan, Bloomington Growth Policies Plan, the 2030 Long Range Transportation Plan, the Complete Streets Policy, and the I-60/SR-37 Alternative Transportation Corridor Study.

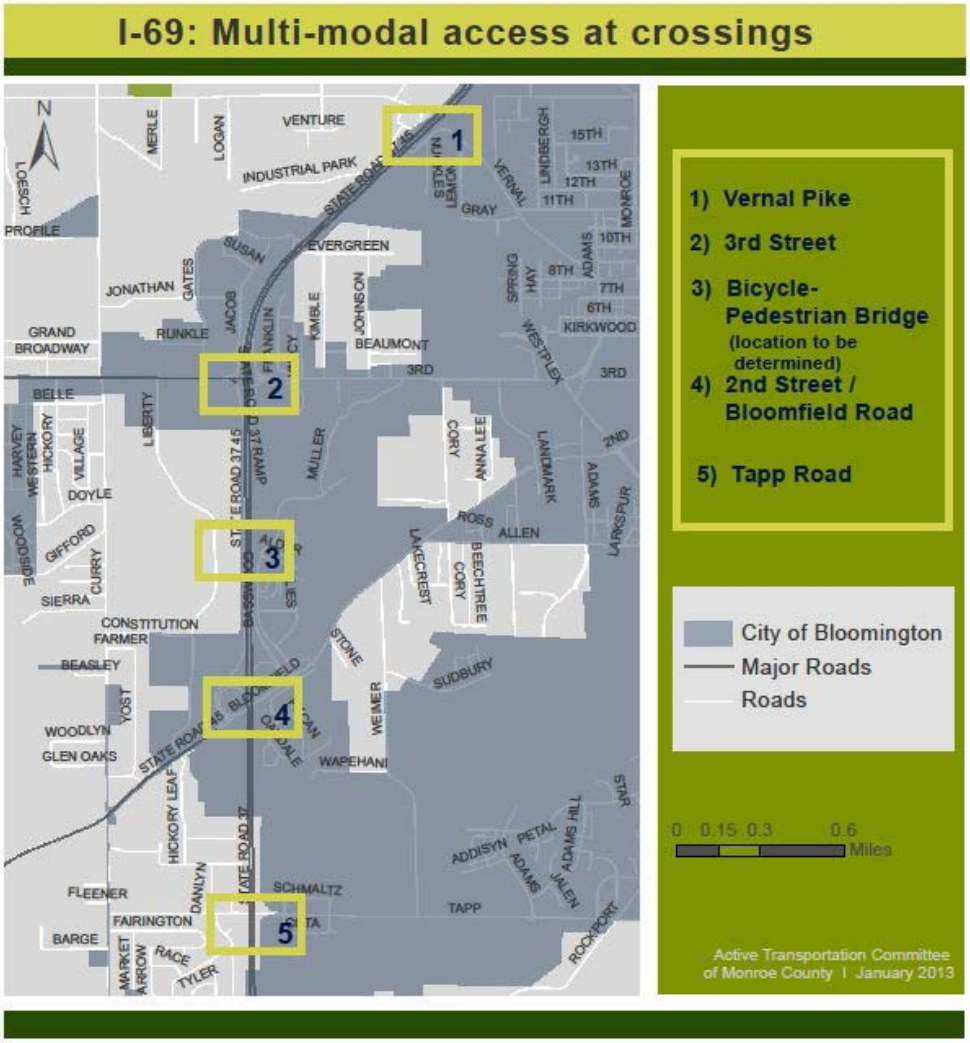
Proposed Facility Options:

The following charts describe four alternatives for consideration to provide pedestrian and bicycle access across highway I-69. These facility considerations include the recommendation to build a pedestrian and bicycle bridge across the highway. For both 2nd and 3rd Streets, the minimum level of recommendations

changes if no bicycle and pedestrian bridge is built. The bicycle and pedestrian bridge would most likely be constructed in the vicinity of these two streets, thereby providing an alternative for 2nd and 3rd Street users. These recommendations are based on the regional transportation plans, current and proposed facilities, and existing conditions.

Definitions

- Sidepath: hard-surface path physically separated from the road; separated from the road with grass, trees, or a curb; preferred minimum width of 8 feet.
- Sidewalk: hard-surface path within street right-of-way for pedestrian use; preferred minimum width of 5 feet.
- Sidewalk Buffer: median between roadway and sidewalk; can include grass, trees or other dividers or landscape features.
- Bike Lanes: placed on both sides of the street; minimum width of 4 feet, preferred width of 5 feet.
- Bike Lane Buffer: a painted buffer between the bicycle lane and the automobile lanes; minimum width of 3 feet.



Infrastructure Recommendations:

2nd Street				
	Optimal	Acceptable	Minimal with Bridge	Minimal without Bridge
North Sidepath	x	x	x	x
South Sidewalk	x	x		
Sidewalk Buffer	x			
Bike Lanes	x	x		x
Bike Lane Buffer	x	x		

3rd Street				
	Optimal	Acceptable	Minimal with Bridge	Minimal without Bridge
North Sidewalk	x	x	x	x
South Sidewalk	x	x	x	x
Sidewalk Buffer	x			
Bike Lanes	x	x	x	x
Bike Lane Buffer	x	x		

Vernal Pike			
	Optimal	Acceptable	Minimal
North Sidepath	x	x	x
South Sidewalk	x	x	x
Sidewalk Buffer	x		
Bike Lanes	x	x	
Bike Lane Buffer	x	x	

Tapp Road			
	Optimal	Acceptable	Minimal
North Sidepath	x	x	x
South Sidewalk	x	x	x
Sidewalk Buffer	x		
Bike Lanes	x	x	
Bike Lane Buffer	x	x	

Plan Summary:

Abbreviation	Plan	Date	Adopted
I69-ATCS	I-69/SR-37 Alternative Transportation Corridor Study	June 2007	Monroe County
CS	Complete Streets Policy	January 2009	BMCMPO
BPTGSP	Bloomington Bicycle and Pedestrian Transportation and Greenways System Plan	March 2008	City of Bloomington
MCATGSP	Monroe County Alternative Transportation and Greenways System Plan	May 2006	Monroe County
GPP	Growth Policies Plan	December 2002	City of Bloomington
LRTP	2030 Long Range Transportation Plan	May 2010	BMCMPO
NACTO	National Association of City Transportation Officials - Urban Bikeway Design Guide	September 2012	
AASHTO	AASHTO Guide for the Development of Bicycle Facilities, 4th Ed	2012	AASHTO

Plan Support for Recommendations:

Bike Bridge	Specific Recommendations	General Support	Design Standards
	BPTGSP, I69-ATCS	GPP, LRTP, CS, MCATGSP	NACTO, AASHTO, BPTGSP, MCATGSP

2nd St	Specific Recommendations	General Support	Design Standards
Sidepath (N)	I69-ATCS, CS	GPP, LRTP, BPTGSP, MCATGSP	NACTO, AASHTO, BPTGSP, MCATGSP
Sidewalk (S)	I69-ATCS, CS	GPP, LRTP, BPTGSP, MCATGSP	NACTO, AASHTO, BPTGSP, MCATGSP
Sidewalk Buffer	I69-ATCS, CS	GPP, LRTP, BPTGSP, MCATGSP	NACTO, AASHTO, BPTGSP, MCATGSP
Bike Lanes	BPTGSP, MCATGSP, I69-ATCS, CS	GPP, LRTP	NACTO, AASHTO, BPTGSP, MCATGSP
Bike Lane Buffer		GPP, LRTP, MCATGSP, BPTGSP, I69-ATCS, CS	NACTO, AASHTO, BPTGSP, MCATGSP

3rd St	Specific Recommendations	General Support	Design Standards
Sidewalk (N)	MCATGSP, I69-ATCS, CS	BPTGSP, LRTP, GPP	NACTO, AASHTO, BPTGSP, MCATGSP
Sidewalk (S)	MCATGSP, I69-ATCS, CS	BPTGSP, LRTP, GPP	NACTO, AASHTO, BPTGSP, MCATGSP
Sidewalk Buffer	MCATGSP, I69-ATCS, CS	BPTGSP, LRTP, GPP	NACTO, AASHTO, BPTGSP, MCATGSP
Bike Lanes	MCATGSP, BPTGSP, I69-ATCS, CS	GPP, LRTP	NACTO, AASHTO, BPTGSP, MCATGSP
Bike Lane Buffer		GPP, LRTP, MCATGSP, BPTGSP, I69-ATCS, CS	NACTO, AASHTO, BPTGSP, MCATGSP

Tapp	Specific Recommendations	General Support	Design Standards
Sidepath (N)	BPTGSP, MCATGSP, I69-ATCS, CS	LRTP, GPP	NACTO, AASHTO, BPTGSP, MCATGSP
Sidewalk (S)	MCATGSP, I69-ATCS, CS	BPTGSP, LRTP, GPP	NACTO, AASHTO, BPTGSP, MCATGSP
Sidewalk Buffer	MCATGSP, I69-ATCS, CS	BPTGSP, LRTP, GPP	NACTO, AASHTO, BPTGSP, MCATGSP
Bike Lanes/shoulder	MCATGSP, BPTGSP, I69-ATCS, CS	GPP, LRTP	NACTO, AASHTO, BPTGSP, MCATGSP
Buffered Bike Lanes		GPP, LRTP, MCATGSP, BPTGSP, I69-ATCS, CS	NACTO, AASHTO, BPTGSP, MCATGSP

Vernal/17th	Specific Recommendations	General Support	Design Standards
Sidepath (N)	BPTGSP, MCATGSP, I69-ATCS, CS	LRTP, GPP	NACTO, AASHTO, BPTGSP, MCATGSP
Sidewalk (S)	MCATGSP, I69-ATCS, CS	BPTGSP, LRTP, GPP	NACTO, AASHTO, BPTGSP, MCATGSP
Sidewalk Buffer	MCATGSP, I69-ATCS, CS	BPTGSP, LRTP, GPP	NACTO, AASHTO, BPTGSP, MCATGSP
Bike Lanes	MCATGSP, BPTGSP, I69-ATCS, CS	GPP, LRTP	NACTO, AASHTO, BPTGSP, MCATGSP
Buffered Bike Lanes		GPP, LRTP, MCATGSP, BPTGSP, I69-ATCS, CS	NACTO, AASHTO, BPTGSP, MCATGSP

Hamman, Mary Jo

From: Hamman, Mary Jo
Sent: Wednesday, January 02, 2013 5:28 PM
To: 'Beth Rosenbarger'
Subject: RE: Active Transportation Committee of Monroe County: I-69 Section 5 Comments

Thank you Beth. I am in receipt of the letter. I will let you know if we need any clarification as we embark on our review.

In compliance with the requirements of the National Environmental Policy Act (NEPA), all comments received during the DEIS comment period are considered on an equal basis. All 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 the input on the Section 5 DEIS.

Mary Jo Hamman
I-69 Section 5 Project Manager

From: Beth Rosenbarger [mailto:brosenbarger@co.monroe.in.us]
Sent: Wednesday, January 02, 2013 5:23 PM
To: Hamman, Mary Jo
Subject: Active Transportation Committee of Monroe County: I-69 Section 5 Comments

Ms. Hamman,

I have attached comments regarding Section 5 of I-69 on behalf of the Active Transportation Committee of Monroe County. Thank you for your time and consideration. Please feel free to contact me with any questions.

Cheers,
Beth Rosenbarger

Beth Rosenbarger
Monroe County Planning
brosenbarger@co.monroe.in.us
812.349.2562

Hamman, Mary Jo

From: Rick Coppock <rcoppock@bynumfanyo.com>
Sent: Wednesday, January 02, 2013 4:21 PM
To: Hamman, Mary Jo
Subject: RE: I-69, Section 5 - DEIS Comment Period closes Jan. 2, 2013
Attachments: Town of Ellettsville I 69 Comments 1-2-13.pdf

Attached is a comment letter from the Town of Ellettsville.

Rick Coppock
Bynum Fanyo
528 N. Walnut Street
Bloomington, Indiana 47404
812-332-8030

From: Hamman, Mary Jo [mailto:MHamman@mbakercorp.com]
Sent: Monday, December 31, 2012 9:57 AM
To: 'ross@hollowayengineering.com'; 'lsmith@morgancoin.us'; 'rcoppock@bynumfanyo.com'; 'Bill Williams'; 'nvoyles@morgancounty.in.gov'; 'reida@bloomington.in.gov'; 'Josh Desmond'
Cc: 'Sarvis, Samuel'; Sandra Flum (sflum@indot.in.gov); Michelle Allen (Michelle.Allen@dot.gov); 'Bgeorge@dot.gov'; Peyton, James; Thurman, Julie A; Richards, Lorraine; Miller, David C; Manning, Lisa; 'Miller, Tim'; Eric Swickard (ESwickard@blainc.com); David Goffinet; Mike Grovak
Subject: I-69, Section 5 - DEIS Comment Period closes Jan. 2, 2013

All,

Just a gentle reminder that the close of the comment period for the I-69 Section 5 DEIS is coming up on January 2, 2013. We have received comments from a few of the Participating Agency members so far and are hoping to have official responses from the full membership. Please feel free to submit these in any format which is most convenient (paper, web, email). We will reply with an acknowledgement so you know they have been received.

While we will continue to coordinate through our Participating Agency Meetings, it is very important that we have your formal comments as we move into the next phase of the environmental studies. We truly appreciate your involvement.

Happy New Year,

Mary Jo Hamman
I-69, Section 5 Project Manager

CORPORATE TOWN OF ELLETTSVILLE

Office of the Town Council

Scott Oldham, President, Dan Swafford, Vice President, Philip Smith, Member
David Drake, Member, Dianna Bastin, Member
Sandra Hash, Clerk-Treasurer

January 2, 2013

Mary Jo Hamman P. E.
I 69 Project Manager
Michael Baker Corporation
3802 Industrial Blvd. Unit 2
Bloomington, Indiana 47403

Re: I-69 Preliminary Alternatives

As a participating agency on the Indiana Department of Transportation's I-69 Section 5 project the Town of Ellettsville would like to add the following comments;

In summary the Town supports the Preferred Alternate No. 8 of the DEIS as follows;

Ellettsville prefers Option A at North Walnut Street as this would provide access for the traffic movements generated from the areas in and around the Town of Ellettsville. This is necessary to maintain traffic flow from the Ellettsville area and developments north of Ellettsville and also to access Blucher Pool, a City of Bloomington Utilities maintained sewage treatment plant and provide safe and adequate access to the interchange. If this cannot be accomplished, Option B is supported provided a road is constructed that connects Bottom Road and the Sample Road interchange by Monroe County with assistance from INDOT.

Summary of North Walnut Street Interchange Proposals;

Option A – Full Access Interchange

Option A provides full access to Bottom Road, a concern for Ellettsville and Monroe County. Bottom Road serves the Ellettsville community and the developments surrounding it. It further serves as the main access to the City of Bloomington's Blucher Pool, a sewage treatment facility. This option would provide the best access to the traveling public in this area however it may create additional environmental concerns.

Option B – Use of the Existing Partial Interchange

Option B utilizes the existing partial interchange with no changes or access to the west. This will be an issue for those that currently utilize Bottom Road since it will not have connectivity to the interchange. It also lessens environmental impacts and financial impacts to the project.

Sample Road Interchange

Sample Road will remain open to traffic as proposed in the DEIS with the construction of a single folded interchange. The road segment will realize an increase in traffic due to the closure of access from the interstate at Bottom Road and Simpson Chapel Road. As stated previously for the North Walnut Street partial interchange (Option B), it will be necessary to improve Sample Road from Bottom Road to Old State Road 37 in order to;

1) Provide adequate east / west traffic flow and interstate access from Ellettsville area and northwest Monroe County.

2) Address concerns with access to the City of Bloomington Utilities Blucher Pool on Bottom Road for septic haulers and for delivery of supplies to the wastewater treatment plant.
3) Most of the planned high density residential development will occur in the Ellettsville Rural Community area and the area around the planned interchange at Sample Road. Thus, both areas will need adequate access to the interstate to accommodate future growth in this part of the County.

Recommendations:

1) Support Option A or Option B with a Sample Road Interchange subject to;
   a) A single folded diamond interchange is proposed at this location, with the travel lanes to accommodate anticipated future traffic.
   b) improvements for Sample Road, east to Old State Road 37 and west to Bottom Road, from the interstate, inclusive of alternative transportation improvements.

Feel free to contact me at your convenience if you would like to discuss these issues in more detail.

Very truly yours,

Dan Swafford
Ellettsville Town Council

Hamman, Mary Jo

From: Hamman, Mary Jo
Sent: Wednesday, January 02, 2013 5:15 PM
To: Rick Coppock
Subject: Re: I-69, Section 5 - DEIS Comment Period closes Jan. 2, 2013

Thank you Rick. I am in receipt of the letter.

In compliance with the requirements of the National Environmental Policy Act (NEPA), all comments received during the DEIS comment period are considered on an equal basis. All 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 the input on the Section 5 DEIS.

Mary Jo Hamman
I-69 Section 5 Project Manager

Sent from my iPhone

On Jan 2, 2013, at 4:20 PM, "Rick Coppock" <rcoppock@bynumfanyo.com> wrote:

> Attached is a comment letter from the Town of Ellettsville.
>
> Rick Coppock
> Bynum Fanyo
> 528 N. Walnut Street
> Bloomington, Indiana 47404
> 812-332-8030
>
> From: Hamman, Mary Jo [mailto:MHamman@mbakercorp.com]
> Sent: Monday, December 31, 2012 9:57 AM
> To: 'ross@hollowayengineering.com'; 'lsmith@morgancoin.us'; 'rcoppock@bynumfanyo.com'; 'Bill Williams'; 'nvoyles@morgancounty.in.gov'; 'reida@bloomington.in.gov'; 'Josh Desmond'
> Cc: 'Sarvis, Samuel'; Sandra Flum (sflum@indot.in.gov); Michelle Allen (Michelle.Allen@dot.gov); 'Bgeorge@dot.gov'; Peyton, James; Thurman, Julie A; Richards, Lorraine; Miller, David C; Manning, Lisa; 'Miller, Tim'; Eric Swickard (ESwickard@blainc.com); David Goffinet; Mike Grovak
> Subject: I-69, Section 5 - DEIS Comment Period closes Jan. 2, 2013
>
> All,
>
> Just a gentle reminder that the close of the comment period for the I-69 Section 5 DEIS is coming up on January 2, 2013. We have received comments from a few of the Participating Agency members so far and are hoping to have official responses from the full membership. Please feel free to submit these in any format which is most convenient (paper, web, email). We will reply with an acknowledgement so you know they have been received.
>
> While we will continue to coordinate through our Participating Agency Meetings, it is very important that we have your formal comments as we move into the next phase of the environmental studies. We truly appreciate your involvement.
>
> Happy New Year,

>
> Mary Jo Hamman
> I-69, Section 5 Project Manager
>
>
>
> <Town of Ellettsville I 69 Comments 1-2-13.pdf>

Hamman, Mary Jo

From: Bill Williams <bwilliams@co.monroe.in.us>
Sent: Wednesday, January 02, 2013 4:47 PM
To: Hamman, Mary Jo
Cc: Iris Kiesling Forwarded; Iris Kiesling; Patrick Stoffers; 'Julie Thomas'; Geoff McKim; jpittsford@bluemarble.net; 'Richard Martin'; Larry Wilson; Sarvis, Samuel
Subject: I-69, Section 5; DEIS Comments
Attachments: I-69, Section 5; Tier 2, DEIS Comments.pdf

Good afternoon,

Please find comments regarding to the Draft Environmental Impact Statement from the Monroe County Board of Commissioners for Section 5 of the I-69 project. A hard copy of this is being mailed to you as well.

Feel free to contact me if you have any questions or comments.

Thank you for your assistance,

Bill Williams
Monroe County Public Works Director / Highway Engineer
Monroe County Highway Department
100 W. Kirkwood Avenue
Bloomington, Indiana 47404
Office: (812) 349-2555
Direct Line: (812) 349-2577
Fax: (812) 349-2959
Cell: (812) 325-1133
www.co.monroe.in.us

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

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

Patrick Stoffers *Iris F. Kiesling, Vice President* *Julie Thomas*

January 2, 2013

Mary Jo Hamman, Section 5 Project Manager
Michael Baker Corporation
P. O. Box 8464
Evansville, Indiana 47716

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

Dear Ms. Hamman:

Please find attached a report prepared by the Monroe County Highway Department for the Monroe County Commissioners as it relates to the impacts of I-69 in our County. Be advised that we have reviewed the Draft Environmental Impact Statement for Section 5, have discussed the latest alignments, potential road closures and impacts of the project with Bill Williams, Monroe County Public Works Director / Highway Engineer, in detail, and concur with the requirements, concerns and recommendations that are listed in the report.

Therefore, consider the attached report the formal comments from the Monroe County Board of Commissioners on the DEIS for Section 5 of the I-69 project. We urge the Indiana Department of Transportation and the Federal Highway Administration to favorably consider the information outlined in this report.

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

Sincerely,

Monroe County Board of Commissioners

Iris Kiesling

Iris Kiesling, Vice-President

IK/ww

Enclosure

Cc: Rick Marquis, Acting Division Administrator, Federal Highway Administration
Michael B. Cline, Commissioner, Indiana Department of Transportation
Larry Wilson Monroe County Planning Director
Bill Williams, Monroe County Public Works Director / Highway Engineer

The Monroe County Board of Commissioners

and

I-69

Monroe County Road Impacts of Section 5

Comments for Tier 2, Draft Environmental Impact Statement January 2, 2013

Prepared for:
The Monroe County Board of Commissioners

by:
Bill Williams
Monroe County Highway Engineer
January 2, 2013

Introduction

This report was prepared to use as a directive for the review of the impacts the construction of I-69, Section 5, will have on the road system of the Monroe County Highway Department. Unlike this Department's review of Tier 1 and the 2005 review of Tier 2, which reviewed all roads in the entire 2 mile wide Study Band and, in some instances, discussed possible affects on the road network outside of that study boundary, this report will focus on specific access issues to the interstate and the proposed grade separations and/or closures being proposed at this time and the impact on the local transportation network, both vehicular and alternative, caused by these various alternatives. It will also address other environmental issues such as drainage and noise, as well as construction concerns and phasing of the project.

The report focuses on Section 5, from the State Road 37, south of Bloomington in Monroe County to State Road 39 in Morgan County, with information provided to this office by the Indiana Department of Transportation and their consultant, Michael Baker Corporation, specifically documents and maps titled "I-69 Evansville to Indianapolis Tier 2 Draft Environmental Impact Statement, Section 5: Bloomington to Martinsville", dated October, 2012.

As with most projects of this magnitude, it is anticipated that additional comments by the Monroe County Commissioners and Monroe County Drainage Board will be afforded as the detailed plans are developed once a Record of Decision has been made and approved by the Federal Highway Administration. This is in accordance with current Federal Highway Administration rules and regulations. We further anticipate being able to review and comment on the drainage impacts on our existing roadway drainage ditches and structures that a refined alignment will provide, thus the ability to review the impacts in accord with Monroe County Code Chapter 761, Monroe County's Storm Water Management Ordinance, shall be required.

Given the possibility of a design–build contract for Section 5, as has been done in segments of previous Sections, versus the design-bid-build, which affords additional comments during the design period, timely coordination and review is necessary by all parties if the design-build process is used. Monroe County Government agencies, such as the Highway Department and Planning Department, request to be advised of the design as it is developed. This is necessary for coordination with emergency agencies, schools and other public and private agencies.

As was stated in previous the Tier 1 and Tier 2 submittals by this Department and the Monroe County Board of Commissioners, we expect the Federal Highway Administration and the Indiana Department of Transportation to fund and construct frontage roads, grade separations and interchanges at critical locations in order to maintain a high degree of safety for the public and our emergency response personnel. Previous Tier 1 and Tier 2

studies indicated that the County transportation network would be restricted along the Section 5 corridor. This includes building new frontage roads to connect to substandard roadways that currently have lower traffic volumes than that expected once the connections to the interstate are closed. Given Monroe County is a County that is continuing to develop at a rapid pace, improvements to the local road system should be considered when development of the interstate occurs. This will require further study, assurance and commitment of additional State or Federal funding support, as well as coordination as construction plans are developed.

Monroe County actively participated in the "*I-69 Community Planning Program*" and submitted a report to the INDOT which was found acceptable and approved by the Division of Planning. Recommendations for improvements as it relates to the INDOT's implementation of this project were detailed in said report and incorporated as a part of Monroe County's formal comment as it applies to Section 5 of this project. The report was unanimously recommended for approval by the Monroe County Plan Commission on July 20, 2010, and was formally adopted by the Monroe County Board of Commissioners on August 27, 2010 via Resolution 2010-20.

There are seven preferred interchange options in Section 5 between State Road 37 and State Road 39, inclusive of these locations, of which the preferred alternates are generally consistent with previous County recommendations. Additionally, however, for the safety of the traveling public that use this interstate, emergency access points should be provided for ambulance, fire and police agencies given their need to provide their services on this State-owned facility if deemed necessary by the emergency agencies in this community.

As mentioned in the preferred alternate, grade separations were proposed at Rockport Road, Vernal Pike / 17th Street, Arlington Road, Kinser Pike, and Chambers Pike. These grade separations, along with the interchanges, will assist with intercounty and interstate traffic movements in Monroe County provided that adequate access / frontage roads are constructed.

Local access roads are proposed, that will serve as frontage roads, along existing State Road 37 being converted to I-69, beginning at the North Walnut Street interchange to near the Monroe / Morgan County line. On the east side of the interchange, a frontage road beginning at Walnut Street and end at Chambers Pike, which will accommodate existing residents and businesses in this area. Most of the access road will utilize the existing SR 37 northbound lane, as new southbound I-69 lanes will be constructed west of the existing southbound lane in this segment. Also, a local access road / frontage road is proposed on the west side of the interstate from Charlie Taylor Road to Burma Road which again will aid in providing access to the existing residents and businesses. Unfortunately, some of the access road / frontage roads are being connected to existing roads that have severe horizontal and vertical alignment problems. Also, the existing pavement cross-section in these areas are of insufficient depth to carry the type and volumes of traffic anticipated.

We recommend that INDOT reconstruct these road segments in coordination with the reconstruction of the interstate in order to provide a safe and efficient road system in the area. Otherwise, if left unimproved, the costs for upgrading must be borne by Monroe County. The INDOT and FHWA should commit to supplemental financial assistance to fund the improvements necessary by their restrictions to and across State Road 37 and the consequent increased demand for the use of County roads, inadequate for the new traffic demand.

Aesthetic interchange and grade separation treatments are desired in this community. There exist several options that INDOT is familiar with such as form liners for abutment walls, piers and bridge railing to stamped and/or colored concrete for the same. Areas of native grasses or wildflower plantings could be added to enhance the interchanges and grade separations. The Greater Bloomington Chamber of Commerce has formed a committee, consisting local government officials and private interests that is investigating the various options and recommend the INDOT work with this group to select a common theme throughout the corridor.

Another aesthetic matter is the protection of our historic resources. Some of the locations as designated in the DEIS are adjacent to or near the interstate corridor. The Monroe County Historic Preservation Board has reviewed the corridor and offered comments as it relates to historic locations along the corridor. A relatively cost effective treatment may be to protect these areas with existing limestone blocks which could also be used for noise abatement purposes. Some of the comments from the MCHPB are listed in DEIS, Appendix N, Sub appendix F, for reference.

As it relates to Alternative Transportation issues in Section 5, we are referencing the *"Monroe County Alternative Transportation and Greenways Plan"*, adopted by the Monroe County Board of Commissioners on May 26, 2006, for direction, which provides guidance for recommendations on improvements adjacent to and along Section 5. On most of the County maintained areas it is recommended that on-road opportunities, or paved shoulders, be provided to satisfy this requirement. The exceptions are the Fullerton Pike area where the County has a major roadway improvement project with a planned 10 foot wide, separated multi-use facility that links three City owned trails and at Vernal Pike where the County has constructed an 8 foot wide multi-use trail along a recently completed road project, both of which should be carried across the interstate to accommodate bike and pedestrian traffic movements. Also, the *"I-69/SR 37 Alternative Transportation Corridor Study"* helps to provide the focus for improvements along the overpasses and interchanges and should be used for guidance when considering bridge and road widths.

Another concern is the area wildlife. Since the subsections at the south and north of Section 5 are rural in nature, continued review and implementation of the placement of

wildlife corridors is strongly urged. This is a matter of public safety given the possibility of a crash involving an animal and vehicle is high in these areas.

It is believed that the Participating Agency meetings were successful in that it allowed communities to express concerns and needs as the DEIS was developed. It is strongly encouraged to continue this communication by allowing any interested governmental agency to participate in the Design Team Meetings. This was allowed in Section 4 and we believe it was very useful to both the INDOT and Monroe County during this phase of the project's development.

This report will comment only on those Subsections in Monroe County, and those in Morgan County that will have an impact on the Monroe County road system. Comments will be further refined to the preferred alternates in those subsections.

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

GENERAL COMMENTS for SUBSECTION 5A

SR 37/I-69 & That Road to north of Fullerton Pike

1. TRAFFIC STUDIES & GRADE SEPARATIONS - After a review of Appendix GG, the "*I-69 Corridor Model Documentation: Technical Memorandum: Interim Traffic Forecasting Models for I-69 Section 5 DEIS*", dated October, 2012, it was found that traffic modeling was conducted on this Section using the latest in available data in order to prepare the 2035 traffic forecast. While a Level of Service (LOS) analysis reviews congestion due to increases in traffic, it does not take into account substandard roadway geometry and cross-sections which will be impacted by the increased vehicles using said roadways. Increased traffic directed to substandard roads is not acceptable and should be addressed with this project for safety of the traveling public. Roadways, where permanently detoured traffic is to travel, should be assessed and improvements shall be made in accordance with the current Indiana Design Manual for the roads that are impacted which do not meet the IDM's criteria for the functional classification of the impacted road. An example in this subsection is the closure of Judd Avenue at Fullerton Pike which will require residential traffic to access Fullerton Pike via Sharon Drive or Sims Lane, both internal subdivision streets. A benefit/cost analysis of the possible road closures were not analyzed in this Subsection however, this example will not need to be reviewed due to the short detour length.

In summary, we support the following all as stated in the DEIS for Preferred Alternate No. 8;

a. closure of That Road on the west side of the interchange, provided a cul-de-sac is constructed and the road reconstructed in accordance with the IDM on the east side of the interstate to connect with Rockport Road. The east side road relocation shall allow for an on-street bike lane adjacent to the roadway in accordance with Monroe County's Alternative Transportation and Greenways Plan;
b. construction of a grade separation at Rockport Road with bridge and road widths that satisfy both traffic and alternative transportation needs as mentioned above;
c. the closure of Judd Avenue, subject to the construction of a cul-de-sac at the point of closure;
d. the double folded diamond as proposed at Fullerton Pike, with the travel lanes to accommodate anticipated improvements to Fullerton Pike, east to Rockport Road and west of the Medical Suites Building, from the interstate, inclusive of alternative transportation improvements,
e. all pavement markings in the State Right-of-Way shall be the responsibility of the INDOT to maintain

INDOT should include in the work in this area the following;

a. reconstruction of the portion of Rockport Road, from the southern terminus of the overpass at the interstate to Fullerton Pike, in order to improve the vertical alignment and the cross-section of the road segment that will serve traffic traveling from That Road to the Fullerton Pike interchange and visa versa. Accommodations for alternative transportation needs shall be satisfied in this road segment.
b. INDOT should also construct a cul-de-sac at the proposed dead end of Judd Avenue or design and construct a curve that ties Judd Avenue into Jordan Court.

2. KARST - This area has Karst features that require avoidance and protection during construction. Erosion control measures shall be adhered to in order to protect these features. Recommend that Monroe County Code Chapters 761, Storm Water Management, and 829, Karst and Sinkhole Development Standards, be applied (attached).

3. DRAINAGE - Impacts to the all bridges and drainage structures shall be evaluated for construction impacts during the design phase with a review by the Monroe County Highway Department. All hydraulic studies and information regarding storm water runoff impacts shall be available for review and comment as the detailed design plans are prepared in accordance with Monroe County Code 761, the

Storm Water Management Ordinance. This is needed in order to assess the capabilities of downstream structures to adequately handle increased runoff from this facility.

4. EMERGENCY SERVICES - Emergency response time will be hindered by closures in this subsection. Further discussion with the Monroe County Sheriffs Department, Emergency Management Department and fire departments that serve this area, Perry-Clear Creek and Van Buren Fire Departments should be conducted to assure their response times are adequate to serve the public need.

5. ALTERNATIVE TRANSPORTATION - Alternative modes of transportation should be considered along this segment. Many bicyclists utilize the road network in this area of Monroe County of which accommodations should be reviewed and constructed with grade separations. Compliance and application of the INDOT's Context Sensitive Solutions policies, which can further incorporate Bloomington Monroe County MPO's Complete Street Policy, adopted January 9, 2009, and Monroe County's Alternative Transportation and Greenways Plan, adopted by the Board of Commissioners via Resolution 2006-08, should be adhered to. This includes paved shoulders on the realigned and reconstructed portion of That Road (east side) and Rockport Road. Monroe County has plans to construct a 5 foot sidewalk, with a grass setback from the curb, along the south side of Fullerton Pike and a 10 foot bike trail / multiuse path along the north side of this road as part of the County's Fullerton Pike Corridor Improvement Project, beginning at Rockport Road. Therefore, this cross-section should be carried through the construction limits.

6. CONSTRUCTION - Construction plans and phasing shall be reviewed and approved by Monroe County Highway Department with input from the Monroe County Sheriff Department and other emergency response agencies. Coordination of construction related activities shall be provided until completed. Routing of construction materials shall be reviewed and approved by Monroe County to assure weight limits and loadings are adhered to.

7. THOROUGHFARE PLANS - The Monroe County Thoroughfare Plan, adopted via Monroe County Ordinance 95-28, provides minimum standards for our roadways and the Functional Classification of each road segment. New construction of County Road segments shall comply with the Indiana Design Manual as it applies to each road segment that is reconstructed within the footprint of the I-69 environmental document. Furthermore, if it is decided to close a road segment, cul-de-sacs shall be constructed at those locations that will provide for a vehicle wheel base of 50 feet to turn around. This is necessary for emergency vehicles, highway maintenance vehicles, school busses and others that may need such an improvement. Also, the Bloomington-Monroe County MPO's Long Range Transportation Plan shall be reviewed for compliance for coordination of improvements.

8. SCHOOLS – With the closure of County Roads, additional impacts will be realized by the Monroe County Community School Corporation due to rerouting of busses in this area. Communication shall occur with the MCCSC Transportation Department in order to minimize the additional costs of a permanent detour.

9. NOISE ANALYSIS – This area is rural to suburban in nature. Continued investigation of the installation of noise walls shall be conducted in the area at the northwest corner of Fullerton Pike and the interstate due to the density of the residential area.

10. AESTHETICS - Aesthetic interchange and grade separation treatments are desired in this community. There exist several options that INDOT is familiar with such as form liners for abutment walls, piers and bridge railing to stamped and/or colored concrete for the same. Areas of native grasses or wildflower plantings could be added to enhance the interchanges and grade separations. The Greater Bloomington Chamber of Commerce has formed a committee consisting local government officials and

private interests that is investigating the various options and recommend the INDOT work with this group to select a common theme throughout the corridor.

SUBSECTION 5A - SR 37/I-69 & That Road to north of Fullerton Pike					
COUNTY ROAD NAME	PROPOSED CONSTRUCTION	FUNCTIONAL CLASSIFICA-TION	ADT ROAD WIDTH & SURFACE		COMMENTS / RECOMMENDATIONS
That Road	West side – closed with cul-de-sac East side – relocated to Rockport Road	Major Collector	West side 725 22 feet Bituminous surface East side 3,600 24 feet Bituminous surface w/ paved shoulder		A permanent closure is proposed on the west side and a new roadway reconstructed with connection made to Rockport Road on the east side of I-69. Therefore, concur with the construction of a frontage road to tie into Rockport Road, as proposed. Recommendations; 1) Support closing the intersection provided efforts are made to keep this intersection open until frontage road is constructed on east side of interstate as proposed. 2) West side improvements; a) Construct a cul-de-sac at the east end of That Road for a minimum of WB-50 to use. 3) Accommodations for bicycles shall be made per Monroe County Alternative Transportation Plan (on-road, 5' striped, paved shoulders).
Rockport Road	Grade Separation	Major Collector	890 20 feet Bituminous surface		Road will be closed to interstate access. Road will remain open to traffic as proposed in the DEIS with the construction of an overpass. The road segment will realize increase in traffic due to closure of That Road. Recommendations: 1) Support Grade Separation. 2) Rockport Road shall be widened from south of the overpass to Fullerton Pike, inclusive of vertical improvements in this segment. 3) Accommodations for bicycles shall be made per Monroe County Alternative Transportation Plan (on-road, 5' striped, paved shoulders)
Fullerton Pike	Interchange (double-folded)	Principal Arterial	West side 5,257 18 feet w/ turn lane at SR 37 Bituminous surface East side 1,602		Road will remain open to traffic as proposed in the DEIS with the construction of an interchange. The road segment will realize increase in traffic due to the closure of access from the interstate at That Road and Rockport Road. Recommendations: 1) Support Interchange. 2) Given traffic projections in this

Fullerton Pike (continued)			18 feet Bituminous surface		area with I-69 and the Fullerton Pike project, multi-lanes are needed to accommodate traffic. Coordination of the projects has occurred between both agencies and shall continue. 3) Accommodations for bicycles and pedestrians shall be made per Monroe County Alternative Transportation Plan (off-road, 5' sidewalk on south side and a 10' multi-use trail on the north side). This could reduce the proposed cross-section of Fullerton Pike. 4) All markings within the Right-of-Way shall remain the responsibility of INDOT to maintain.
Judd Avenue	Closed	Local	No ADT data 18 feet Bituminous surface		Road will be closed due to grades of Judd Avenue and that of west Fullerton Pike approach to interchange. Recommendations: 1) Support road closure subject to; a) Construct a cul-de-sac at the south end of Judd Avenue for a minimum of WB-50 to use; or; b) Reconstruct Judd Avenue with 30 mph curve to tie into Jordan Court.
Other Roads with Potential Impacts in this Subsection - Not Directly Impacted by Construction					
East Lane	No construction proposed.	Local	77 11 feet Bituminous surface		This road will not be closed or directly impacted with construction. Recommendations: Construction traffic shall not use this road as the roadbed is not sufficient for these loads and the road width is insufficient and would create a traffic safety hazard.
Stansifer Lane	No construction proposed.	Local	50 17 feet Bituminous surface		This road will not be closed or directly impacted with construction. Recommendations: Construction traffic shall not use this road as the roadbed is not sufficient for these loads and the road width is insufficient and would create a traffic safety hazard.
W. Leonard Springs Road	No construction proposed.	Major Collector	2,000 13 feet Chip & Seal		This road segment will not be closed or directly impacted with construction. Recommendations: Construction traffic shall not use this road as the roadbed is not sufficient for these loads and the road width is insufficient and would create a traffic safety hazard. NOTE: S. Leonard Springs Road will realize an increase in traffic per the ISTDM's latest version. Consideration should be made to improving the

W. Leonard Springs Road (continued)					segment between Tapp Road and SR 45, a City maintained street.
That Road, west of Rock-port Road	No construction proposed.	Local	650 19 feet Bituminous surface		This road will not be closed or directly impacted with construction. Recommendations: Construction traffic shall not use this road as the roadbed is not sufficient for these loads and the road width is insufficient and would create a traffic safety hazard.

GENERAL COMMENTS for SUBSECTION 5B

North of Fullerton Pike to north of Vernal Pike

1. TRAFFIC STUDIES. INTERCHANGES & GRADE SEPARATIONS - After a review of Appendix GG, the "*I-69 Corridor Model Documentation: Technical Memorandum: Interim Traffic Forecasting Models for I-69 Section 5 DEIS*", dated October, 2012, it was found that traffic modeling was conducted on this Section using the latest in available data in order to prepare the 2035 traffic forecast. While a Level of Service (LOS) analysis reviews congestion due to increases in traffic, it does not take into account substandard roadway geometry and cross-sections which will be impacted by the increased vehicles using said roadways. Increased traffic directed to substandard roads is not acceptable and should be addressed with this project for safety of the traveling public. Roadways, where permanently detoured traffic is to travel, should be assessed and improvements shall be made in accordance with the current Indiana Design Manual for the roads that are impacted which do not meet the IDM's criteria for the functional classification of the impacted road.

In summary, we support Preferred Alternate No. 8 of the DEIS as follows;

a. the construction of a split diamond interchange to accommodate traffic movements to and from Tapp Road and State Road 45 / 2nd Street, provided improvements include bike and pedestrians accommodations planned by the City of Bloomington and Monroe County at both locations;
b. use of the existing State Road 45 / 2nd Street interchange bridge subject to approval by the City of Bloomington for use of a portion of their property at Wapahani Park and bike and pedestrian accommodations being made at the interchange;
c. closure of Barger Lane, with connection to Maple Leaf Drive, and Yonkers Drive at Tapp Road, due to the approach grade of Tapp Road over the interstate. NOTE: Monroe County only maintains 265 feet of Barger Lane, north of Tapp Road. Monroe County would have to vacate this road segment as it is not contiguous with another public roadway if it severed from Tapp Road;
d. find the design exception for shoulder width at the Indiana Rail Road Co. bridge satisfactory;
e. use of the existing State Road 48 / W. 3rd Street interchange subject to bike and pedestrian accommodations are made connecting to the existing facilities in the SR 48 / 3rd Street corridor;
f. concur with the overpass of Vernal Pike subject to
    i. continuing the existing cross-section on a recently completed portion of Vernal Pike, west of the interstate;
    ii. reduce the grade on the west approach to 5%, where possible, to accommodate truck traffic in the area and
    iii. work with the City of Bloomington to continue said cross-section east to connect to a planned roundabout project to improve the corridor.

INDOT should include the following improvements in this Subsection;

a. Construction of a bike / pedestrian bridge between SR 45 / 2nd and SR 48 / 3rd Street to provide for these types of safe movements across the interstate. Said bridge would connect Liberty Drive to Basswood Drive, south of the Indiana Rail Road bridge (See letter from Monroe County Board of Commissioners, dated 7/27/2012, in DEIS, Appendix P).
b. Construction of a railroad bridge over the CSX Railroad connecting Industrial Drive and Gates Drive to provide and improve traffic movements to the Whitehall Crossing area. This will assist with reduction in traffic, improving the Level of Service, at the State Road 48 / I-69 interchange that are attempting to reach this destination.

2. KARST - This area has Karst features that require avoidance and protection during construction. Erosion control measures shall be adhered to in order to protect these features. Recommend that Monroe County Code Chapters 761, Storm Water Management, and 829, Karst and Sinkhole Development Standards, be applied.

3. DRAINAGE - Impacts to the all bridges and drainage structures shall be evaluated for construction impacts during the design phase with a review by the Monroe County Highway Department. All hydraulic studies and information regarding storm water runoff impacts shall be available for review and comment as the detailed design plans are prepared in accordance with Monroe County Code 761, the Storm Water Management Ordinance. This is needed in order to assess the capabilities of downstream structures to adequately handle increased runoff from this facility.

4. EMERGENCY SERVICES - Emergency response time will be hindered by closures in this subsection. Further discussion with the Sheriffs Department, Emergency Management Department, and fire departments that serve this area, Bloomington, Richland, Perry-Clear Creek and Van Buren Fire Departments should be conducted to assure their response times are adequate to serve the public need.

5. ALTERNATIVE TRANSPORTATION - Alternative modes of transportation should be considered along this segment. Many bicyclists utilize the road network in this area of Monroe County of which accommodations should be reviewed and constructed with grade separations. Compliance and application of the INDOT's Context Sensitive Solutions policies, which can further incorporate Bloomington Monroe County MPO's Complete Street Policy, adopted January 9, 2009, and Monroe County's Alternative Transportation and Greenways Plan, adopted by the Board of Commissioners via Resolution 2006-08 should be adhered to.

6. CONSTRUCTION - Construction plans and phasing shall be reviewed and approved by Monroe County Highway Department with input from the Monroe County Sheriff Department and other emergency response agencies. Coordination of construction related activities shall be provided until completed. Routing of construction materials shall be reviewed and approved by Monroe County to assure weight limits and loadings are adhered to. Blasting should be coordinated with area limestone quarries in this area to prevent damages to mineral deposits at or near this subsection.

7. THOROUGHFARE PLANS - The Monroe County Thoroughfare Plan, adopted via Monroe County Ordinance 95-28, provides minimum standards for our roadways and the Functional Classification of each road segment. New construction of County Road segments shall comply with the INDOT Road Design Manual as it applies to each road segment that is reconstructed within the footprint of the I-69 environmental document. Furthermore, if it is decided to close a road segment, cul-de-sacs shall be constructed at those locations that will provide for a vehicle wheel base of 50 feet to turn around. This is necessary for emergency vehicles, highway maintenance vehicles, school busses and others that may need such an improvement. Also, the Bloomington-Monroe County MPO's Long Range Transportation Plan shall be reviewed for compliance for coordination of improvements.

8. SCHOOLS – With the closure of County Roads, additional impacts will be realized by the Monroe County Community School Corporation and Richland Bean Blossom Community School Corporation due to rerouting of busses in this area. Vernal Pike has busses from both MCCSC and RBBCSC schools. Communication shall occur with the MCCSC Transportation Department in order to minimize the additional costs of a permanent detour.

9. NOISE ANALYSIS – This area is suburban to urban in nature. Landscaping or noise barriers should be provided for minimizing noise impacts to this area.

10. AESTHETICS - Aesthetic interchange and grade separation treatments are desired in this community. There exist several options that INDOT is familiar with such as form liners for abutment walls, piers and bridge railing to stamped and/or colored concrete for the same. Areas of native grasses or wildflower plantings could be added to enhance the interchanges and grade separations. The Greater Bloomington Chamber of Commerce has formed a committee, consisting local government officials and

private interests that is investigating the various options and recommend the INDOT work with this group to select a common theme throughout the corridor.

SUBSECTION 5B - North of Fullerton Pike to north of Vernal Pike				
COUNTY ROAD NAME	**PROPOSED CONSTRUCTION**	**FUNCTIONAL CLASSIFICA-TION**	**ADT ROAD WIDTH & SURFACE**	**COMMENTS / RECOMMENDATIONS**
Tapp Road & State Road 45 / 2nd Street	Split Diamond Interchange	Tapp Road Minor Arterial	*Tapp Road West of Interstate;* 6,209 24 feet Bituminous surface Tapp Road and 2nd Street, east of Interstate, owned by the City of Bloomington Bituminous surface	Roads will remain open to traffic as proposed in the DEIS with the construction of a split diamond interchange. Recommendations: 1) Support Interchange as proposed subject to; a) bike and pedestrians accommodations planned by the City of Bloomington and Monroe County at both Tapp Road and State Road 45 / 2nd Street the satisfy the City and County Alternative Transportation needs. At Tapp Road, Accommodations for bicycles and pedestrians shall be made per Monroe County Alternative Transportation Plan (off-road, 5' sidewalk on south side and a 10' multi-use trail on the north side). 2) Support use of existing interchange bridge at SR 45 / 2nd Street subject to approval of use of land owned by the City of Bloomington at Wapahani Mountain Bike Park to allow for use of the existing State Road pavement.
Barger Lane	Closed at Tapp Road	Local Road	ADT unknown 24 feet Bituminous surface	Road will be closed due to grades of Barger Lane and that of the west approach of Tapp Road to interchange. Recommendations: 1) Support road closure subject to; Construction of a cul-de-sac at the south end of Barger Lane for a minimum of WB-50 to use and connection to Maple Leaf Drive at the north end, as proposed in the DEIS. NOTE: *Monroe County does not maintain the northern segment of Barger Lane therefore County would be required to vacate the existing segment currently in the inventory as it would not be contiguous with a publicly maintained road as required by State law.*
Yonkers Drive	Closed at Tapp Road	Local Road	ADT unknown 10 feet Bituminous surface	Road will be closed due to grades of Yonkers Drive and that of west approach of Tapp Road to interchange. Recommendations: 1) Support road closure subject to; Construct a cul-de-sac at the north end of Yonkers Drive for a minimum of

Yonkers Drive (continued)					WB-50, as proposed in the DEIS.
State Road 48 / 3rd Street	Interchange	Arterials	Owned by the INDOT on the west and the City of Bloomington on the east		Roads will remain open to traffic as proposed in the DEIS with the construction modifications to the existing interchange. Recommendations: 1) Support Interchange as proposed subject to; a) bike and pedestrians accommodations of the City of Bloomington at both 3rd Street and State Road 48 to satisfy alternative transportation needs.
Vernal Pike	Overpass	Minor Arterial	West of Interstate 4,869 40 feet Bituminous surface East of Interstate owned by the City of Bloomington		Road will be closed to interstate access. Road will remain open to traffic as proposed in the DEIS with the construction of an overpass. Recommendations: 1) Support Grade Separation subject to; a) continuing the existing cross-section on a recently completed portion of Vernal Pike, west of the interstate; b) reduce the grade on the west approach to 5%, where possible, to accommodate truck traffic in the area; and c) coordinate improvement efforts with the City of Bloomington to continue said road improvements & cross-section east to connect to a planned roundabout project to improve the corridor. 2) Accommodations for bicycles shall be made per Monroe County Alternative Transportation Plan (8' off-road, multi-use path on the north side, and sidewalk of 5' width on the south side) 3) Suggest coordinating with the City of Bloomington regarding the construction of a cul-de-sac on the east side where existing Vernal Pike will terminate.
Industrial Drive	Reconstructed / Relocated	Minor Arterial	1763 26 feet Bituminous surface		The road connection with Vernal Pike will be relocated north of the existing intersection. Recommendations; 1) Support relocations subject to a) that the grade shall be kept at a maximum of 5% to accommodate truck traffic generated from Industrial Drive. 2) Design of road satisfies IDM requirements for the functional classification. 3) Connection of Industrial Drive

Industrial Drive (continued)					south to Gates Drive for better traffic distribution in the area as proposed in Tier 1, since Whitehall Crossing Boulevard will be closed. This would require a railroad bridge at this location.
Hensonburg Road	Closed at Vernal Pike	Local	ADT Unknown 13 feet Bituminous surface		Road will be closed due to grades of Barger Lane and that of the west approach of Vernal Pike overpass. Recommendations: 1) Support road closure subject to; Construction of a cul-de-sac at the north end of Hensonburg Road for a minimum of WB-50 to use. Also, must tie road into Industrial Drive for access.
Packinghouse Road	Reconstructed	Minor Arterial	ADT Unknown 18 feet Bituminous surface		The road connection with Vernal Pike will be reconstructed near its existing location. Recommendations; 1) Support reconstruction as proposed subject to; a) That the grade shall be kept at a maximum of 5% to accommodate truck traffic generated from Industrial Drive. b) Design of road satisfy IDM requirements for the functional classification
Other Road with Potential Impacts in this Subsection - Not Directly Impacted					
S. Leonard Springs Road	No construction proposed.		Owned by the City of Bloomington		S. Leonard Springs Road will realize an increase in traffic per the ISTDM's latest version below a satisfactory Level of Service. Consideration should be made to improving the segment between Tapp Road and SR 45, a City maintained street.
Curry Pike	No construction proposed.	Minor Arterial			Curry Pike will realize an increase in traffic and a decrease in the Level of Service but to an acceptable level given the existing lanes per the ISTDM.
Woodyard Road	No construction proposed.	Major Collector			This road segment will not be closed or directly impacted with construction. Recommendations: Construction traffic shall not use this road as the roadbed is not sufficient for construction loads. the road width is insufficient and would create a traffic safety hazard.
Crescent Road	No construction proposed.		Owned by the City of Bloomington		Due to truck traffic being directed to Crescent Road from businesses along Vernal Pike, east of the interstate, it is recommended the INDOT coordinate efforts with the City of Bloomington for improvements to this road segment.

GENERAL COMMENTS for SUBSECTION 5C

North of Vernal Pike to north of Kinser Pike

1. TRAFFIC STUDIES & GRADE SEPARATIONS - After a review of Appendix GG, the "*I-69 Corridor Model Documentation: Technical Memorandum: Interim Traffic Forecasting Models for I-69 Section 5 DEIS*", dated October, 2012, it was found that traffic modeling was conducted on this Section using the latest in available data in order to prepare the 2035 traffic forecast. While a Level of Service (LOS) analysis reviews congestion due to increases in traffic, it does not take into account substandard roadway geometry and cross-sections which will be impacted by the increased vehicles using said roadways. Increased traffic directed to substandard roads is not acceptable and should be addressed with this project for safety of the traveling public. Roadways, where permanently detoured traffic is to travel, should be assessed and improvements shall be made in accordance with the current Indiana Design Manual for the roads that are impacted which do not meet the IDM's criteria for the functional classification of the impacted road.

In summary, we support Preferred Alternate No. 8 of the DEIS as follows;

a. use of the existing interchange at State Road 46;
b. continued use of the existing Arlington Road overpass;
c. closure of Acuff Road, subject to the construction of a cul-de-sac on the west side of the interstate and the reconstruction of the intersection of Prow Road and Acuff Road with the inclusion of a horizontal curve versus the existing intersection;
d. construction of an overpass at Kinser Pike and approach road improvements as indicated on the west side to eliminate the substandard geometry and cross-section and to connect with the planned replacement of Monroe County Bridge #46.

2. KARST - This area has Karst features that require avoidance and protection during construction. Erosion control measures shall be adhered to in order to protect these features. Recommend that Monroe County Code Chapters 761, Storm Water Management, and 829, Karst and Sinkhole Development Standards, be applied (attached).

3. DRAINAGE - Impacts to the all bridges and drainage structures shall be evaluated for construction impacts during the design phase with a review by the Monroe County Highway Department. All hydraulic studies and information regarding storm water runoff impacts shall be available for review and comment as the detailed design plans are prepared in accordance with Monroe County Code 761, the Storm Water Management Ordinance. This is needed in order to assess the capabilities of downstream structures to adequately handle increased runoff from this facility.

4. EMERGENCY SERVICES - Emergency response time will be hindered by closures in this subsection. Further discussion with the Sheriff Department, Emergency Management Department and the fire departments that serve this area, Bloomington City and Bloomington Township Fire Departments should be conducted to assure their response times are adequate to serve the public need.

5. ALTERNATIVE TRANSPORTATION - Alternative modes of transportation should be considered along this segment. Many bicyclists utilize the road network in this area of Monroe County of which accommodations should be reviewed and constructed with grade separations. Compliance and application of the INDOT's Context Sensitive Solutions policies, which can further incorporate Bloomington Monroe County MPO's Complete Street Policy, adopted January 9, 2009, and Monroe County's Alternative Transportation and Greenways Plan, adopted by the Board of Commissioners via Resolution 2006-08 should be adhered to.

6. CONSTRUCTION - Construction plans and phasing shall be reviewed and approved by Monroe County Highway Department with input from the Monroe County Sheriff Department and other emergency response agencies. Coordination of construction related activities shall be provided until completed. Routing of construction materials shall be reviewed and approved by Monroe County to assure weight limits and loadings are adhered to. Blasting should be coordinated with area limestone quarries in this area to prevent damages to mineral deposits at or near this subsection.

7. THOROUGHFARE PLANS - The Monroe County Thoroughfare Plan, adopted via Monroe County Ordinance 95-28, provides minimum standards for our roadways and the Functional Classification of each road segment. New construction of County Road segments shall comply with the INDOT Road Design Manual as it applies to each road segment that is reconstructed within the footprint of the I-69 environmental document. Furthermore, if it is decided to close a road segment, cul-de-sacs shall be constructed at those locations that will provide for a vehicle wheel base of 50 feet to turn around. This is necessary for emergency vehicles, highway maintenance vehicles, school busses and others that may need such an improvement. Also, the Bloomington-Monroe County Long Range Transportation Plan shall be reviewed for compliance for coordination of improvements.

8. SCHOOLS – With the closure of County Roads, additional impacts will be realized by the Monroe County Community School Corporation due to rerouting of busses in this area. Kinser Pike has a large impact on area school transportation. Communication shall occur with the MCCSC Transportation Department in order to minimize the additional costs of a permanent detour.

9. NOISE ANALYSIS – This area is rural in nature except nearing State Road 37 which is largely estate residential. Landscaping or noise mitigation should be provided for minimizing noise impacts in the area.

10. AESTHETICS - Aesthetic interchange and grade separation treatments are desired in this community. There exist several options that INDOT is familiar with such as form liners for abutment walls, piers and bridge railing to stamped and/or colored concrete for the same. Areas of native grasses or wildflower plantings could be added to enhance the interchanges and grade separations. The Greater Bloomington Chamber of Commerce has formed a committee, consisting local government officials and private interests that is investigating the various options and recommend the INDOT work with this group to select a common theme throughout the corridor.

SUBSECTION 5C - North of Vernal Pike to north of Kinser Pike					
COUNTY ROAD NAME	**PROPOSED CONSTRUCTION**	**FUNCTIONAL CLASSIFICA-TION**	**ADT ROAD WIDTH & SURFACE**		**COMMENTS / RECOMMENDATIONS**
State Road 46	None – use of existing interchange	Arterial	INDOT Concrete pavement		Concur with the use of the existing interchange.
Arlington Road	Overpass	Arterial	9.695 24 feet w/ paved shoulders Bituminous pavement		Support the use of the existing overpass bridge.
Acuff Road	Closed	Local	1,015 20 feet Bituminous surface		Concur with closure subject to; 1) construction of a cul-de-sac or acceptable turnaround on west side of interstate; and, 2) reconstruction of the intersection of Acuff Road and Prow Road with a horizontal

Acuff Road (continued)					curve for better traffic movements.
Kinser Pike	Overpass	Major Collector	244 20 feet Bituminous surface		Road will be closed to interstate access. Road will remain open to traffic as proposed in the DEIS with the construction of an overpass. Recommendations: 1) Support Grade Separation. 2) Kinser Pike shall be widened from north of the overpass to Monroe Bridge #46, inclusive of vertical, horizontal and cross-section improvements in this segment to accommodate additional traffic from Bottom Road. 3) Accommodations for bicycles shall be made per Monroe County Alternative Transportation Plan (on-road, paved shoulder, 5' width) 4) Coordination of the projects has occurred between both agencies and shall continue.
Other Roads with Potential Impacts in Subsection - Not Directly Impacted					
Maple Grove Road	No construction proposed.	Major Collector	1,281 19 feet Bituminous surface		While this road will not be closed or directly impacted with construction, due to the potential closure of Acuff Road and other area local roads, this roadway could realize increase traffic. Recommendations: 1) Construction traffic shall not use this road as the roadbed is not sufficient for these loads and the road width is insufficient and would create a traffic safety hazard.

GENERAL COMMENTS for SUBSECTION 5D

North of Kinser Pike to south of Sample Road

1. TRAFFIC STUDIES, INTERCHANGES & GRADE SEPARATIONS - After a review of Appendix GG, the "*I-69 Corridor Model Documentation: Technical Memorandum: Interim Traffic Forecasting Models for I-69 Section 5 DEIS*", dated October, 2012, it was found that traffic modeling was conducted on this Section using the latest in available data in order to prepare the 2035 traffic forecast. While a Level of Service (LOS) analysis reviews congestion due to increases in traffic, it does not take into account substandard roadway geometry and cross-sections which will be impacted by the increased vehicles using said roadways. Increased traffic directed to substandard roads is not acceptable and should be addressed with this project for safety of the traveling public. Roadways, where permanently detoured traffic is to travel, should be assessed and improvements shall be made in accordance with the current Indiana Design Manual for the roads that are impacted which do not meet the IDM's criteria for the functional classification of the impacted road.

In summary, we support Preferred Alternate No. 8 of the DEIS as follows;

a. the closure of Bottom Road, subject to improvements made to the existing Bottom Road / Kinser Pike segment to properly connect both roadways, and subject to the conditions outlined in the North Walnut Street interchange proposal;
b. maintain the existing partial interchange at North Walnut Street subject to the construction of a new segment of Sample Road from Bottom Road to the planned interchange at Sample Road and from the interchange to Old State Road 37. This is necessary to maintain traffic flow from the Ellettsville area and developments north of Ellettsville and also to access Blucher Pool, a City of Bloomington Utilities maintained sewage treatment plant and provide safe and adequate access to the interchange from the east. If this is not provided, Monroe County must support the construction of the full interchange at Walnut Street which will provide access to Bottom Road via a direct connection;
c. construction of a local access road (frontage road) on the east side of the interstate from North Walnut Street to Sample Road. This will allow access to properties on the east side that are currently served by Connaught Road, Ellis Road, Showers Road, Wylie Road (east side), Purcell Drive, and Wayport Road. The proposed cross-section should satisfy that for a Major Collector in accordance with the IDM. On-road opportunities for alternative transportation (5' paved shoulder) should be provided.
d. Construction of a local access road (frontage road) on the west side of the interstate beginning at the proposed cul-de-sac at Charlie Taylor Road to Sample Road. This will allow access to properties on the west side of the interstate that are currently served by Charlie Taylor Road, Griffith Cemetery Road, Wylie Road (west side), and Stonebelt Drive. On-road opportunities for alternative transportation (5' paved shoulder) should be provided.

2. KARST - This area has Karst features that require avoidance and protection during construction. Erosion control measures shall be adhered to in order to protect these features. Recommend that Monroe County Code Chapters 761, Storm Water Management, and 829, Karst and Sinkhole Development Standards, 761, be applied.

3. DRAINAGE - Impacts to the all bridges and drainage structures shall be evaluated for construction impacts during the design phase with a review by the Monroe County Highway Department. All hydraulic studies and information regarding storm water runoff impacts shall be available for review and comment as the detailed design plans are prepared in accordance with Monroe County Code 761, the Storm Water Management Ordinance. This is needed in order to assess the capabilities of downstream structures to adequately handle increased runoff from this facility.

4. EMERGENCY SERVICES - Emergency response time will be hindered by closures in this subsection. Further discussion with the Sheriff Department, Emergency Management Department and the fire departments that serve this area, Bloomington City and Bloomington Township Fire Departments should be conducted to assure their response times are adequate to serve the public need.

5. ALTERNATIVE TRANSPORTATION - Alternative modes of transportation should be considered along this segment. Many bicyclists utilize the road network in this area of Monroe County of which accommodations should be reviewed and constructed with grade separations. Compliance and application of the INDOT's Context Sensitive Solutions policies, which can further incorporate Bloomington Monroe County MPO's Complete Street Policy, adopted January 9, 2009, and Monroe County's Alternative Transportation and Greenways Plan, adopted by the Board of Commissioners via Resolution 2006-08, should be adhered to.

6. CONSTRUCTION - Construction plans and phasing shall be reviewed and approved by Monroe County Highway Department with input from the Monroe County Sheriff Department and other emergency response agencies. Coordination of construction related activities shall be provided until completed. Routing of construction materials shall be reviewed and approved by Monroe County to assure weight limits and loadings are adhered to.

7. THOROUGHFARE PLANS - The Monroe County Thoroughfare Plan, adopted via Monroe County Ordinance 95-28, provides minimum standards for our roadways and the Functional Classification of each road segment. New construction of County Road segments shall comply with the INDOT Road Design Manual as it applies to each road segment that is reconstructed within the footprint of the I-69 environmental document. Furthermore, if it is decided to close a road segment, cul-de-sacs shall be constructed at those locations that will provide for a vehicle wheel base of 50 feet to turn around. This is necessary for emergency vehicles, highway maintenance vehicles, school busses and others that may need such an improvement. Also, the Bloomington-Monroe County Long Range Transportation Plan shall be reviewed for compliance for coordination of improvements.

8. SCHOOLS – With the closure of County Roads, additional impacts will be realized by the Monroe County Community School Corporation due to rerouting of busses in this area. The school systems rely on our existing transportation network for bus routes. Communication shall occur with the MCCSC Transportation Department in order to minimize the additional costs of a permanent detour.

9. NOISE ANALYSIS – This area is rural in nature. Landscaping should be providing for minimizing noise impacts to this area.

10. AESTHETICS - Aesthetic interchange and grade separation treatments are desired in this community. There exist several options that INDOT is familiar with such as form liners for abutment walls, piers and bridge railing to stamped and/or colored concrete for the same. Areas of native grasses or wildflower plantings could be added to enhance the interchanges and grade separations. The Greater Bloomington Chamber of Commerce has formed a committee, consisting local government officials and private interests that is investigating the various options and recommend the INDOT work with this group to select a common theme throughout the corridor.

SUBSECTION 5D - North of Kinser Pike to south of Sample Road				
COUNTY ROAD NAME	**PROPOSED CONSTRUCTION**	**FUNCTIONAL CLASSIFICA-TION**	**ADT ROAD WIDTH & SURFACE**	**COMMENTS / RECOMMENDATIONS**
Bottom Road	Close at the current location	Major Collector	772 20 feet Bituminous surface	Concur with closure at the current location subject to improvements to the existing Bottom Road / Kinser Pike segment for proper connectivity.
North Walnut Street	Option A – full access interchange (single point) Or Option B – use of the existing partial interchange	Arterial	10,717 24 feet w/ paved shoulders Bituminous surface	Option A provides full access to Bottom Road, a concern for Monroe County. Bottom Road serves the Ellettsville community and the developments surrounding it. It further serves as the main access to the City of Bloomington's Blucher Pool, a sewage treatment facility. This option would provide the best access to the traveling public in this area however may create environmental concerns. Option B utilizes the existing partial interchange with no changes nor access to the west. This will be an issue for those that currently utilize Bottom Road since it will not have connectivity to the interchange. It also lessens environmental impacts and financial impacts to the project. Local problems, needs and concerns to address in this area are as follows; 1) Provide adequate east / west traffic flow and interstate access from Ellettsville area and northwest Monroe County. 2) Indiana University's primary concern is traffic flow to and from athletic events. 3) Concern with access to the City of Bloomington Utilities Blucher Pool on Bottom Road for septage haulers and for delivery of supplies to said location. 4) Most of planned high density residential development will occur in the Ellettsville Rural Community area and the area around the planned interchange at Sample Road. Thus, both areas will need adequate access to the interstate to accommodate future growth in this part of the County. County will support Option B provided a road is constructed with the assistance from the INDOT that

North Walnut Street (continued)					connects Bottom Road and the Sample Road interchange. This would provide for the traffic movements generated from the areas we are concerned with providing access to. If this cannot be accomplished, Option A is supported.
Eastern Access Road	New construction of two lane roadway	Major Collector	Serves Connaught Road, Ellis Road, Showers Road, Wylie Road (east side), Purcell Drive, and Wayport Road (east side)		This proposed roadway along the east side of the interstate from North Walnut Street to Sample Road will serve as a frontage road for this area. The properties connected will have access as known today. In some area, a new southbound lane will be constructed and the existing northbound lane will be used as the frontage road in this Subsection. Recommendations; 1) Support reconstruction as proposed subject to; a) Design of road satisfy IDM requirements for a Major Collector b) Aesthetic median protection from the interstate and the access road shall be provided as deemed necessary and offsets between the edge of pavements of both facilities should be as far as possible, satisfying Figure 3-8 in the DEIS. c) Accommodations for bicycles shall be made per Monroe County Alternative Transportation Plan (on-road, paved shoulder, 5' width)
Western Access Road	New construction of two lane roadway	Major Collector	Serves Charlie Taylor Road, Griffith Cemetery Road, Wylie Road (west side), and Stonebelt Drive, Wayport Drive (west side)		This proposed roadway along the west side of the interstate from Charlie Taylor Road to Sample Road will serve as a frontage road for this area. The properties connected will have access as known today. In some areas, a new southbound lane will be constructed and the existing northbound lane will be used as the frontage road in this Subsection. Recommendations; 1) Support reconstruction as proposed subject to; a) Design of road satisfy IDM requirements for a Major Collector b) Aesthetic median protection from the interstate and the access road shall be provided as deemed necessary and offsets between the edge of pavements of both facilities should be as far as possible, satisfying Figure 3-8 in the DEIS.

Western Access Road (continued)					c) Accommodations for bicycles shall be made per Monroe County Alternative Transportation Plan (on-road, paved shoulder, 5' width)
Other Road with Potential Impacts in this Subsection- Not Directly Impacted					
Existing local roads in the area.	No construction proposed.	Local			While roads may be closed to direct access or indirectly impacted with construction in this area, it is required that construction traffic not use local roads in this area as the roadbeds are not sufficient for these loads and the road widths are insufficient and would create a traffic safety hazard.

GENERAL COMMENTS for SUBSECTION 5E

South of Sample Road to Monroe / Morgan County Line

1. TRAFFIC STUDIES, INTERCHANGES & GRADE SEPARATIONS - After a review of Appendix GG, the "*I-69 Corridor Model Documentation: Technical Memorandum: Interim Traffic Forecasting Models for I-69 Section 5 DEIS*", dated October, 2012, it was found that traffic modeling was conducted on this Section using the latest in available data in order to prepare the 2035 traffic forecast. While a Level of Service (LOS) analysis reviews congestion due to increases in traffic, it does not take into account substandard roadway geometry and cross-sections which will be impacted by the increased vehicles using said roadways. Increased traffic directed to substandard roads is not acceptable and should be addressed with this project for safety of the traveling public. Roadways, where permanently detoured traffic is to travel, should be assessed and improvements shall be made in accordance with the current Indiana Design Manual for the roads that are impacted which do not meet the IDM's criteria for the functional classification of the impacted road.

In summary, we support Preferred Alternate No. 8 of the DEIS as follows;

a. construction of a local access road (frontage road) on the east side of the interstate from south of Sample Road to Chambers Pike. This will allow access to properties on the east side that are currently served by State Road 37, Wayport Road, Duxbury Drive, Oliver Winery Road, Fox Hollow Road, Wesner Woods Road and Sparks Lane. The existing northbound lane of State Road 37 will be converted to the frontage road and a new southbound lane will be constructed on the west side of the interstate. The proposed cross-section should satisfy that for a Major Collector in accordance with the IDM. On-road opportunities for alternative transportation (5' paved shoulder) should be provided.
b. the single folded diamond as proposed at Sample Road, with the travel lanes to accommodate anticipated improvements for Sample Road, east to Old State Road 37 and west to Bottom Road, from the interstate, inclusive of alternative transportation improvements,
c. all pavement markings in the State Right-of-Way shall be the responsibility of the INDOT to maintain
d. construction of a local access road (frontage road) on the west side of the interchange from south of Sample Road to Burma Road. This will allow access to properties on the west side that are currently served by State Road 37, Simpson Chapel Road, Lee Paul Road, Norm Anderson Road, Crossover Road, Dittemore Road, Mann Road, Sylvan Lane and Burma Road. The proposed cross-section should satisfy that for a Major Collector in accordance with the IDM. On-road opportunities for alternative transportation (5' paved shoulder) should be provided. There are connections proposed to existing, substandard County Roads, such as segments of Lee Paul Road. Simpson Chapel Road, and Sample Road that should be improved in accordance with the IDM as these segments will realize increased loading and traffic. These segments need to be investigated further by INDOT to determine their ability to perform in the long term in their current condition, geometrically and from a load carrying standpoint.
e. construction of an overpass at Chambers Pike and approach road improvements as proposed.
f. relocation and reconstruction of Sparks Road subject to a cul-de-sac or turnaround at the west end.
g. the addition of a truck lane for southbound traffic north of Burma Road
h. the closure of Bryant's Creek Road subject to the construction of a cul-de-sac on the east side of the interstate and assistance with providing improvements to drainage in the area as it has a history of flooding and could strand up to nine residences if an event occurs
i. the closure of Petro Road provided all properties are purchased and homeowners relocated as proposed.
j. the closure of Cooksey Lane provided all properties are purchased and homeowners relocated as proposed.
k. closure of Turkey Track Road with access provided to north in Morgan County.

2. KARST - This area has Karst features that require avoidance and protection during construction. Erosion control measures shall be adhered to in order to protect these features. Recommend that Monroe County Code Chapters 761, Storm Water Management, and 829, Karst and Sinkhole Development Standards, be applied.

3. DRAINAGE - Flash flooding occurs on Bryant's Creek Road from Bryant's Creek. There currently are no drainage structures along this road segment between State Road 37/I-69 and Old State Road 37. There are 11 residences along this roadway. Assistance with providing drainage structures shall be evaluated for this area in conjunction with construction impacts during the design phase with a review by the Monroe County Highway Department. All hydraulic studies and information regarding storm water runoff impacts shall be available for review and comment as the detailed design plans are prepared in accordance with Monroe County Code 761, the Storm Water Management Ordinance. This is needed in order to assess the capabilities of downstream structures to adequately handle increased runoff from this facility.

4. EMERGENCY SERVICES - Emergency response time will be hindered by closures in this subsection. Further discussion with the Sheriffs Department, Emergency Management Department and the fire departments that serve this area, Bloomington City and Bloomington Township Fire Departments should be conducted to assure their response times are adequate to serve the public need.

5. ALTERNATIVE TRANSPORTATION - Alternative modes of transportation should be considered along this segment. Many bicyclists utilize the road network in this area of Monroe County of which accommodations should be reviewed and constructed with grade separations. Compliance and application of the INDOT's Context Sensitive Solutions policies, which can further incorporate Bloomington Monroe County MPO's Complete Street Policy, adopted January 9, 2009, and Monroe County's Alternative Transportation and Greenways Plan, adopted by the Board of Commissioners via Resolution 2006-08, should be adhered to.

6. CONSTRUCTION - Construction plans and phasing shall be reviewed and approved by Monroe County Highway Department with input from the Monroe County Sheriff Department and other emergency response agencies. Coordination of construction related activities shall be provided until completed. Routing of construction materials shall be reviewed and approved by Monroe County to assure weight limits and loadings are adhered to.

7. THOROUGHFARE PLANS - The Monroe County Thoroughfare Plan, adopted via Monroe County Ordinance 95-28, provides minimum standards for our roadways and the Functional Classification of each road segment. New construction of County Road segments shall comply with the INDOT Road Design Manual as it applies to each road segment that is reconstructed within the footprint of the I-69 environmental document. Furthermore, if it is decided to close a road segment, cul-de-sacs shall be constructed at those locations that will provide for a vehicle wheel base of 50 feet to turn around. This is necessary for emergency vehicles, highway maintenance vehicles, school busses and others that may need such an improvement. Also, the Bloomington-Monroe County Long Range Transportation Plan shall be reviewed for compliance for coordination of improvements.

8. SCHOOLS – With the closure of County Roads, additional impacts will be realized by the Monroe County Community School Corporation due to rerouting of busses in this area. Communication shall occur with the MCCSC Transportation Department in order to minimize the additional costs of a permanent detour.

9. NOISE ANALYSIS – This area is rural in nature. Landscaping should be providing for minimizing noise impacts to this area.

10. AESTHETICS - Aesthetic interchange and grade separation treatments are desired in this community. There exist several options that INDOT is familiar with such as form liners for abutment walls, piers and bridge railing to stamped and/or colored concrete for the same. Areas of native grasses or wildflower plantings could be added to enhance the interchanges and grade separations. The Greater Bloomington Chamber of Commerce has formed a committee, consisting local government officials and private interests that is investigating the various options and recommend the INDOT work with this group to select a common theme throughout the corridor.

SUBSECTION 5E - South of Sample Road to Monroe / Morgan County Line					
COUNTY ROAD NAME	**PROPOSED CONSTRUCTION**	**FUNCTIONAL CLASSIFICA-TION**	**ADT ROAD WIDTH & SURFACE**		**COMMENTS / RECOMMENDATIONS**
Local Access Road (east)	None – mainline shift allows for use of existing northbound lane as frontage road.	Major Collector	Serves State Road 37, Wayport Road (east side), Duxbury Drive, Oliver Winery Road, Fox Hollow Road, Wesner Woods Road and Sparks Lane		This proposed roadway along the east side of the interstate from south of Sample Road to Chambers Pike will serve as a frontage road for this area. The properties connected will have access as known today. In most of this area, a new southbound lane will be constructed and the existing northbound lanes will be used as the frontage road in this Subsection. Recommendations; 1) Support reconstruction as proposed subject to; a) Design of road satisfy IDM requirements for a Major Collector b) Aesthetic median protection from the interstate and the access road shall be provided as deemed necessary and offsets between the edge of pavements of both facilities should be as far as possible, satisfying Figure 3-8 in the DEIS. c) Accommodations for bicycles shall be made per Monroe County Alternative Transportation Plan (on-road, paved shoulder, 5' width)
Sample Road	Interchange	Major Collector	West side 582 18 feet Bituminous surface East side 1,080 20 feet Bituminous surface		Road will remain open to traffic as proposed in the DEIS with the construction of a single folded interchange. The road segment will realize increase in traffic due to the closure of access from the interstate at Bottom Road and Simpson Chapel Road. As stated in the recommendations for the North Walnut Street partial interchange (Option B), it is necessary to improve Sample Road from Bottom Road to Old State Road 37 due to; 1) Provide adequate east / west traffic flow and interstate access from Ellettsville area and northwest Monroe County.

Sample Road (continued)					2) Concern with access to the City of Bloomington Utilities Blucher Pool on Bottom Road for septage haulers and for delivery of supplies to said location. 3) Most of planned high density residential development will occur in the Ellettsville Rural Community area and the area around the planned interchange at Sample Road. Thus, both areas will need adequate access to the interstate to accommodate future growth in this part of the County. Recommendations: 1) Support Interchange subject to; a) A single folded diamond interchange is proposed at this location, with the travel lanes to accommodate anticipated future traffic. b) All markings within the Right-of-Way shall remain the responsibility of INDOT to maintain. c) improvements for Sample Road, east to Old State Road 37 and west to Bottom Road, from the interstate, inclusive of alternative transportation improvements, d) Accommodations for bicycles and pedestrians shall be made per Monroe County Alternative Transportation Plan (on-road, 5' paved shoulder).
Local Access Road (west)	New construction of two lane road	Major Collector	Serves State Road 37, Simpson Chapel Road, Lee Paul Road, Norm Anderson Road, Crossover Road, Dittemore Road, Mann Road, Sylvan Lane and Burma Road		This proposed roadway along the west side of the interstate from south of Sample Road to Burma Road will serve as a frontage road for this area. The properties connected will have access as known today. In most of this area, a new southbound lane will be constructed and the existing northbound lanes will be used as the frontage road in this Subsection. Recommendations; 1) Support reconstruction as proposed subject to; a) Design of road satisfy IDM requirements for a Major Collector b) Aesthetic median protection from the interstate and the access road shall be provided as deemed necessary and offsets between the edge of pavements of both

Local Access Road (west) (continued)					facilities should be as far as possible, satisfying Figure 3-8 in the DEIS. c) improvements to the connections proposed to existing, substandard County Roads, such as segments of Lee Paul Road. Simpson Chapel Road, and Sample Road which should be improved in accordance with the IDM as these segments will realize increased loading and traffic. d) Accommodations for bicycles shall be made per Monroe County Alternative Transportation Plan (on-road, paved shoulder, 5' width)
Crossover Road / Chambers Pike	Overpass	Minor Collector	West side 433 East side 457		Road will be closed to interstate access. Road will remain open to traffic as proposed in the DEIS with the construction of an overpass. The road segment will realize increase in traffic due to closure of That Road. Recommendations: 1) Support Grade Separation. 2) Accommodations for bicycles shall be made per Monroe County Alternative Transportation Plan (on-road, paved shoulder, 5' width)
Sparks Lane	Relocation to Chambers Pike	Local	ADT UK 18 feet Bituminous surface		Road will be closed to interstate access. Road will be relocated to connect with Chambers Pike. Recommendation; 1) Support relocation subject to construction of a turnaround at west end of Sparks Lane.
Bryant's Creek Road	Close	Local	36 18 feet Gravel		Road will be closed to interstate access. A cul-de-sac will be constructed at the terminus with the interstate. Recommendations; 1) Support closure subject to; a) INDOT provide assistance with improvements to drainage in the area as it has a history of flooding and could strand up to nine residences if an event occurs
Petro Road	Close	Local	ADT UK 18 feet Bituminous surface		Road will be closed to interstate access and the properties purchase by INDOT. Recommendation; Support closure provided all properties are purchased and homeowners relocated as proposed.
Cooksey Lane	Close	Local	ADT UK 18 feet Bituminous surface		Road will be closed to interstate access and the properties purchase by INDOT. Recommendation; Support closure provided all properties are purchased and homeowners

Cooksey Lane (continued)					relocated as proposed.
Other Road with Potential Impacts in this Subsection - Not Directly Impacted					
Existing local roads in the area.	No construction proposed.	Local			While roads may be closed to direct access or indirectly impacted with construction in this area, it is required that construction traffic not use local roads in this area as the roadbeds are not sufficient for these loads and the road widths are insufficient and would create a traffic safety hazard.

GENERAL COMMENTS for SUBSECTION 5F

Monroe / Morgan County Line to Northern Terminus of Section 5, north of Liberty Church Road

1. TRAFFIC STUDIES, INTERCHANGES & GRADE SEPARATIONS – After a review of Appendix GG, the "*I-69 Corridor Model Documentation: Technical Memorandum: Interim Traffic Forecasting Models for I-69 Section 5 DEIS*", dated October, 2012, it was found that traffic modeling was conducted on this Section using the latest in available data in order to prepare the 2035 traffic forecast. While a Level of Service (LOS) analysis reviews congestion due to increases in traffic, it does not take into account substandard roadway geometry and cross-sections which will be impacted by the increased vehicles using said roadways. Increased traffic directed to substandard roads is not acceptable and should be addressed with this project for safety of the traveling public. Roadways, where permanently detoured traffic is to travel, should be assessed and improvements shall be made in accordance with the current Indiana Design Manual for the roads that are impacted which do not meet the IDM's criteria for the functional classification of the impacted road.

   In summary, we support Preferred Alternate No. 8 of the DEIS as follows;

   a. the construction of a local access road that connects segments of Old State Road 37 to the west side of the proposed interchange at Liberty Church Road. This will provide an emergency route should the interstate have to be closed for any reason.

2. KARST – Not in Monroe County jurisdiction.

3. DRAINAGE – Not in Monroe County jurisdiction.

4. EMERGENCY SERVICES - Emergency response time will be hindered by closures in this subsection. Suggest further discussion with the Sheriffs Department, Emergency Management Department and local fire departments that serve this area should be conducted to assure their response times are adequate to serve the public need.

5. ALTERNATIVE TRANSPORTATION – Not in Monroe County jurisdiction.

6. CONSTRUCTION – Not in Monroe County jurisdiction.

7. THOROUGHFARE PLANS - Not in Monroe County jurisdiction.

8. SCHOOLS – With the closure of County Roads, additional impacts will be realized by the school corporations due to rerouting of busses in this area. Suggest continuing communication with the school's transportation department in order to minimize the additional costs of a permanent detour.

9. NOISE ANALYSIS – Not in Monroe County jurisdiction.

10. AESTHETICS - Aesthetic interchange and grade separation treatments are desired in this community. There exist several options that INDOT is familiar with such as form liners for abutment walls, piers and bridge railing to stamped and/or colored concrete for the same. Areas of native grasses or wildflower plantings could be added to enhance the interchanges and grade separations. The Greater Bloomington Chamber of Commerce has formed a committee, consisting local government officials and private interests that is investigating the various options

and recommend the INDOT work with this group to select a common theme throughout the corridor.

References, both Monroe County Code links and previously submitted documents;

1) I-69 Planning Community Planning Grant report titled "*Monroe County State Road 37 Corridor Plan*", dated February, 2010. (See DEIS, Chapter 12)
2) Monroe County Code 761, "*Storm Water Management*", located under Title 7, http://www.co.monroe.in.us/tsd/Government/Support/Legal/MonroeCountyCode.aspx or go to direct link at; http://www.co.monroe.in.us/TSD/DesktopModules/Bring2mind/DMX/Download.aspx?TabID=266&Command=Core_Download&EntryId=3040&PortalId=0&TabId=266
3) Monroe County Code 829, "*Karst and Sinkhole Development Standards*", located under Title 8, http://www.co.monroe.in.us/tsd/Government/Support/Legal/MonroeCountyCode.aspx or go to direct link at; http://www.co.monroe.in.us/TSD/DesktopModules/Bring2mind/DMX/Download.aspx?TabID=383&Command=Core_Download&EntryId=24958&PortalId=0&TabId=383
4) Monroe County Ordinance 95-28, "Monroe County Thoroughfare Plan" (See DEIS, Chapter 12)
5) Monroe County "Alternative Transportation & Greenways Plan" (See DEIS, Chapter 12)

Hamman, Mary Jo

From: Hamman, Mary Jo
Sent: Wednesday, January 02, 2013 5:17 PM
To: Bill Williams
Cc: Iris Kiesling Forwarded; Iris Kiesling; Patrick Stoffers; Julie Thomas; Geoff McKim; jpittsford@bluemarble.net; Richard Martin; Larry Wilson; Sarvis, Samuel
Subject: Re: I-69, Section 5; DEIS Comments

Thank you Bill. I am in receipt of the letter.

In compliance with the requirements of the National Environmental Policy Act (NEPA), all comments received during the DEIS comment period are considered on an equal basis. All 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 the input on the Section 5 DEIS.

Mary Jo Hamman
I-69 Section 5 Project Manager

Sent from my iPhone

On Jan 2, 2013, at 4:48 PM, "Bill Williams" <bwilliams@co.monroe.in.us> wrote:

> Good afternoon,
>
> Please find comments regarding to the Draft Environmental Impact Statement from the Monroe County Board of Commissioners for Section 5 of the I-69 project. A hard copy of this is being mailed to you as well.
>
> Feel free to contact me if you have any questions or comments.
>
> Thank you for your assistance,
>
> Bill Williams
> Monroe County Public Works Director / Highway Engineer Monroe County
> Highway Department
> 100 W. Kirkwood Avenue
> Bloomington, Indiana 47404
> Office: (812) 349-2555
> Direct Line: (812) 349-2577
> Fax: (812) 349-2959
> Cell: (812) 325-1133
> www.co.monroe.in.us<http://www.co.monroe.in.us/>
>
> <I-69, Section 5; Tier 2, DEIS Comments.pdf>

Hamman, Mary Jo

From: Jacqueline Scanlan <jscanlan@co.monroe.in.us>
Sent: Wednesday, January 02, 2013 2:35 PM
To: Hamman, Mary Jo
Subject: Monroe County Historic Preservation Board of Review I-69 Section 5 DEIS Comments January 2, 2013
Attachments: DEIS_Tier2_Evansville_to_Indianapolis_I_69_Section_5_Comme….pdf

Ms. Hamman,

Please find attached the comments from the Monroe County Historic Preservation Board of Review regarding the Draft Environmental Impact Statement (Tier 2) for the I-69, Evansville to Indianapolis project for Section 5 between Bloomington and Martinsville, Indiana.

Again, we appreciate the opportunity to provide comment.

Thank you,
Jackie Scanlan
Senior Planner, Monroe County Planning Department
Historic Preservation Board of Review
501 N. Morton Street, Suite 224
Bloomington, IN 47404
jscanlan@co monroe.in.us
P: (812)-349-2560
F: (812)-349-2967

MONROE COUNTY HISTORIC PRESERVATION
BOARD OF REVIEW
501 N. Morton Street, Suite 224, Bloomington, IN 47404
Telephone: (812)-349-2560 / Fax: (812)-349-2967
www.co.monroe.in.us/tsd/Government/Infrastructure/PlanningDepartment/HistoricPreservation.aspx

January 2, 2013

I-69, Section 5 Project Office
3802 Industrial Boulevard, Unit 2
Bloomington, Indiana 47403
Attn: Mary Jo Hamman via email to: MHamman@mbakercorp.com

Re: Draft Environmental Impact Statement (Tier 2), I-69 Evansville to Indianapolis project for Section 5 between Bloomington and Martinsville, Indiana. (FHWA-IN-EIS-12-01-D)

Dear Section 5 Office:

After careful review, our board would like to highlight issues regarding the following historic properties:

(1) The Hedrick House: This house was locally designated in November 2012 as an historic district, approved by the Monroe County Commissioners in accordance with the County's historic preservation ordinance. Furthermore, additional prehistoric artifacts beyond those initially described have been reported from the property around the house.

(2) Maurice Head: We concur with the study; no visual impacts.

(3) Stipp Bender: We concur with the study; no visual impacts.

(4) Brown School: As the only remaining public school building in Washington Township, we maintain that this site has local significance, illustrates a national consolidation movement, and holds a certain degree of international fame. Thomas L. Brown Elementary school is named after a local educator who taught in one-room schools in Washington Township. This particular township was the first in the county to consolidate all of the schools into one. The land for the school was donated by a local family, who still reside in the immediate vicinity. The namesake of the school is buried in Simpson Chapel Cemetery across the road. The school was open for a relatively short period prior to a second major round of consolidation which closed this rural community landmark. The building's exterior maintains the same character as when it opened in 1968. Other area schools have additions and modifications that compromise their architectural integrity; not so with Brown School. Brown School was purchased by local entrepreneur, Bill Cook, in 1984 as a practice facility for a fledgling drum and bugle corps. That group, Star of Indiana, won the Drum Corps International Open Class World Champion title in 1991. The group evolved into Brass Theater and then Blast! Blast won the 2001 Tony Award for Best Special Theatrical Event and the 2001 Emmy Award for Best Choreography. The local community is proud of Brown School's history as both an elementary school and performing arts practice facility. This property is locally significant, and we believe should be determined eligible for the National Register of Historic Places in the future. The current I-69 route proposal would have adverse visual impacts on this property as the center line shifts westward, closer to Brown School.

(5) Maple Grove Road: While the report states that the project will "not introduce any visual elements that contrast with the existing visual setting," extensive steel guardrails and concrete barriers proposed for the I-69 corridor will greatly detract visually from the current rural character of the area around the district and in the expanded district. We find this to be an adverse visual impact. Instead of steel guardrails and concrete barriers, we recommend using quarry blocks as

blockade alternatives to steel guardrails and concrete barriers, to avoid creating visual impacts; see discussion in (7) below.

(6) Reed Historic Landscape District: The district should be expanded to include the Hedrick House at 3275 N. Prow Road, as well as those at 3225, 3215, 2095, and 3065, since former residents were reported to have been associated with quarry work. Census data have not confirmed that the residents did not work there, and employment records for Reed Quarry do not cover the period of significance. Historic records have not countered the longstanding oral history.

(7) Reed, Hunter Valley, and North Clear Creek Historic Landscape Districts: The adverse visual impacts on all three districts will be significant and detractions from their historic character. Using steel guardrails or concrete barriers goes against the common local practice for safety and traffic lane containment, which uses reject quarry blocks to create a secure separation. There is an incredible abundance of reject quarry blocks in Monroe and Lawrence Counties. It makes far more economic and environmental sense to move these blocks for placement along I-69 than to manufacture and haul concrete or steel rails. Both concrete and steel rails will change the historic character of these three National Register eligible Landscape Districts, and create visual impacts that are avoidable.

Additionally, we wish to inform government agencies and the public that visual impacts to the historic and natural character of the major entryway into Monroe County and Bloomington can be expected to make the area less attractive and interesting to visitors, and so produce a negative effect on tourism. Affecting tourism in this way creates economic impacts – namely, a decline in tourism revenues. Unlike some serious issues re: I-69/Sec. 5, visual impacts can be avoided by sensitive construction.

We appreciate this opportunity to comment on your study. Please do not hesitate to communicate any thoughts, concerns, or questions to our board using the above contact information.

Sincerely,

Devin Blankenship, Chair

Monroe County Historic Preservation Board

Hamman, Mary Jo

From: Hamman, Mary Jo
Sent: Wednesday, January 02, 2013 3:11 PM
To: Jacqueline Scanlan
Subject: Re: Monroe County Historic Preservation Board of Review I-69 Section 5 DEIS Comments January 2, 2013

Thank you Jackie. I am in receipt of the letter.

In compliance with the requirements of the National Environmental Policy Act (NEPA), all comments received during the DEIS comment period are considered on an equal basis. All 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 the input on the Section 5 DEIS.

Mary Jo Hamman
I-69 Section 5 Project Manager

Sent from my iPhone

On Jan 2, 2013, at 2:35 PM, "Jacqueline Scanlan" <jscanlan@co.monroe.in.us> wrote:

> Ms. Hamman,
>
> Please find attached the comments from the Monroe County Historic Preservation Board of Review regarding the Draft Environmental Impact Statement (Tier 2) for the I-69, Evansville to Indianapolis project for Section 5 between Bloomington and Martinsville, Indiana.
>
> Again, we appreciate the opportunity to provide comment.
>
> Thank you,
> Jackie Scanlan
> Senior Planner, Monroe County Planning Department
> Historic Preservation Board of Review
> 501 N. Morton Street, Suite 224
> Bloomington, IN 47404
> jscanlan@co monroe.in.us
> P: (812)-349-2560
> F: (812)-349-2967
>
> <DEIS_Tier2_Evansville_to_Indianapolis_I_69_Section_5_Comme….pdf>

Hamman, Mary Jo

From: Linda Sievers <lsievers@btfire.org>
Sent: Friday, December 07, 2012 9:39 AM
To: Hamman, Mary Jo
Subject: public comment noise and light pollution

Good Morning Mary Jo,

I'm following up with my comments yesterday concerning noise and light pollution along I-69, Section 5.

I am requesting that the road surface material through Section 5 be sound sensitive due to the expected increase in traffic. I live in the Maple Grove Historic District and we hear some truck traffic, but it will only get worse and more frequent with I-69. In addition, I ask that you consider using lights that face downward and those that do not emit light in all directions.

Thank you in advance for your consideration.
Linda

Linda G. Sievers,Trustee
Bloomington Township
2111 W. Vernal Pike
Bloomington, IN 47404

P (812) 336.4976
F (812) 335.8993

Hamman, Mary Jo

From: Hamman, Mary Jo
Sent: Friday, December 07, 2012 9:59 AM
To: Linda Sievers
Subject: RE: public comment noise and light pollution

Thank you Linda. I appreciate your follow up after yesterday's meeting.

The comment period for the Section 5 DEIS concludes January 2, 2013. In compliance with the requirements of the National Environmental Policy Act (NEPA), all comments received during the DEIS comment period are considered on an equal basis. All 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 5 DEIS.

We'll look forward to your visit next week.

Mary Jo

From: Linda Sievers [mailto:lsievers@btfire.org]
Sent: Friday, December 07, 2012 9:39 AM
To: Hamman, Mary Jo
Subject: public comment noise and light pollution

Good Morning Mary Jo,

I'm following up with my comments yesterday concerning noise and light pollution along I-69, Section 5.

I am requesting that the road surface material through Section 5 be sound sensitive due to the expected increase in traffic. I live in the Maple Grove Historic District and we hear some truck traffic, but it will only get worse and more frequent with I-69. In addition, I ask that you consider using lights that face downward and those that do not emit light in all directions.

Thank you in advance for your consideration.
Linda

Linda G. Sievers,Trustee
Bloomington Township
2111 W. Vernal Pike
Bloomington, IN 47404

P (812) 336.4976
F (812) 335.8993

prohibited. If you have received this email in error please notify us at 812-336-4976 and delete it immediately.

Hamman, Mary Jo

From: Larry Wilson <lwilson@co.monroe.in.us>
Sent: Wednesday, January 02, 2013 10:38 PM
To: Hamman, Mary Jo
Cc: lwilson@cinergymetro.net
Subject: Comments: Draft Environmental Impact Statement from the Monroe County Plan Commission for Section 5 of the I-69 project.
Attachments: Monroe County Plan Commission Comments--Draft EIS--Section 5--I-69--January 2, 2013.docx

Please find comments regarding to the Draft Environmental Impact Statement from the Monroe County Plan Commission for Section 5 of the I-69 project.

Feel free to contact me if you have any questions or comments.

Thanks,

Larry

Larry J. Wilson, AICP,
Director, Monroe County Planning Department
Monroe County Government Center
501 N. Morton St., Suite 224
Bloomington, IN 47404
(812) 349-2561
lwilson@co.monroe.in.us

MONROE COUNTY PLAN COMMISSION
and office of the
MONROE COUNTY BOARD OF ZONING APPEALS
Monroe County Government Center
501 N. Morton Street, Suite 224
Bloomington, IN 47404
Telephone: (812) 349-2560/Fax: (812) 349-2967
http://www.co.monroe.in.us/tsd/Government/Infrastructure/PlanningDepartment.aspx

Mary Jo Hamman
Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

January 2, 2013

Comments of Monroe County Plan Commission Regarding I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39) *Tier 2 Draft Environmental Impact Statement (DEIS)*

Indiana 37 is the primary north/south traffic corridor for the City of Bloomington and Monroe County already carrying over 20,000 vehicles per day in the proposed I-69-Section 5 corridor. The overriding concern of the Plan Commission is that current and future traffic flow on Indiana 37 not be compromised by design alternatives chosen for Section 5 of I-69. We are greatly concerned that design options which rely principally upon utilization of the existing SR 37 Right-of-Way may create issues regarding safety, emergency access, and aesthetics.

The proposal for concrete barriers between I-69 and the new access roads create safety issues due to glare and limited actual separation. The closing of existing SR 37 access points will divert existing traffic to substandard county roads—this issue still has not been fully addressed. We remained concerned that the blockage of the proposed I-69 due to an accident-- as occurred on SR 37 at the Morgan County line last week--would leave Bloomington without a direct route to Indianapolis for significant periods. Given the lack of a parallel State Highway (i.e. US 40/1-70) for thru traffic detours, permanent instant message signage should be placed at strategic locations to alert vehicles in advance of accidents, closures, and repair/maintenance delays.

The Plan Commission again requests that the recommendations of the **Monroe County State Road 37 Corridor Plan** (February, 2010) and **Monroe County Alternative Transportation and Greenways Systems Plan** (May, 2006) be followed.

A.) General concerns:

1.) Utilization of Existing SR 37 Right-of-Way

While using the existing SR 37 right-of-way is laudable, using up the existing corridor without acquiring additional right-of-way is short-sighted. One of the significant failings of interstate planning as now performed by INDOT and FHWA is the establishment of a 20 year planning horizon done in a manner that does not accommodate expectations beyond that horizon. Such an approach is a perversion of system lifecycle design practice that can only lead to far more expensive remediation of future problematic situations.

Failing to acknowledge expanded facility use beyond the horizon can only result in excessive future cost to acquire right-of-way for expansion, either by expanding the existing corridor or by establishing a new corridor. Consider how different our situation would be if the current SR 37 corridor did not have capacity for additional travel lanes. Even more important are the expansion needs of interchanges as traffic increases. Future free flow interchange designs necessary to accommodate clearly expected urban traffic increases will be very expensive and the prior failure to acquire the necessary right-of-way is even now limiting current design alternatives.

Given our terrain, as highlighted in the Tier 1 study, there are no other corridor opportunities of this magnitude. Failing to properly size the corridor now, especially the interchange areas, for a sustainable future will result in a failed interstate network segment beyond the current plan horizon. Establishing a plan horizon for sustainable systems does not mean we can ignore system demand growth and response capability after the current horizon is reached.

2.) Free Flow Ingress/Egress at Major Interchanges

As identified in the present four options for major interchanges in Monroe County, no free flow opportunity exists for a left turn onto I-69. All left turn movements onto the interstate will require traversing two signals, one approaching the bridge and another at the left turn point. The preliminary study does mention a single point interchange design alternative but indicates signal delays are longer at a single point interchange.

We are already experiencing peak hour congestion at the 3rd and 2nd street SR 37 intersections caused by the traffic signal delays. We cannot expect this congestion to be reduced by more interstate traffic using those same intersections. The implementation of our comprehensive plans expects traffic flow through these critical intersections to be hassle-free for motorists so that residing west of I-69 is not perceived as a significant liability.

The SR 46 interchange is likely to see the most change over time because of access to Indiana University, our largest employer, to the North Park development, probable location of a future hospital complex, and to the northwestern portion of Monroe County where residential growth

around Ellettsville will continue to be significant. None of the current alternatives upgrades that intersection to provide free flow for left turns south or north from SR 46.

Karst

Monroe County has regulated construction and development activities in karst areas since 2000. The Monroe County Zoning Ordinance provides as follows:

CHAPTER 829

ZONING ORDINANCE: KARST AND SINKHOLE DEVELOPMENT STANDARDS

829-1. Purpose and Intent

The purpose of this chapter is to establish review procedures, use limitations, design standards and performance standards applicable to site developments that encompass or affect sinkholes or other karst features. The intent of this chapter is to protect the public health, safety and welfare by requiring the development and use of environmentally constrained areas to proceed in a manner that promotes safe and appropriate storm water management and ground water quality.

829-2. Policy

Unless expressly stated otherwise or contrary to context, the provisions of this chapter shall be interpreted and applied in accordance with the following policies:

(A) Development in areas that encompass or affect sinkholes or other karst features (i.e., in "sinkhole areas") is prohibited unless expressly permitted by this chapter or until it is demonstrated that the development would have no significant detrimental impact on storm water management or ground water quality.

(B) Potential impacts on storm water management and ground water quality must be identified, assessed and addressed through written studies at the earliest stages of the development approval process (e.g., during the preliminary plat, development plan or site plan approval stages).

(C) The extent and sophistication of any required study should directly reflect the nature and complexity of the proposed development and of the development site

(e.g., the more complex the karst features, the more extensive and sophisticated the study).

(D) All applicable Federal, State and Local permits shall be obtained prior to construction.

These policies and the other provisions of Zoning Ordinance illustrate the longstanding determination of Monroe County government to protect karst structures and prevent groundwater contamination. These policies recognize that the only way to protect karst systems is by keeping construction activity and infrastructure away from sinkholes and other karst features. Under the current zoning ordinance, it is unlikely a driveway would be allowed in much of the proposed I-69 corridor in Monroe County.

Spills of fuels and hazardous waste, both during the construction and operation of I-69, are a great concern to Monroe County. The Draft EIS clearly identifies the connectivity of karst structures within the right-of-way to sinking streams and springs. All drainage, including normal highway runoff, should be diverted away from karst areas or filtered and treated prior to entering sinkholes and swallets. Unless the highway is designed to capture and hold spills, contamination of the karst groundwater systems is inevitable. The requirement of the MOU to install hazardous waste containment should be followed.

……

Best Management Practices
June, 2010 Survey of Karst Features Report
Pages xvii to xviii

• Strict runoff/erosion control must be planned, with staging and materials set up outside of karst areas or on impervious surfaces with controlled drainage. Same season revegetation of land disturbed during the construction process should occur when possible

• Road maintenance should include posted no-salt/spray areas to prevent contaminants from entering karst systems. Mowing should be restricted to appropriate times, and repairing damaged vegetation and drainages should be required

• Some of the channels that cross the corridor may be under-drained in karst areas and appear to transmit water infrequently. Culverts and bridge openings must be sized to accommodate the required rainfall events as defined by the INDOT Drainage Design Manual. Unique backwater conditions created by sinking streams and other insurgence

features will require further evaluation during subsequent design stages to assure that adequate detention storage volume is available

• The drainage design for I-69 should provide for proper energy dissipation devices at the culvert and storm sewer system outlet locations to prevent erosion to existing channels. Energy dissipater devices include such items as scour holes, riprap linings and stilling basins. Design of energy dissipater devices and ditch linings should be based on INDOT's Drainage Design Manual

• Run-off from the roadway should have as much natural treatment as is possible. It is recommended that run-off be dispersed through natural vegetation and/or an engineered treatment system before reaching potential karst recharge features

• The roadway construction, when possible, should be planned to maintain the drainage to karst recharge features

• Utilization of lined ditches to the outfall discharge points are recommended within the karst areas designed to prevent erosion. Water flow within the roadway ditches will need an analysis for lining requirements. Culvert outlets should be designed to discharge water to at grade terrain. This design will reduce erosion scour and sediment transport into the karst and other environments. Design of ditches and culverts should be based on INDOT's Drainage Design Manual. This will reduce soil erosion through karst features that could compromise the integrity of the roadway

• A spill response plan should be established with response equipment readily available during and after road construction. Karst groundwater systems have the potential for high groundwater flow velocities, which makes quick response to any spill a necessity. Drainage and runoff control mechanisms should be in place to prevent contaminants from entering the karst system. In the event that contaminants enter the karst system, use of response or mitigation measures at discharge points may be necessary

• If a karst recharge feature cannot be avoided or appropriately filled and capped, the roadway should span the feature and be anchored into competent bedrock. This will avoid the problem of instability and roadway runoff entering the recharge feature

• If a spring cannot be avoided or the drainage adequately accommodated by a structure, the roadway should span the spring and be anchored into competent bedrock. This will avoid the potential undermining of the roadbed by excess head pressure and discharge

- *Cuts into bedrock should be minimized when possible to decrease the potential to expose caves and other karst conduits*

- *If a cave is exposed during construction, karst experts should be consulted to determine the significance of the cave*

- *Per the 1993 Karst MOU, if any federal and/or state listed species are encountered during construction that were not previously noted and evaluated, construction in that area should be halted until the species can be evaluated.*

It is unclear from the Draft EIS if the above Best Management Practices from the June, 2010 Survey Karst Features Report will be adopted for the Project. Please identify which (if any) of the above BMP's will not be implemented and state what alternative practices/standards will be utilized.

B.) Specific concerns:

1.) Elimination of Gates Drive/Vernal Pike Access –

It is essential that an access road connecting 3rd Street and Arlington be constructed on the west side of the proposed I-69 corridor to mitigate for the loss of these heavily used intersections. This will greatly reduce congestion at peak hours on both the Interstate and the interchanges.

2.) Sample Road Interchange

We support an interchange at Sample Road; its ultimate utility depends upon necessary funding to upgrade the east-west roadway to provide access to the Ellettsville area and Old 37.

3.) Chambers Pike

We note that an overpass of Chambers Pike is now included as requested in our earlier comments.

4.) Streams

In chapter 5.19.2 Streams it states: "Where stability measures are proposed, alternatives to riprap, such as bioengineering methods, and new construction or retrofit of culverts for Aquatic Organism Passage (AOP) will be considered, where practicable." A recommendation is that bioengineering materials that are fully biodegradable, natural fibers should be utilized when possible to encourage native plant growth and aquatic organisms. Turf reinforcement mats, made with plastics, tend to persist for such long periods of time and can detour plant growth, especially woody species, and some burrowing organisms from re-colonizing a disturbed area thus hindering restoration efforts

These comments are submitted on behalf, and with the approval, of the Monroe County Plan Commission. We also support the comments of County Highway Engineer Bill Williams, the Board of Monroe County Commissioners and Plan Commission member Richard Martin submitted under separate cover.

Sincerely,

Larry J. Wilson

Larry J. Wilson
Director, Monroe County Planning Department

cc: Monroe County Plan Commission
Monroe County Commissioners
Bill Williams, County Highway Engineer
Monroe County Planning Department

Hamman, Mary Jo

From: Hamman, Mary Jo
Sent: Wednesday, January 02, 2013 10:41 PM
To: 'Larry Wilson'
Cc: lwilson@cinergymetro.net
Subject: RE: Comments: Draft Environmental Impact Statement from the Monroe County Plan Commission for Section 5 of the I-69 project.

Thank you Larry. I am in receipt of the letter.

In compliance with the requirements of the National Environmental Policy Act (NEPA), all comments received during the DEIS comment period are considered on an equal basis. All 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 the input on the Section 5 DEIS.

Mary Jo Hamman
I-69 Section 5 Project Manager

From: Larry Wilson [mailto:lwilson@co.monroe.in.us]
Sent: Wednesday, January 02, 2013 10:38 PM
To: Hamman, Mary Jo
Cc: lwilson@cinergymetro.net
Subject: Comments: Draft Environmental Impact Statement from the Monroe County Plan Commission for Section 5 of the I-69 project.

Please find comments regarding to the Draft Environmental Impact Statement from the Monroe County Plan Commission for Section 5 of the I-69 project.

Feel free to contact me if you have any questions or comments.

Thanks,

Larry

Larry J. Wilson, AICP,
Director, Monroe County Planning Department
Monroe County Government Center
501 N. Morton St., Suite 224
Bloomington, IN 47404
(812) 349-2561
lwilson@co.monroe.in.us

Jufko, Philip

From: Lonnie Kern <lonniekern@gmail.com>
Sent: Wednesday, December 19, 2012 7:41 PM
To: Jufko, Philip
Subject: Re: I-69 Section Environmental Studies - Local Fire/EMS Follow-up Meeting - January 9th at 2 p.m.

Hi Philip,

I would like to comment that I would like to see the exit only ramp for legendary hills and i am concerned with then interim plan for Burton Ln. Access to the Jordan Rd. area for us is currently Burton Ln. Burton Ln as I see it is going to span both section 5 and 6. I have concerns for both during construction and after. How will we access Burton Ln\Jordan Rd. during construction. Where will we exit the interstate to access Burton Ln. when section 6 is complete. Also flooding on Burton Ln. is usually too deep and too swift for our trucks to cross. I know this is confusing but I foresee the potential to add several miles to our response under flood conditions if the current grade isn't raised to get the existing road out of flooding potential. We have houses on either side of the area that floods. I suppose this would be much easier to discuss in front of a map.

Lonnie

On Wed, Dec 19, 2012 at 10:27 AM, Jufko, Philip <PJufko@mbakercorp.com> wrote:
Good Morning,

We would also like to take this opportunity to request that you submit whatever DEIS comments you are able to in advance of the January 2nd deadline. This will ensure that your comments are documented and available as we are looking at any refinements that are necessary as a result of all comments received. We will be continuing coordination with local Fire/EMS providers throughout the remainder of the environmental effort.

Due to scheduling conflicts, several members of the local Fire/EMS community requested that we change our previous meeting date. As a result, we are pleased to invite you or a designated representative to a meeting on Wednesday, January 9th to learn more about the latest project activities and follow-up on items discussed during our previous meeting in August. It is anticipated that we will discuss all DEIS comments received which relate to emergency services. During the meeting, attendees will also have an opportunity to discuss any concerns they have related to providing Fire/EMS service to the community in the future as a result of the I-69 Section 5 project.

The meeting will be held:

Wednesday, January 9, 2013 – 2 p.m. to 4 p.m.

Bloomington Township Department of Fire & Emergency Services - Station #5
Training Room
5081 North Old State Road 37
Bloomington, IN 47408
812-339-1115

Station #5 is located off Business 37 approximately 2 miles north on North Old State Road 37 on the left.

Our project team is looking forward to meeting with you next month!

Best regards,

Philip Jufko
Public Involvement Coordinator
I-69 Evansville to Indianapolis Tier 2 Studies - Section 5
Michael Baker Jr., Inc.
3802 Industrial Boulevard, Unit 2
Bloomington, IN 47403
Phone 812-355-1390
pjufko@mbakercorp.com
www.mbakercorp.com

Baker

Creating Value ... Delivering Solutions.

Please consider the environment before printing this email.

--
lonniekern@gmail.com

Jufko, Philip

From: Jufko, Philip
Sent: Thursday, December 20, 2012 8:59 AM
To: Lonnie Kern
Cc: Hamman, Mary Jo; Miller, David C; Manning, Lisa (Lisa.Manning@mbakercorp.com)
Subject: RE: I-69 Section Environmental Studies - Local Fire/EMS Follow-up Meeting - January 9th at 2 p.m.

Lonnie,

Thank you for your comments. I will pass them along to members of our team. We are all looking forward to meeting with you on January 9th!

Best regards,

Philip Jufko
Public Involvement Coordinator
I-69 Evansville to Indianapolis Tier 2 Studies - Section 5
Michael Baker Jr., Inc.
3802 Industrial Boulevard, Unit 2
Bloomington, IN 47403
Phone 812-355-1390
pjufko@mbakercorp.com
www.mbakercorp.com

Baker

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From: Lonnie Kern [mailto:lonniekern@gmail.com]
Sent: Wednesday, December 19, 2012 7:41 PM
To: Jufko, Philip
Subject: Re: I-69 Section Environmental Studies - Local Fire/EMS Follow-up Meeting - January 9th at 2 p.m.

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Best regards,

Philip Jufko
Public Involvement Coordinator
I-69 Evansville to Indianapolis Tier 2 Studies - Section 5
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3802 Industrial Boulevard, Unit 2
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pjufko@mbakercorp.com
www.mbakercorp.com

Baker

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--
lonniekern@gmail.com

Hamman, Mary Jo

From: Cheryl Munson <cherylmunson2012@gmail.com>
Sent: Wednesday, January 02, 2013 9:17 PM
To: Hamman, Mary Jo
Subject: I-69, Section 5, DEIS comments due January 2, 2013
Attachments: Cheryl Ann Munson, comments on DEIS, I-69, Sec. 5.pdf

Dear Ms. Hamman:

Please find my comments attached.

Thank you,

Cheryl Ann Munson

CherylMunson2012@gmail.com
(812) 325-3407
www.cherylmunson.us

Cheryl Ann Munson
6707 W. Rock East Road
Bloomington, IN 47403
(812) 325-3407

January 2, 2013

I-69, Section 5 Project Office
3802 Industrial Boulevard, Unit 2
Bloomington, Indiana 47403
Attn: Mary Jo Hamman, via email to: MHamman@mbakercorp.com (hard copy via U.S. mail)

Re: DEIS (Tier 2), I-69 Evansville to Indianapolis Tier 2 Studies, Section 5, Bloomington-Martrinsville, Indiana (FHWA-IN-EUS-12-01-D)

Dear Section 5 Office:

As a citizen, a long-time resident of Monroe County, and an elected public official with more than 16 years in office, I have followed the I-69 development closely and have commented extensively on impacts to the environment and to historic properties. In my view, stopping construction of Section 4 would be the best for the environment and historic properties, and would also reduce the impacts on local transportation and public safety that I-69 will bring to the county.

Barring such a halt, I believe Section 5 should be built to help reduce impacts caused by the increased traffic, especially truck traffic, that Section 4 will deliver to SR 37. Those impacts include reduced public safety; downgraded emergency response time; and diminished air quality due to stop-and-go traffic of tractor-trailer rigs dumped onto 37; as well as increased travel time and distance for local commuters and concommitant enlarged monetary and environmental costs that will ensue.

But Section 5 as presently planned is not a sufficient remedy. I will address two points for Section 5: (1) connectivity issues and (2) mitigation of impacts on the historic character and tourism values of Monroe County.

Connectivity

Since its construction, SR 37 has increasingly become THE north-south LOCAL transportation route on the west side of Bloomington and Monroe County. It is widely used by people traveling to work, to stores, and to services. No other north-south road works to connect Victor Pike or Arlington Road to the west side shopping areas at Sam's Club, Walmart, SR 48 area, and Whitehall Crossing. Connectivity is also an issue for emergency response, especially between the SR37/I-69 intersection, SR 45, SR 48, and SR 46.

Poor connectivity can be remedied by building a frontage road for local transportation. Such a road should begin at Victor Pike on the south and extend north to Kinser Pike. Reducing

the number of lanes on I-69 from 6 to 4 would be workable because local traffic would use the frontage road. The frontage road should have a side path for pedestrian and bicycle traffic.

If the entirety of the frontage road is not possible, then there needs to be substitute north-south route provided by INDOT. Extending Gates Drive to Vernal Pike would be helpful, as would extending Cory Lane to Vernal Pike and Arlington Road.

Additionally, all the overpasses over I-69 need pedestrian/bicycle paths.

Mitigating Visual Impacts on Historic Character

The historic character of the Bloomington/Monroe County community is treasured by local residents and draws tourists to our beautiful roadsides with their historic features and attractive natural settings. Three Historic Landscape Districts have been determined eligible for the National Register of Historic Places because of their association with the limestone industry. A fourth historic district, Indiana's first National Register Rural Historic District, includes the varied constructions, stone fences, and patterns of association within Maple Grove Road District. All four districts will suffer visual impacts by the planned construction using steel guard rails or concrete barriers along I-69. Under the National Historic Preservation Act, such impacts are to be mitigated when feasible.

Using either steel or concrete barriers will greatly detract from the historic character of the area, and in so doing lessen the touristic appeal of Monroe County. Tourism, of course, provides a significant component for the local economy, and this should be reason enough to mitigate the visual impact, but the local population also appreciates the historic character of our area and wants it preserved.

Solution? Use a more appropriate material for a barrier, namely large blocks of limestone that are rejects from quarry operations. The county has many thousands of these, and they are traditionally used along rural roadways as barriers. Re-using limestone blocks would be especially appropriate in the four historic districts but they could be used any place a steel guardrail or cement barrier is considered. Furthermore, the environmental cost of project construction would be considerably lowered because no steel would need to be produced and shipped. Ditto for concrete. Using locally available construction materials would also benefit the local economy.

Thank you for the opportunity to comment.

Yours truly,

Cheryl Ann Munson

Hamman, Mary Jo

From: Hamman, Mary Jo
Sent: Wednesday, January 02, 2013 9:24 PM
To: 'Cheryl Munson'
Subject: RE: I-69, Section 5, DEIS comments due January 2, 2013

Thank you Cheryl. I am in receipt of the letter.

In compliance with the requirements of the National Environmental Policy Act (NEPA), all comments received during the DEIS comment period are considered on an equal basis. All 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 the input on the Section 5 DEIS.

Mary Jo Hamman
I-69 Section 5 Project Manager

From: Cheryl Munson [mailto:cherylmunson2012@gmail.com]
Sent: Wednesday, January 02, 2013 9:17 PM
To: Hamman, Mary Jo
Subject: I-69, Section 5, DEIS comments due January 2, 2013

Dear Ms. Hamman:

Please find my comments attached.

Thank you,

Cheryl Ann Munson

CherylMunson2012@gmail.com
(812) 325-3407
www.cherylmunson.us

OFFICE OF
MONROE COUNTY SURVEYOR
KEVIN P. ENRIGHT
County Surveyor

Health Services Building
119 West 7th Street
Bloomington, IN 47404
Phone: (812) 349-2570

TO: **Mary Jo Hamman; Section 5 Project Manager**
SUBJECT: **I-69 Section 5 DEIS, Tier 2 comments**
DATE: **January 4, 2013**
From: **Kevin Enright, Monroe County Surveyor**

In the year 2003 I released my findings based on geographic information systems mapping (GIS) that the proposed I-69 project would be 100 miles longer than existing interstate routes between the same beginning and ending points as Interstate 69. The Federal Highway Administration (FHA) dismissed my findings as being premature. So, when will the FHA acknowledge that my 2003 GIS findings on the National I-69 project mileage were accurate and correct?

I have previously raised my concerns about the falsification of the freight data in the I-69 EIS. Prof. William Black, author of the INDOT freight study for ISTEA, stated that most of the freight from Southwest Indiana was coal headed to Chicago by freight train. This cost savings data was irrelevant to the Interstate 69 freight analysis. He seemed upset that his scientific study was being misrepresented in the environmental impact statement to show a positive cost-benefit that did not exist.

There is transportation theory **Companion Innovations** which basically states that highway construction projects are built to meet economic infrastructure needs (Nadari and Mamuneas FHA Report, 1998). If the stated economic reasons for building I-69 are false, than what are the true economic reasons this highway is being constructed?

I stated at INDOT's I-69 Section 5 public hearing December 6, 2012 that my 2012 GIS study shows the probable economic purpose of this highway is part of converting Crane Warfare Center into a nuclear storage facility. The U.S. Blue Ribbon Commission on America's Nuclear

Future (BRC) recommends to the Department of Energy (DOE) the creation of centralized storage facilities located at a national defense installation for storing nuclear waste. I'll include my **Thirteen Layers of America's Nuclear Future** report as an attachment to this letter.

Determining the location of a new major Nuclear Centralized Storage Facility will have tremendous environmental impacts upon any community. This is especially true for Monroe County and the extensive Karst geology drainage networks.

Kevin Enright, Monroe County Surveyor

SURVEYOR SEAL MONROE COUNTY INDIANA

Thirteen Layers of America's Nuclear Future

ESRI Presentation, 2012 by Kevin Enright

The U.S. Blue Ribbon Commission on America's Nuclear Future (BRC) recommends to the Department of Energy (DOE) the creation of centralized storage facilities located at a national defense installation for storing nuclear waste. The BRC final report is vague on specifics containing only a few generalized maps of nuclear waste locations, By contrast, **Thirteen Layers of America's Nuclear Future** provides a Geographic Information Systems (GIS) methodology measuring the criteria for locating a radioactive waste and reprocessing complex (RAWREC). This method of measuring states based on various attributes shows that Indiana is the ideal location for this facility (from the Nuclear Establishment's perspective).

This GIS project started in 2003 with the analysis of the proposed NAFTA Interstate 69 highway project from Canada to Mexico. This independent study concluded the new interstate would be longer than existing interstates. Since the official reason for this highway is false, what is the true purpose for its construction? While puzzling over this transportation issues, I was simultaneously studying nuclear power plants in Illinois. Looking at the maps for transporting nuclear waste and the interstate highway system, I began seeing correlations with I-69 in a new light. If the U.S was reviving the Monitored Retrievable Storage (MRS) option of the Nuclear Waste Policy Act, might not the Crane Naval Depot along the I-69 route become a possible location? This RAWREC demonstrates that not only is this feasible, Crane Naval Depot is basically the Nuclear Establishments only option.

The first three GIS layers provide the base map identifying the location of the nuclear power plants, the U.S. nuclear weapons production complex, and existing nuclear waste repositories. The next ten layers establish geographic criteria necessary for selecting the RAWREC location. States are scored on a scale of 0-10; zero meaning inadequate and ten is excellent. The scores of the10 layers are added together to give a composite score. These 10 layers are water resources, environmental standing, political resistance, central location, monitored retrievable storage, transportation, location dichotomy, energy resources, geologic conditions, and facility managers.

1. Water Resources - Water is absolutely necessary for locating a nuclear facility. There is a distinct correlation between the base map of existing facilities and the U.S. Water Resources map. Forty

One area of abundant water is in the northwest. In this region, the Hanford Works, WA looks like the obvious location since it has established facilities. The largest concentration of nuclear facilities occurs in the eastern U.S. from the Mississippi River basin and eastward. which coincides with the plentiful water region. This study will focus on these remaining 31 eastern states.

2. Environmental ranking – The state's ranking is important because RAWREC would fit easier in a friendly environment, i.e. a state with low standards. Vermont (1), Maryland (5) and Connecticut (5) rank high and therefore get a score of zero. West Virginia (50), Indiana (49), and Alabama (49) are at the bottom in this category and receive a perfect ten.

3. Political resistance – This is an important factor because a number of states have court orders and strong regulations protecting them from further encroachments by the nuclear industry. The scale is an inverse function of the number and intensity of the nuclear facilities located within the state. Florida, Illinois and South Carolina have high intensity ratings and therefore it is score of zero. Delaware, Indiana and West Virginia have low intensity ratings and get scores of ten.

4 Central location - establishing the centroid was accomplished by creating a 900 mile radius from the common point where Indiana, Kentucky and Ohio join. This area of concern best contains the nuclear facilities in this 31 state region. The 150 mile radius circle was constructed from this centroid and marks the prime central area. Indiana, Kentucky and Ohio fall within this primary circle and receive scores of ten. The 300 mile radius zones defined as the secondary area for locating centralized facility. Illinois, West Virginia and Tennessee are in the secondary zone and receive a score of six.

At this point in the analysis Indiana leads with a perfect 40; while Kentucky with a score of 36, West Virginia with a score of 34, and Ohio with a score of 32 are all still close.

5. Monitored Retrievable Storage -the Global Nuclear Energy Partnership (GNEP) recommends a nationally owned defense installation for locating the facility. Crane Naval depot has nearly 2000 earth bermed concrete vaults on its 100 mi.^{2} in Southwest Indiana. This is the only facility that meets the necessary requirements in this 31 state region. At this point Indiana has a monopoly and continues its lead with another perfect score of ten.

6. Transportation – Interstate Highway access is essential infrastructure for the transport of nuclear materials. For 23 years the Indiana Department of Transportation (INDOT) has conceived five proposals for a n I-69 route is southwest Indiana. Each of these plans has had one consistent element which is the connection between Crane Naval Base and the city of Bloomington. This new terrain route passes through an intense cave area which is habitat for the endangered Indiana Bat. INDOT has a steadfast policy of denying access to basic route GIS data because of the inherent problems with the environmental impacts of this highway proposal. The Record of Decision for this plan is scheduled for the fall of 2012. I-69's planned construction fulfills the transportation needs and gives Indiana a score of ten.

7. Livable cities and work force availability - Location Dichotomy is RAWREC need to be located in a remote secure area, and to have available a large workforce as well as have a quality community suitable for a large professional work force. Proximity to America's 100 best cities layer would satisfy this requirement. Bloomington, Indiana is one of these top 100 cities and is within the 25 mile commuting distance to the Crane Naval Depot. This satisfies the dichotomy problem and gives Indiana a perfect score of ten.

8. Geologic conditions - Sandia Laboratory's 1975 report was conducted to analyze geologic conditions for locating a nuclear repository site. The Sandia Laboratories geology map shows Southwest Indiana as a suitable site with the Mississippian shale strata. Indiana was selected by the Atomic Energy Commission in the 1970's to be host to nuclear waste within the Hoosier National Forest, but then was withdrawn for further consideration. Finding a geologic area suitable for depositing processed radioactive waste is another of the Location Dichotomy problems. The large expanse of coal field strip mines in southwest Indiana provides a nearby resource for a geologic region that is devoid of human habitation. This geologic opportunity zone gives Indiana another perfect score of ten.

9. Energy resources - A major nuclear facility requires a huge input of energy. During World War II the Oak Ridge complex consumed 10% of the total U.S. energy output. Southwest Indiana has one of the largest concentrations of coal-fired power plants in the world, with the Gibson plant being the largest coal plant in the western hemisphere. These high sulfur coal plants make this region a non-attainment area in violation of the Clean Air Act, and are the main contributor to Indiana's bottom

ranking in environmental standings nation wide. Duke Energy* is currently building a new coal plant at Edwardsport just west of Crane. There is currently no need for another power plant in this region, but a major new consumer would justify this multi billion dollar investment. For this fortuitous investment in future energy resources, Indiana receives a perfect score of ten.

*Duke Energy, the second largest U.S. nuclear energy company, currently has plans for two new Westinghouse nuclear reactors in South Carolina and a third nuclear reactor in Ohio. They are also co-hosting the 2012 Democratic Convention in Charlotte NC with $10 million in contributions.

10. Facility Managers - The top DOE contractors for managing nuclear waste projects are Science Applications International Corporation (SAIC) and USA Repository Services Corporation (URS). Both companies have established new office complexes at the West Crane Technology Park at the I-69 interchange to the Crane Naval Depot. This is adequate to give Indiana a perfect score of ten.

Conclusion – The DOE and the GNEP state that nuclear fuel recycling will be integral to America's new generation of nuclear power. Their stick figure display of a 400 acre interim storage facility, however, is inadequate for handling the volume of used nuclear fuel. By using the real world model of the Rokkosho Reprocessing Plant in Japan and scaling this up to the U. S. production needs, a more realistic estimate of a 50 to 60 square mile space is needed for a U. S. RAWREC facility. An interim storage facility in a centralized location and located at a national defense installation can be fulfilled based upon this GIS methodology. This analysis demonstrates that there is only one option that meets all necessary requirements. Retrofitting the Crane Naval Base along the proposed I-69 corridor is that solution.

The goals of the U.S. nuclear future includes maintaining its military superiority, guarding against the dangers of global nuclear proliferation, establishing energy independence from foreign nations, moving away from fossil fuels as a base energy source, limiting the homeland security risks of nuclear material stockpiles near population centers, and protecting the US economy from the financial liabilities of nuclear waste cleanup costs. Building the RAWREC facility is essential for achieving these goals. Indiana's perfect score of 100 points is strong evidence that this location is the most cost-effective solution to the seven decades debacle of managing the U.S. stockpile of nuclear waste.

Layer upon layer, maps allow an in-depth observation to patterns that were previously obscure and hidden. GIS stands as a testament of truth engaging the public in discussions of vital problem solving issues. Like pieces of a puzzle, this thirteen layers model provides the key to understanding these options for America's nuclear future.

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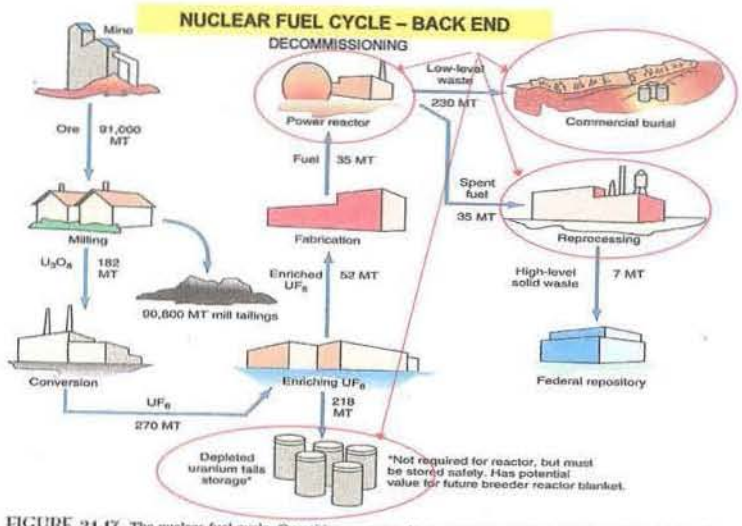
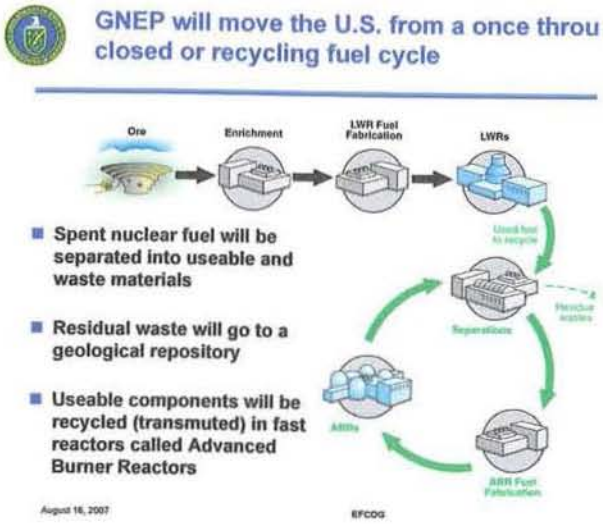
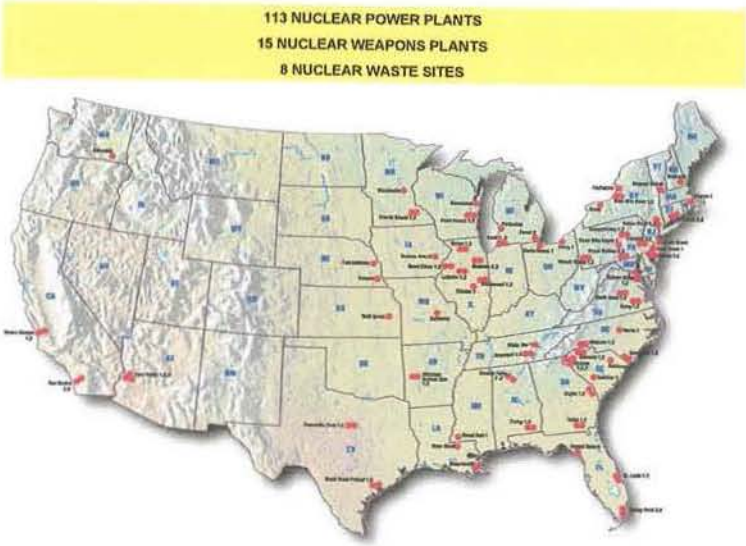
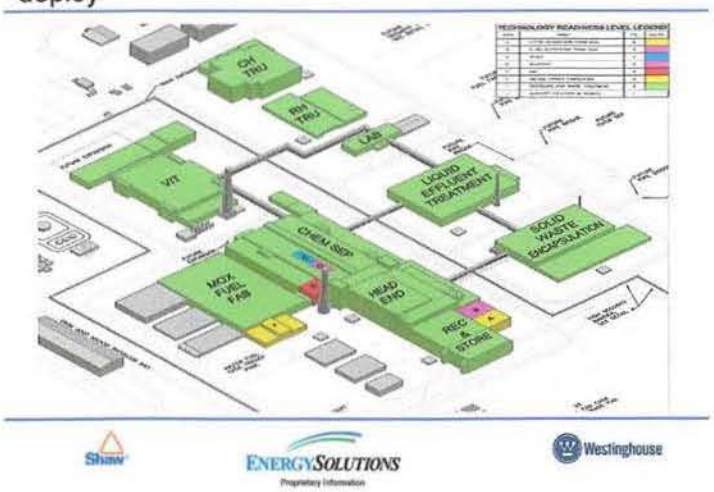


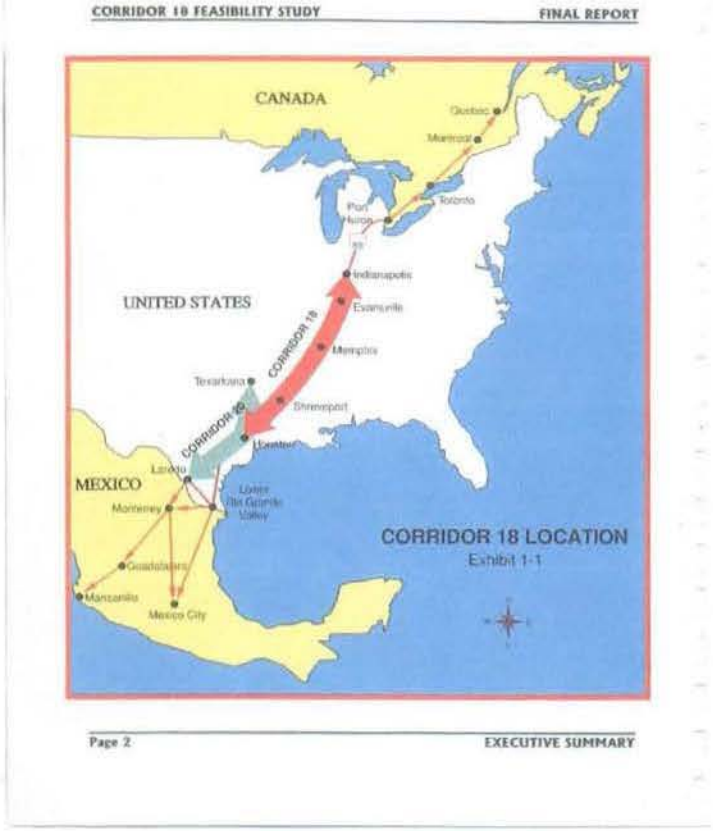
FIGURE 21.17 The nuclear fuel cycle. Quantities represent the average annual fuel requirements for a typical 1,000 MW light water reactor (MT = metric tons). About 35 MT or one-third of the reactor fuel is replaced every year. Reprocessing is not currently done in the United States.





Nuclear Fuel Recycling Center - technology ready to deploy





Proposed I-69: **84 Miles longer** than existing Interstate Highways

Science Applications International Corporation
SAIC Projects

http://www.bscupdate.com/manage.html

Managing more radioactive waste for the DOE than any other contractor

Engineering the Waste Isolation Pilot Plant (WIPP) near Carlsbad, New Mexico, the nation's first permanent underground repository for nuclear waste

Evaluating alternatives for immobilizing, storing, and disposing of weapons-grade plutonium

Providing environmental services on projects for the DOE, the Environmental Protection Agency, the U.S. Air Force, the U.S. Navy, the U.S. Army Corps of Engineers

Completing environmental remediation and restoration on over 2,000 sites at more than 50 facilities and installations across the country

URS Corporation at Crane, Indiana

USA Repository Services (URS Corp)

U.S. Department of Energy (DOE) Projects

http://www.urscorp.com/Projects/projView.php?s=797&sec=3&pn=25

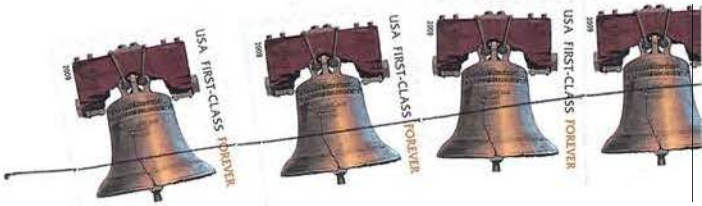
USA Repository Services (URS Corp) won the five-year, $2.5 billion performance-based, cost-plus **Yucca Mountain** contract . The winning team includes Shaw Environmental and French-based Areva

URS is managing the **Waste Isolation Pilot Plant** (WIPP) in New Mexico, the nation's only operating deep geological nuclear waste repository

URS has been at work at the DOE's 586-square-mile **Hanford Site** in southeastern Washington since the early 1980s The team consists of URS, EnergySolutions and AREVA and is planned for completion in 2019

URS manages the DOE **Idaho National Laboratory** under a $4.8 billion contract that runs through 2014, with key partner Battelle Energy Alliance

Kevin E[illegible]
Monroe C[illegible]
119 W 7th Street
Bloomington IN 47404
Section 5 DEIS Tier II comments



Mary Jo Hammon
I-69 Section 5 Project Manager
Project Office, Section 5
3802 Industrial Blvd unit 2
Bloomington IN 47403

LG016-Enright_Monroe County Surveyor.pdf

Hamman, Mary Jo

From: Hamman, Mary Jo
Sent: Saturday, December 29, 2012 10:08 AM
To: 'Ross Holloway'
Subject: RE: I-69 Local Community Coordination meeting

Thank you Ross. I am in receipt of the letter and the example gateway rendering.

In compliance with the requirements of the National Environmental Policy Act (NEPA), all comments received during the DEIS comment period are considered on an equal basis. All 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 the input on the Section 5 DEIS.

Mary Jo

From: Ross Holloway [mailto:ross@hollowayengineering.com]
Sent: Saturday, December 29, 2012 10:00 AM
To: Hamman, Mary Jo
Subject: RE: I-69 Local Community Coordination meeting

Mary Jo,

Attached it the letter from Mayor Deckard with comments on the EIS and a file of an example of the proposed gateway for Martinsville.

My recovery is going very well, thanks for asking.

From: Hamman, Mary Jo [mailto:MHamman@mbakercorp.com]
Sent: Saturday, December 29, 2012 9:36 AM
To: Ross Holloway
Subject: RE: I-69 Local Community Coordination meeting

Thank you – hope your recovery is progressing well.

Mary Jo

From: Ross Holloway [mailto:ross@hollowayengineering.com]
Sent: Saturday, December 29, 2012 8:46 AM
To: Hamman, Mary Jo
Subject: RE: I-69 Local Community Coordination meeting

Mary Jo,

You'll have it by Monday.

Sent from my Verizon Wireless 4G LTE DROID

"Hamman, Mary Jo" <MHamman@mbakercorp.com> wrote:

Ross,

Following up on some old emails today. I double checked and we have not yet received the letter from the mayor, at least not at the Bloomington Project Office. If its not too much trouble, would you provide the scanned copy you mentioned in your earlier email?

Thank you, Mary Jo

From: Ross Holloway [mailto:ross@hollowayengineering.com]
Sent: Wednesday, December 19, 2012 8:14 AM
To: Hamman, Mary Jo
Subject: RE: I-69 Local Community Coordination meeting

Mary Jo,

The letter was sent Monday. If you don't receive it today let me know and I'll scan my copy and email it to you.

Sent from my Verizon Wireless 4G LTE DROID

"Hamman, Mary Jo" <MHamman@mbakercorp.com> wrote:

Ross,

Just wanted to double check – I don't think we've seen anything from the mayor yet. Want to make sure that we don't miss something during the upcoming holidays…

Hope you're feeling well.

Mary Jo

From: Ross Holloway [mailto:ross@hollowayengineering.com]
Sent: Wednesday, December 12, 2012 1:56 PM
To: Hamman, Mary Jo
Cc: Mayor Deckard
Subject: I-69 Local Community Coordination meeting

Mary Jo,

I'm recovering from hip replacement surgery and will not be attending today's meeting. You will be receiving a letter from Mayor Deckard tomorrow concerning the City's comments on the EIS.

Thank you and tell everyone I hope they have a Merry Christmas and a Happy New Years.

Ross Holloway, PE, PLS

HOLLOWAY ENGINEERING

PO Box 234

Mooresville, IN 46158

Ph: 317.831.7918

Fax: 317.831.8255

ross@HollowayEngineering.com

IF SOME AMONG YOU FEAR TAKING A STAND BECAUSE YOU ARE AFRAID OF REPRISALS FROM CUSTOMERS, CLIENTS, OR EVEN GOVERNMENT, RECOGNIZE THAT YOU ARE JUST FEEDING THE CROCODILE HOPING HE'LL EAT YOU LAST.

(RONALD REAGAN, OCT. 27, 1964)

City of Martinsville

Hon. Phil R. Deckard Sr.
Mayor

December 12, 2012

Mary Jo Hamman
I-69 Section 5 Project Manager
3802 Industrial Blvd Unit #2
Bloomington, IN 47403

RE: City of Martinsville I-69

Dear Ms. Hamman,

The City of Martinsville wants to thank I-69, INDOT and their I-69 Section 5 staff for the many opportunities you have given the City of Martinsville over the past several years to be involved in the EIS. The public commit period is now open on the EIS for Section 5 and the City of Martinsville wants to make formal comments on the EIS as follows:

1. The City of Martinsville unequivocally supports the need for the interchange at Liberty Church Road. This interchange is vital to the economic future of the City of Martinsville and the surrounding area. Large portions of this area are in the proposed annexation that was recently adopted by the Council. While, there has been a remonstrance filed, it is believed that the annexation will be successful. Upon completion of the annexation, it is the City's intent to immediately begin the process of including this annexed area into a TIF district to prompt commercial and business development. The City also will be petitioning Morgan County to extend the City's extra-territorial (buffer zone) zoning authority to extend approximately 1/2 mile south of Liberty Church Road and west of State Road 37.

2. The City is planning for a new well field within the next ten (10) years. The primary candidate for this well field is the area west of SR 37 and south of Legendary Hills in the floodway fringe of White River. It is the City's intent through its extra-territorial zoning jurisdiction of this area to limit development west of SR 37 so as to protect the well field. Further, once the location of the wells have been established, the City will be implementing a well head protection area that will cover a large portion of the area west of SR 37.

3. Proposed access road "N8" appears to conflict with the location where the City of Martinsville has just completed the installation of a new booster station. The cost of this booster station is in excess of $200,000 and the City is opposed to relocation of the booster station.

4. The City of Martinsville wishes to have a "gateway treatment" at the Liberty Church interchange. Attached is a artist rendering of a "gateway treatment" that was used by the Town of Gosport. Obviously the actual construction would be site sensitive but the general

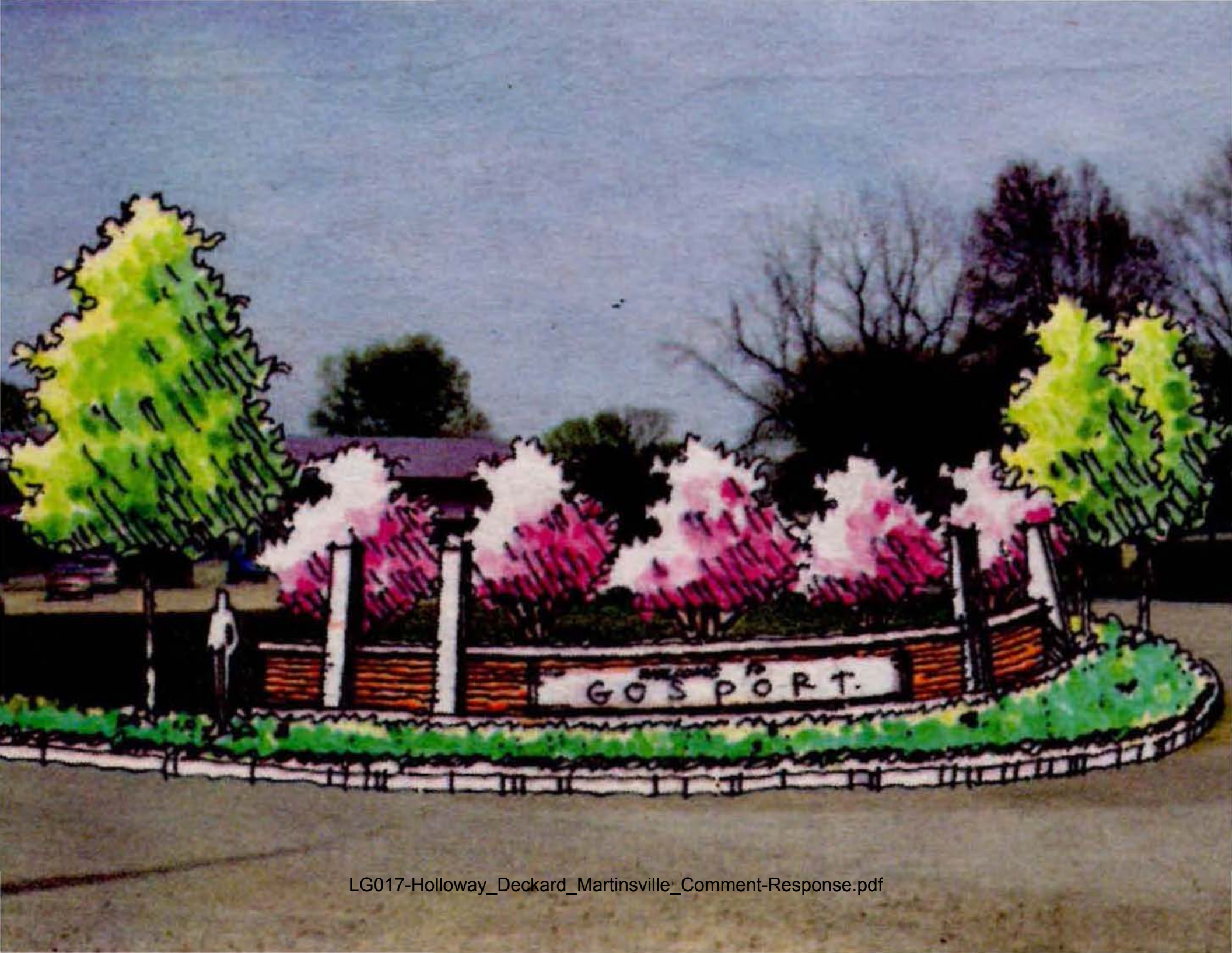
P.O. Box 1415 • Martinsville, Indiana 46151 • Phone 765-342-2861 • Fax: 765-349-4904

look of the brick with limestone columns would be the City's intent for "gateway treatment".

Thank you for this opportunity to submit comments on EIS. If you have any questions, please feel free to contact my office or City Engineer, Ross Holloway.

Sincerely,

Mayor Phil Deckard


GOSPORT.

Hamman, Mary Jo

From: Hamman, Mary Jo
Sent: Monday, December 31, 2012 11:02 AM
To: Norman Voyles
Subject: Re: I-69, Section 5 - DEIS Comment Period closes Jan. 2, 2013

Thank you Commissioner Voyles. We've received your email and it will be considered as we move forward.

We look forward to seeing you on Jan. 16.

Have a Happy New Year!

Mary Jo

Sent from my iPhone

On Dec 31, 2012, at 10:52 AM, "Norman Voyles" <nvoyles@morgancounty.in.gov> wrote:

> Mary Jo. .....
>
> Morgan County Commissioners still favor a "tight" interchange at Liberty Church Rd. rather than at Paragon Rd.
> We would like an overpass at Paragon Rd. if economics would permit it. We could forego a Paragon Rd. overpass if that would help in securing an Ohio Street interchange and Wal-Mart overpass. I know these are both in Section #6, but we are trying to think "down the road". No pun intended.
>
> Thanks,
> Norman Voyles
> Morgan County Commissioner
>
> ---
>
> **From:** Hamman, Mary Jo [mailto:MHamman@mbakercorp.com]
> **Sent:** Mon 12/31/2012 9:56 AM
> **To:** 'ross@hollowayengineering.com'; 'lsmith@morgancoin.us'; 'rcoppock@bynumfanyo.com'; 'Bill Williams'; Norman Voyles; 'reida@bloomington.in.gov'; 'Josh Desmond'
> **Cc:** 'Sarvis, Samuel'; Sandra Flum (sflum@indot.in.gov); Michelle Allen (Michelle.Allen@dot.gov); 'Bgeorge@dot.gov'; Peyton, James; Thurman, Julie A; Richards, Lorraine; Miller, David C; Manning, Lisa; 'Miller, Tim'; Eric Swickard (ESwickard@blainc.com); David Goffinet; Mike Grovak
> **Subject:** I-69, Section 5 - DEIS Comment Period closes Jan. 2, 2013
>
> All,
>
> Just a gentle reminder that the close of the comment period for the I-69 Section 5 DEIS is coming up on January 2, 2013. We have received comments from a few of the Participating Agency members so far and are hoping to have official responses from the full membership. Please feel free to submit these in any format which is most convenient (paper, web, email). We will reply with an acknowledgement so you know they have been received.
>
> While we will continue to coordinate through our Participating Agency Meetings, it is very important that we have your formal comments as we move into the next phase of the environmental studies. We truly appreciate your involvement.
>
> Happy New Year,
>
> Mary Jo Hamman

COMMENT SHEET

RE: **I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)**

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) Suzanne Mittenthal
Address 4375 Upper Patton Rd
Phone (765) 349-0204 *(Optional)* Email _____ *(Optional)*
Organization / Agency (if relevant) Knobstone Hiking Trail Assoc. *(Optional)*

COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

this highway was never economically nor environmentally justified.

(If more space is needed, continue on back.)

COMMENT SHEET

RE: **I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)**

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name: David Devitt
Address: 1325 Crescent Rd., Bloomington, IN 47404
Phone: 812-369-0810 Email: cranedad@gmail.com
Organization: Crescent Bend Neighborhood Association board member

COMMENTS: Bethany Stevens of Indiana Recycling Resource, LLC is trying to obtain a permit for a Solid Waste Transfer Station inside the Bloomington city limits at the current J.B. Salvage site on Vernal Pike. I want the Indiana Department of Environmental Management (IDEM) and the I-69 planners to visualize the future infrastructure problems that will happen if the state issues a permit for this project. When I-69 comes through Bloomington, the large trash trucks and semis will no longer have a direct access to Vernal Pike from Highway37/I-69.

I am attaching the letter addressed to the Bloomington City Council representatives from the Crescent Bend Neighborhood Association to become part of the public record. I am requesting that the I-69 planners notify IDEM about these concerns. The lack of communication between these two agencies was previously observed when Section 42 gave millions of dollars to the Crescent Pointe development. The city gave its approval knowing the Crescent Pointe houses being built bordering 17th St. would be adversely affected by the I-69 overpass/underpass. I want these two state agencies to be aware of the future impact on the Crescent Bend Neighborhood.

- Where will the 100 tons of daily trash be directed to enter and exit the proposed Solid Waste Transfer Station on Vernal Pike?
- Who is overseeing and ensuring that the Crescent Bend infrastructure will be safe once Vernal Pike is closed at Highway 37/I-69?

Sincerely,

David Devitt

Attachment: (1) Letter to Bloomington City Council

December 3, 2012

To Bloomington City Council Representatives,

The Crescent Bend Neighborhood received a letter from Bethany Stevens of Indiana Recycling Resource, LLC. The letter states: "As required by IC 13-15-8 and 329 IAC 10-12-1 (a) – (b), please be advised the agent for the property Owner, has made application to IDEM, on November 7, 2012, for a Solid Waste Facility, Transfer Station permit. The project is known as Indiana Recycling Resource, LLC, DBA Vernal Pike Transfer and Recycling, In Bloomington, Indiana. A copy of this application, legal description and all development plans pertaining to this proposed development plan are on file and available for examination at the Monroe County Public Library, 303 E. Kirkwood Avenue, IN 47404."

Upon examination of these IDEM documents, it appears that this transfer station will be located on Vernal Pike on the property of JB Salvage. Our concerns are:

1. There will not be a public hearing regarding this project as stated by Planning and Engineering.
2. Although there is an existing salvage company at this location, a solid waste transfer station, being significantly different, would perhaps be in violation of the current zoning ordinance.
3. Who will be responsible for removing road trash that blows from uncovered vehicles transporting solid waste to and from the transfer station?
4. Why would the City think that it's appropriate, and go so far as to send a letter of recommendation to IDEM, to send large vehicles, hauling trash, through a core neighborhood which includes two existing school zones (Tri-North and Head Start), narrow streets and few sidewalks?

It is estimated that 4,200 yards or 100 tons of trash will be moved in and out via large trucks and trailers each day. Therefore this project will undoubtedly require a significant increase in large truck traffic on an infrastructure that at present cannot support multiple trips of this vehicle type. Has there been discussion about infrastructure changes that would immediately be necessary to accommodate this type of traffic? Large trucks will not be able to enter or exit via Adams Street because of the low train trestle/bridge and railroad crossings. Similar problems occur at the Bender bridge on W. 11th Street. It will be extremely difficult, if not impossible, for a large semi-truck to access Monroe Street. Therefore, if the Vernal Pike/Highway 37 intersection is closed due to the I-69 project, the only way these trucks can exit the transfer station would be on Crescent Road. Even if W. 17th Street is widened/updated, Crescent Road will remain inadequate which will directly affect the health and safety of local residents.

Please note, there may be potential for the proposed transfer station at this location as long as trucks are able to enter and exit via the existing Vernal Pike and Highway

37 intersection. However, in the near future, we are very concerned that the City cannot guarantee that INDOT will agree to revise the I-69 plan and protect the integrity of the northwest side by keeping an access to the west and Terre Haute through the Vernal Pike intersection. We also understand that this will likely not be an interchange; however an access at Vernal Pike would allow these loaded trucks to exit the transfer station more efficiently and with less negative impact to our schools, residences and businesses.

Respectfully,

Crescent Bend Neighborhood Association
Executive Committee Members

I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

Section 5
DEIS Official Comment Period Form

NAME: VETERANS OF FOREIGN WARS POST 604

ADDRESS: 2404 W INDUSTRIAL PARK DRIVE BLOOMINGTON IN 47404

TELEPHONE: 812 339 2375 EMAIL: MAIN@VFW-604.NET

DATE: 20 DEC 2012 CUSTOMER SERVICE REP. : DEWEY J. HARDIN

COMMENTS: PLEASE SEE ATTACHED LETTER.

Veterans of Foreign Wars of the United States
Post 604 - Lauren B. Strain Post
2404 West Industrial Park Drive
Bloomington, Indiana 47404
(812) 339-2375

December 20, 2012

Sirs,

First I would like to take a moment to thank your staff in making themselves available for discussion at our facility Wednesday December 19, 2012. This afforded representatives from businesses on West Industrial Park Drive an opportunity to discuss our concerns with respect to the current plans of closing access to/from Vernal Pike in Bloomington as outlined in Alternative 8 (INDOT's Preferred Alternative) Sheet 4 of 14 (undated) to I69 Evansville –to- Indianapolis, Tier 2 Studies, Section 5 – SR 37 to SR 39.

This letter is intended to serve as an attachment to the I-69 Section 5 DEIS Official Comment Period form enclosed. Also please find attached sketches of ideas that we hope will influence the planning with respect to access to I-69 from West Industrial Park Drive.

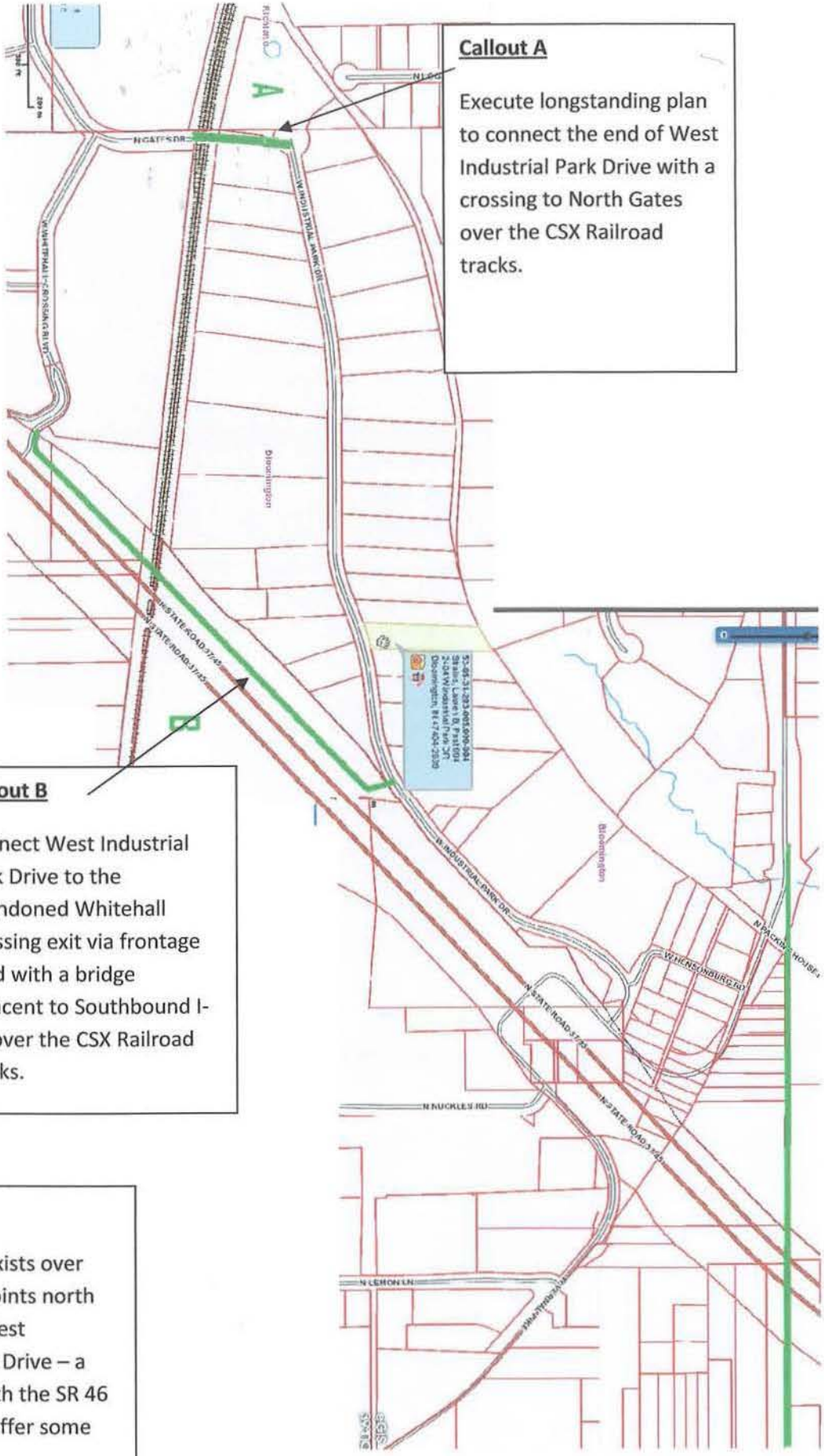
VFW Post 604 was chartered on January 7th 1921 and has served the Bloomington area continuously since this charter. We are extremely concerned about the impact of the current I-69 plans with respect to the loss of access from Vernal Pike to I-69 to our survival as a non-profit Combat Veterans Service organization in Bloomington. Relocating is outside the realm of possibility as our operating capital is small and we cannot realistically expect to survive this loss of access. We recognize using SR 37's footprint is a certainty, but we feel there needs to be greater emphasis placed on reducing the impact on our organization and other businesses not displaced on West Industrial Park Drive. Provided in the attachments are ideas that we hope will be assessed and incorporated in the planning of our area.

Thank you for your efforts on behalf of our community and for taking the time to review our comments.

Sincerely,

Dewey Joe Hardin
Commander

DJH/mgd
cc: Record



Callout A

Execute longstanding plan to connect the end of West Industrial Park Drive with a crossing to North Gates over the CSX Railroad tracks.

Callout B

Connect West Industrial Park Drive to the abandoned Whitehall Crossing exit via frontage road with a bridge adjacent to Southbound I-69 over the CSX Railroad tracks.

Comment

Concern still exists over access from points north and west of West Industrial Park Drive – a connection with the SR 46 Bypass could offer some relief.

Manning, Lisa

From: Manning, Lisa
Sent: Friday, December 28, 2012 4:10 PM
To: 'Liz Irwin'
Subject: RE: Greater Bloomington Chamber of Commerce Comments on Section 5 DEIS

Hi Liz,

I received The Greater Bloomington Chamber of Commerce comments. Thank you and I will let you know if we have any questions.

Thanks,
Lisa

From: Liz Irwin [mailto:lirwin@chamberbloomington.org]
Sent: Friday, December 28, 2012 3:28 PM
To: Manning, Lisa
Subject: Greater Bloomington Chamber of Commerce Comments on Section 5 DEIS

Hi Lisa,

Per our conversation this afternoon, attached please find The Greater Bloomington Chamber of Commerce Comments for I-69 Section 5 DEIS. Please let me know if you have questions or need additional information.

Thanks,

Liz

Elizabeth Cook Irwin
Public Policy Coordinator

The Chamber
The Greater Bloomington Chamber of Commerce
P.O. Box 1302, Bloomington, IN 47402-1302
812/336-6381 fax 812/336-0651
BETTER BUSINESS. BETTER COMMUNITY.

American Chamber of Commerce Executives
2012 Chamber of the Year
$501,000-$999,999 Total Revenue Category

The Chamber

The Greater Bloomington
Chamber of Commerce

P.O. Box 1302, Bloomington, IN 47402-1302
812.336.6381 Fax 812.336.0651

Better Business. Better Community.

Comments for I-69 Section 5 Draft Environmental Impact Statement Approved by Chamber Board of Directors – December 13, 2012

The Greater Bloomington Chamber of Commerce has been a strong advocate for I-69 for many years and believes it will improve Indiana's economy and spark economic development opportunities along the corridor and throughout the region. We encourage the state to continue to identify funding sources for Section 5, and support building the highway once funds are appropriated. With the recent opening of Sections 1-3 and the expected completion of Section 4 in 2014, our community needs to begin preparing for the increase in traffic that will use the current State Road 37 through Bloomington and into Morgan County. As part of that planning, we have formed a local collaboration group to bring members of the business community, local and state elected officials together to dialogue on the planning and design for Section 5. Subcommittees are looking at specific issues such as the North Walnut Street interchange, bike/pedestrian access, and noise/aesthetics. The local collaboration group has been in contact with INDOT about specific recommendations for planning and design elements and has been reviewing the DEIS.

Based on input from the local collaboration group, The Chamber has identified several areas of importance that it hopes will be considered as this project moves forward.

- Chapter 5.6 of the DEIS discusses traffic impacts. In looking at the "build" versus "no-build" models, it is clear that overall traffic impacts will be much higher with the no-build scenario. By building the highway, we reduce congestion and lower accident rates. The Chamber believes that Section 5 of I-69 is crucial to the safety and well-being of our residents in addition to improving economic development opportunities and creating a strong business environment.

- We need to identify areas of potential safety concern and address those areas prior to the opening of Section 4 so that the existing State Road 37 is able to handle traffic safely. Several intersections are already known for safety and congestion issues which will only become further exacerbated when Section 4 opens. These include Vernal Pike, Tapp Road and Fullerton Pike. These intersections, along with other safety hazards, should receive top priority for improvement prior to the completion of Section 4.

- Maintaining a partial interchange at North Walnut Street is important for our community and will limit the environmental and cost impacts of a full interchange. We encourage INDOT to continue working with Monroe County officials about specific options on the North Walnut interchange. The local collaboration subgroup has been developing an innovative plan that addresses local needs and concerns and will share its ideas with INDOT.

- We support the idea of re-using existing infrastructure to save costs when possible. In cases where overpasses or other roadways are being built or widened, we encourage the inclusion of bike/pedestrian access.

Michael Gentile

Mike Gentile

The Greater Bloomington Chamber of Commerce
Board of Directors - Chair

About the Greater Bloomington Chamber of Commerce:

The Greater Bloomington Chamber of Commerce is a nonprofit membership organization serving as our community's leading advocate for business. We offer unique leadership opportunities, meaningful volunteer activities, and exclusive business-building programs focused on critical economic, civic, and social priorities. Chamber members support each other and community initiatives, sharing information and resources to help create economic opportunity and community well-being. At the Greater Bloomington Chamber of Commerce, we believe that better business leads to a better community.

Hamman, Mary Jo

From: Hamman, Mary Jo
Sent: Wednesday, January 02, 2013 10:24 PM
To: 'lirwin@chamberbloomington.org'
Subject: RE: Greater Bloomington Chamber of Commerce Comments on Section 5 DEIS

Thank you Liz. I wanted to follow up with a confirmation of receipt.

In compliance with the requirements of the National Environmental Policy Act (NEPA), all comments received during the DEIS comment period are considered on an equal basis. All 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 the input on the Section 5 DEIS.

Mary Jo Hamman
I-69 Section 5 Project Manager

From: Liz Irwin [mailto:lirwin@chamberbloomington.org]
Sent: Friday, December 28, 2012 3:28 PM
To: Manning, Lisa
Subject: Greater Bloomington Chamber of Commerce Comments on Section 5 DEIS

Hi Lisa,

Per our conversation this afternoon, attached please find The Greater Bloomington Chamber of Commerce Comments for I-69 Section 5 DEIS. Please let me know if you have questions or need additional information.

Thanks,

Liz

Elizabeth Cook Irwin
Public Policy Coordinator
The Chamber
The Greater Bloomington Chamber of Commerce
P.O. Box 1302, Bloomington, IN 47402-1302
812/336-6381 fax 812/336-0651
Better Business. Better Community.

American Chamber of Commerce Executives
2012 Chamber of the Year
$501,000-$999,999 Total Revenue Category

I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

Community Advisory Committee Meeting
December 4, 2012

Section 5
DEIS Official Comment Period Form

NAME: Bryan Booze

ADDRESS: 7970 Thames Drive, Bloomington IN 47408

TELEPHONE: 812-322-2950 EMAIL: BDBooze@AOL.COM

DATE: 12/11/12 CUSTOMER SERVICE REP.: Andy Kuchta / Julie Thurman

COMMENTS:

Sound mitigation is needed for the section of I-69 to be located due west of Windsor Private (between Worms Way and The Oliver Winery). Mr. Kuchta explained the standard population density method of determining if an area typically justifies the installation of a wall, and also then stated his conclusion that sound mitigation is not justified in this instance. I am requesting a re-evaluation of this, along with the consideration of other types of sound mitigation such as construction of a ridge / berm along the easement line between the future access road (existing northbound Hwy37 lane) and the Windsor Private. Any such steps would lessen the damage to Windsor Private property that will result from the increased volume produced by I-69. To simply state that our neighborhood does not justify any sound abatement steps seems unreasonable. I am currently the President of the Windsor Private Homeowners Association (WPHA) and would enjoy the chance to work with you on this matter.

Thank you,
Bryan Booze

I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

Section 5
DEIS Official Comment Period Form

NAME: JAKE BRUNER

ADDRESS: P.O. BOX 697 2333 W. INDUSTRIAL PK DR.

TELEPHONE: (812) 331-8371 EMAIL: office@hhfoodbank.org

DATE: _____ CUSTOMER SERVICE REP. : _____

COMMENTS: BEING A NON-PROFIT CHANGING ACCESS ROUTE BY EVEN A COUPLE MILES COULD GREATLY IMPACT US FINANCIALLY. WITH RAISING GAS PRICES EVEN A FEW MILES EXTRA EVERYDAY COULD COST US HUNDREDS EVEN THOUSANDS OF DOLLARS ANNUALLY. THIS IS A VERY NEGATIVE IMPACT FOR A LOCAL NON-PROFIT THAT SERVES NEARLY 100 AGENCIES.

I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

Section 5
DEIS Official Comment Period Form

NAME: Dan Taylor

ADDRESS: PO Box 697, 2333 W. Industrial Park Dr.

TELEPHONE: 812-334-8374 EMAIL: dan@hhfoodbank.org

DATE: 12/19/12 CUSTOMER SERVICE REP. :

COMMENTS: Make sure the Vernal Pike/17th St Overpass can handle heavy loads. There are plenty of industrial businesses on Industrial Park Dr.

How can not proposing an Industrial Park Dr., crossing the RR track to Whitehall shopping Area not be a part of this project. It will save 100's of miles, if not 1000's of miles daily in accessing I-69. The issue is created by I-69 and therefor is a part of this project.

If there was such an overpass over the RR, negotiated b/w city & the RR company would I 69 funds be avaiable to help pay for such a project?

PO013-Taylor-HoosierHillsFoodbank.pdf

From:	pres@bloomingtonbicycleclub.org
To:	section5pm@i69indyevn.org
Subject:	I-69 Website Contact Form Submission
Date:	Wednesday, January 02, 2013 7:46:32 PM

Contact Information and Request from Design & Construction for Section 5

Name:	Keith Vogelsang
Email:	pres@bloomingtonbicycleclub.org
Street Address:	101 E. Glenwood Ave
City/State:	Bloomington, IN
Zip Code:	47408
Comments:	On July 12, 2012, the following individuals were present at a meeting with Mary Jo Hamm and INDOT representatives: leaders of the Bloomington Bicycle Club, including president Keith Vogelsang, Vice President John Bassett, Advocacy Chair Ron Brown and others, along with Bloomington city planning Director Tom Micuda, City of Bloomington Bicycle Coordinator Vince Caristo, Monroe County Council President Geoff McKim. The purpose of this meeting was to advocate for a dedicated bicycle/pedestrian bridge to be constructed between 2nd and 3rd streets, somewhere near Basswood Drive. This section 5 Draft EIS makes no mention of the proposed bicycle bridge, as advocated by the Bloomington Bicycle Club. The Bloomington Bicycle Club, as part of the CAC, and as a matter of official club policy, want to be on record in this EIS as being in favor of building dedicated bicycle/pedestrian facilities where I-69 runs between 2nd and 3rd street. In its current form, we do not believe our position has been accurately recorded or characterized. Please update your records to reflect our official position. Thank you.

Hamman, Mary Jo

From: parlinghaus@msn.com
Sent: Wednesday, January 02, 2013 5:05 PM
To: section5pm@i69indyevn.org
Subject: I-69 Website Contact Form Submission

Contact Information and Request from Design & Construction for Section 5

Name:	Paul Arlinghaus
Email:	parlinghaus@msn.com
Street Address:	10038 E126th St
City/State:	Fishers, IN
Zip Code:	46038
Comments:	I represent the Hoosier Mountain Bike Association and this comment is from HMBA-IMBA as an organization. HMBA would support Alt 8 as it does not impact the park. HMBA would consider supporting alternate 7 provided a significant part of the $5.4M in project savings was invested in the park. The funds should be used to: a) Purchase private land that is currently used by park users (section of trail currently go on private land) b) Ensure the removal of the dam does not impact the trails (continued connectivity on the East side of the park) and has a favorable impact on the environment. c) That either fill dirt or a bridge be built to ensure trails on the West side of the property and that the North and South side of the park continue to have connectivity on the West side of the Park. d) Trail and facility improvements.
Subscribe:	YES

Hamman, Mary Jo

From: Venstra, Elizabeth <erytting@indiana.edu>
Sent: Sunday, December 23, 2012 10:31 AM
To: Hamman, Mary Jo; secommunications@indot.in.gov
Cc: mayor@bloomington.in.gov; Ronald Brown
Subject: letter of support for bike-ped bridge in Section 5
Attachments: B-TOP bike-ped bridge letter.pdf

Dear Ms. Hamman,

Attached, please find a letter from a local transportation advocacy group, Bloomington Transportation Options for People (B-TOP) in support of the bicycle/pedestrian bridge proposed by Ron Brown for the west side of Bloomington, as well as additional improvements for pedestrian safety on the 2nd and 3rd Street bridges. On behalf of the members of B-TOP, I'd like to ask you to include this letter in the official response to the Draft Environmental Impact Statement for Section 5 of the I-69 project.

Note that B-TOP has no official position with regard to the building of any section of the I-69 interstate itself, and given that there has been speculation in the press regarding whether there is sufficient funding to build Section 5, I would like to note (as explained in the letter itself) that we believe that improvements for bicycles and pedestrians should be prioritized, regardless of the outcome of the I-69 project. We need this infrastructure to get across the highway, regardless of whether it is 37 or 69. Thus, I would hope that it would become a part of any relevant transportation plans that may be made for this area apart from the I-69 design, as well as being included in the Section 5 FEIS.

We commend Mr. Brown for his tireless efforts on behalf of this project.

Sincerely,

Elizabeth Venstra for Bloomington Transportation Options for People (B-TOP)
info@b-top.org
www.b-top.org

Indiana Department of Transportation
I-69 Evansville to Indianapolis Tier 2 Studies
Attn: Mary Jo Hamman, P.E.
Michael Baker Corporation
Project Manager
Section 5 Project Office

To Whom It May Concern:

Bloomington Transportation Options for People (B-TOP) expresses its support for a dedicated bicycle/pedestrian bridge over the State Road 37 and/or I-69 highway between the 2nd Street and 3rd Street interchanges. B-TOP is a non-profit organization working to bring about a more sustainable culture, better urban form, and enhanced quality of life to people in the Bloomington area by increasing use, funding, and development of alternatives to auto transport. As such, we are very interested in improving connectivity for bicyclists and pedestrians between the center and west side of Bloomington.

Benefits of the bridge include:

- With the bridge, a route with low-volume streets and separated paths would connect central Bloomington to the residential areas west of Bloomington. Such a route is necessary in order to make the majority of cyclists feel comfortable that they can ride safely. Pedestrians also need a safe way to cross the highway.
- This route would link to many significant destinations along the way, including residential, recreational, retail, educational, and employment destinations. Increasing connectivity between these locations would stimulate economic activity.
- Many would be induced to engage in their east-west trips by walking and bicycling.
- The City of Bloomington has bound itself to become a Platinum-level Bicycle Friendly Community by 2016. In order to achieve this, cyclists need a safe way to cross the city between east and west.
- The Bloomington trail system would be connected to the Monroe County trail system.
- The Monroe County Alternative Transportation Plan, the Monroe County State Road 37 Corridor Plan, and the I-69/SR 37 Alternative Transportation Corridor Study have all identified crossings of SR 37/I-69 between 2nd Street and 3rd Street as the highest priority for further study.

The bridges over the highway at both 2nd Street and 3rd Street also require sidewalks for pedestrian safety. Both bridges are currently very dangerous for pedestrians, and yet many pedestrians have no choice but to walk across them.

It is imperative that all the bicycle and pedestrian improvements discussed above be built to cross the highway, regardless of whether I-69 Section 5 is completed as planned or not; if Section 5 is not completed in the near term for any reason, then the bicycle-pedestrian bridge should be built across State Road 37, and the existing bridges upgraded with sidewalks for pedestrian safety.

Sincerely,

The members of Bloomington Transportation Options for People

Cc: Mayor Mark Kruzan, City of Bloomington

Hamman, Mary Jo

From: Hamman, Mary Jo
Sent: Wednesday, January 02, 2013 11:26 PM
To: 'Venstra, Elizabeth'; secommunications@indot.in.gov
Cc: mayor@bloomington.in.gov; Ronald Brown
Subject: RE: letter of support for bike-ped bridge in Section 5

Thank you Elizabeth. I wanted to follow up with a confirmation of receipt.

In compliance with the requirements of the National Environmental Policy Act (NEPA), all comments received during the DEIS comment period are considered on an equal basis. All 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 the input on the Section 5 DEIS.

Mary Jo Hamman
I-69 Section 5 Project Manager

From: Venstra, Elizabeth [mailto:erytting@indiana.edu]
Sent: Sunday, December 23, 2012 10:31 AM
To: Hamman, Mary Jo; secommunications@indot.in.gov
Cc: mayor@bloomington.in.gov; Ronald Brown
Subject: letter of support for bike-ped bridge in Section 5

Dear Ms. Hamman,

Attached, please find a letter from a local transportation advocacy group, Bloomington Transportation Options for People (B-TOP) in support of the bicycle/pedestrian bridge proposed by Ron Brown for the west side of Bloomington, as well as additional improvements for pedestrian safety on the 2nd and 3rd Street bridges. On behalf of the members of B-TOP, I'd like to ask you to include this letter in the official response to the Draft Environmental Impact Statement for Section 5 of the I-69 project.

Note that B-TOP has no official position with regard to the building of any section of the I-69 interstate itself, and given that there has been speculation in the press regarding whether there is sufficient funding to build Section 5, I would like to note (as explained in the letter itself) that we believe that improvements for bicycles and pedestrians should be prioritized, regardless of the outcome of the I-69 project. We need this infrastructure to get across the highway, regardless of whether it is 37 or 69. Thus, I would hope that it would become a part of any relevant transportation plans that may be made for this area apart from the I-69 design, as well as being included in the Section 5 FEIS.

We commend Mr. Brown for his tireless efforts on behalf of this project.

Sincerely,

Elizabeth Venstra for Bloomington Transportation Options for People (B-TOP)
info@b-top.org
www.b-top.org

Hamman, Mary Jo

From: Ronald Brown <robrown@umail.iu.edu>
Sent: Saturday, December 22, 2012 11:50 PM
To: Hamman, Mary Jo
Subject: Comments of BBC Representative on I-69 Section 5
Attachments: I-69_Bicycle_Bridge.pdf; Sidepath_Rockport_Rd.pdf; B-Line_Vernal.pdf

To Mary Jo Hamman:

Attached to this email are three pdf files with comments on I-69 Section 5.

The file "I-69_Bicycle_Bridge.pdf" is a write-up with the title "Bloomington SR-37/I-69 Bicycle/Pedestrian Bridge". This plan for the bridge is also found on the Bloomington Bicycle Club website with URL:

http://bloomingtonbicycleclub.org/SR37Bridge/bridge.html

The file "Sidepath_Rockport_Rd.pdf" is a write-up with the title "Sidepath from Clear Creek Trail Crossing I-69 on Rockport Rd". It is a plan to allow sidepath inclined bicyclists and pedestrians to go back and forth between the Clear Creek Trail and the other side of I-69.

The file "B-Line_Vernal.pdf" is a write-up with the title "Connecting the B-Line to Vernal Pike". It is a plan to extend B-Line bicycle and pedestrian traffic to Vernal Pike west of I-69.

Ron Brown
Bloomington Bicycle Club

Sidepath from Clear Creek Trail Crossing I-69 on Rockport Rd

The Fullerton Corridor Project plans to extend Fullerton Pike eastward to where it lines up with Gordon Pike. This extension will cross the Clear Creek Trail and have a sidepath to accommodate bicycles and pedestrians traveling westward from there. Where the I-69 project interfaces with the Fullerton Corridor Project it should also accommodate these side path inclined bicycles and pedestrians.

The recommended bicycle/pedestrian route from the Clear Creek Trail to Lenard Springs Rd is shown in this map:

It should be taken into account that Fullerton Pike will be a connector for people using the Clear Creek Trail. Here is a table, which appears near the beginning of the Platinum Task Force Final Report:

Bicycle Demographic[1]	*Description*	*Population Est.*
Strong and Fearless	Will ride regardless of roadway conditions or facilities.	<1%
Enthused and Confident	Comfortable with riding in traffic with bike lanes or similar facilities.	7%
Interested but Concerned	Curious about bicycling, but have some safety concerns. Generally are inexperienced when riding with vehicular traffic. Prefer to ride on low volume streets and separated paths.	60%
Now Way No How	Have no interest in bicycling for transportation.	33%

It shows that only 10% (=7/67) of bicyclists are comfortable riding in traffic with bike lanes. This portion will be even smaller for the type of people that use the Clear Creek Trail. They will prefer or require a bicycle/pedestrian sidepath along Fullerton Pike. Accordingly the Fullerton Corridor Project has this sidepath.

There will be an interchange where Fullerton Pike intersects I-69. It will not be possible to run the sidepath through this interchange. To avoid the interchange the sidepath should cross I-69 on Rockport Rd. After being led west from the Clear Creek Trail on a bicycle/pedestrian sidepath, it is expected that the bicyclists be able to cross I-69 on a bridge with a sidepath. To avoid the Fullerton Pike interchange the bicycles and pedestrians should be routed along Rockport Rd and cross I-69 on that road's grade separated bridge.

The DEIS shows I-69 construction from Fullerton Pike to the Rockport Rd bridge. That construction should include a bicycle/pedestrian sidepath both along Rockport Rd and on the bridge.

After crossing the Rockport Rd bridge the bicyclists will get back to Fullerton Pike riding Monroe Medical Park Blvd on-road. This anticipates the future extension of this boulevard to Rockport Rd.

Ron Brown
Bloomington Bicycle Club

Bloomington SR-37/I-69 Bicycle/Pedestrian Bridge

SR-37 serves as a bicycle barrier separating the west side of Bloomington from the rest of the city. It is so difficult to bicycle from the west side into the central city that most people would not do it. Those that do usually take a long way around using Vernal Pike on the north side or That Rd on the south side.

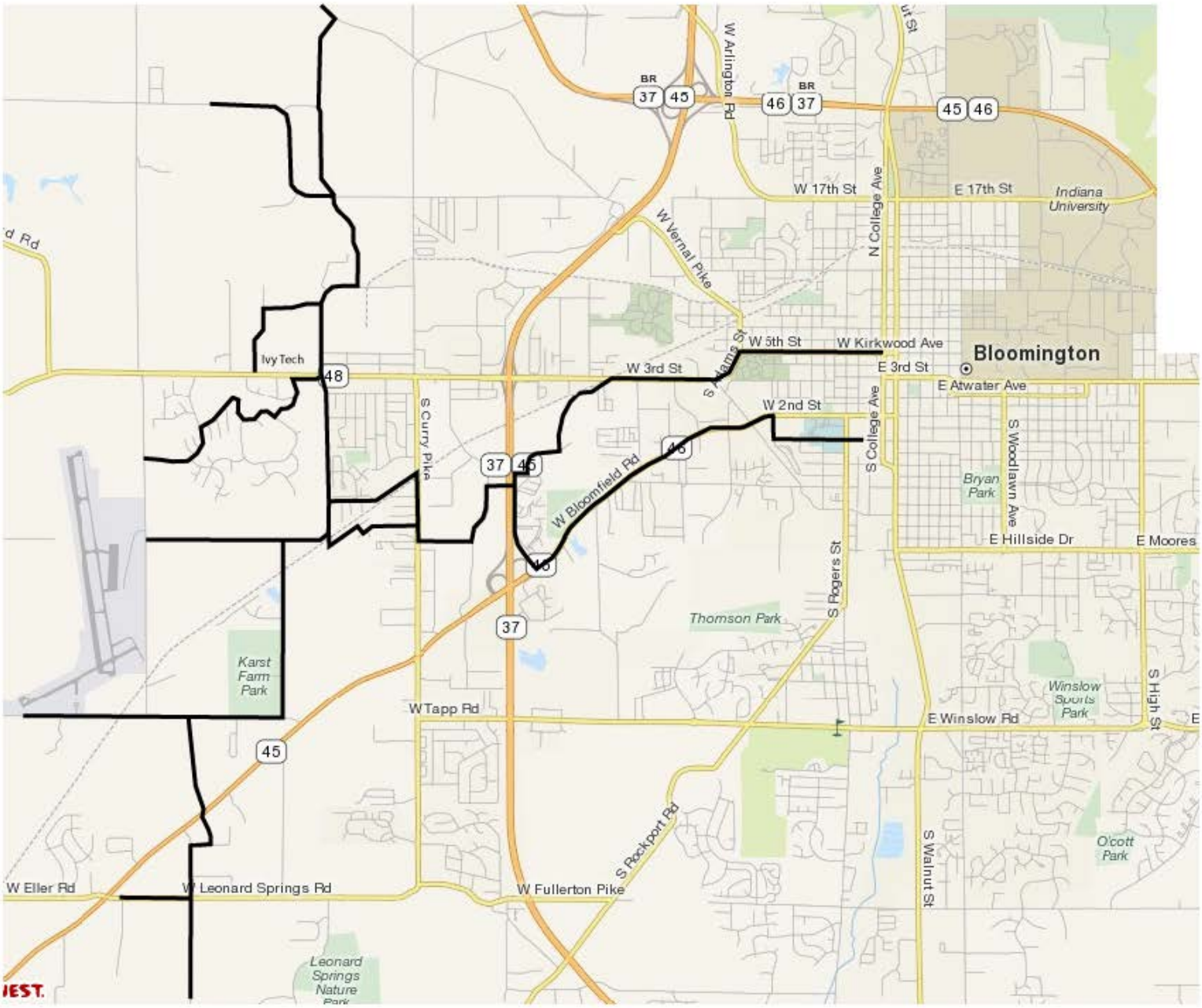
There is actually a second bicycle barrier, Curry Pike, which is a very busy highway running parallel to and west of SR-37. Except for Second St and Third St, with heavy traffic, there are no roads that cross Curry Pike. Between these two barriers is a business district traversed by Liberty Dr and Gates Dr. Beyond these two barriers Gifford Rd has been the only suitable road for connecting to the low volume roads and large residential neighborhoods west of Bloomington. When the Karst Trail is completed there will be a second good way of connecting to the west. The Karst Trail will connect to Sierra Dr which will lead to Curry Pike.

The solution to connecting this region west of Bloomington to central Bloomington is to route bicycles and pedestrians from the west to a properly placed bicycle/pedestrian bridge. The only good roads from the west to Curry pike will be Gifford Rd and Sierra Dr. Constitution Way is the only bicycling road available to get from Curry Pike to Liberty Dr and beyond to SR-37 where there should be a bicycle/pedestrian bridge. The other side of the bridge would connect to Basswood Dr. From there a cyclist can easily get to central Bloomington. There is a good route from the bridge to Third St now. By the summer of 2013 there will be a bicycle/pedestrian sidepath along Second St from Basswood Dr. This will give another good route into central bloomington.

The greatest utilization of a bicycle/pedestrian route that crosses SR-37/I-69 would come from people who live in the many of homes west of Bloomington. Another large group of users would be people who want to get from central Bloomington to the low volume roads west of Bloomington. I designed the bicycle/pedestrian route and bridge with these purposes in mind. For a project to be worth doing it has to be one that these people will use.

Gifford Rd and Sierra Dr will be the only good roads for bicycling west from the Liberty-Gates commercial corridor. By connecting these roads to Basswood Dr with a bicycle/pedestrian trail and bridge, people living in the residential neighborhoods west of Bloomington will be provided with a fairly direct route into central Bloomington with no or low traffic.

This map shows how these many residential neighborhoods will be connected to the route into Bloomington:



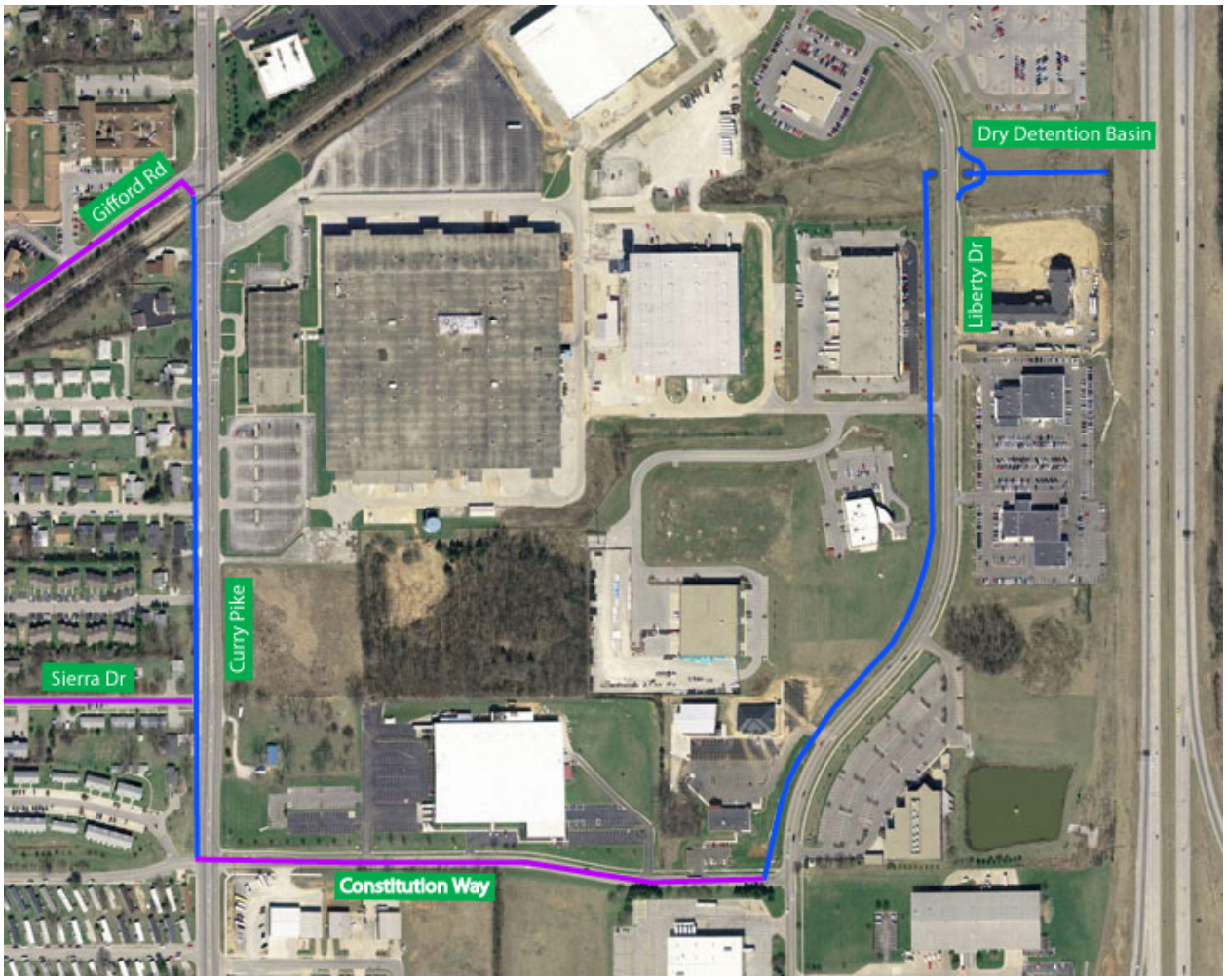
The above map also shows how cyclists and pedestrians in central Bloomington would be connected to the many low volume roads west of Bloomington. These roads include Leonard Springs Rd, Airport Rd, Vernal Pike and Woodyard Rd. Very importantly; it would provide reasonable bicycle/pedestrian access to Ivy Tech College. In addition, people living near the bridge could walk to Menards.

Even though the city plans to put bicycle lanes along Third St, it should be pointed out that there is no safe design that will get a bicycle past the curved entrance and exit ramps on the Third St Bridge (or the Second St Bridge). These ramps are nonstop with no seeing around the corner. A car will turn into a cyclist on an exit ramp. An entrance ramp places a cyclist between lanes of traffic.

On the west side of the Third St Bridge; (or the Second St Bridge) you are not where you want to be on a bicycle. You are not in a good position to get to the low volume routes west of the city. To put the bicycle/pedestrian crossing of SR-37/I-69 anywhere other than where suggested here would mean that the cyclist or pedestrian would have to go a considerable distance through traffic to connect the crossing with a west side residential neighborhood.

FROM GIFFORD RD OR SIERRA DR TO SR-37/I-69

The Figure shows the route from Gifford Rd or Sierra Dr to the SR-37/I-69 Bicycle Bridge site using Curry Pike, Constitution Way and Liberty Dr. Proposed new facilities are shown in blue. Where the route uses existing infrastructure it is show in purple. The plan calls for a bicycle side path along the west side of Curry Pike. There is a sidewalk there now. To cross Curry Pike a traffic signal is placed at Constitution Way. Along Constitution Way bicycles could ride in the quiet street while pedestrians could use the existing sidewalk. The west side of Liberty Dr from Constitution Way to the dry detention basin is very good for a bicycle/pedestrian side path. Along the way there is a wide grassy swath and very few driveway crossings. At the dry detention basin a tunnel is used to get across Liberty Dr. A bicycle/pedestrian trail is placed across the dry detention basin leading up to SR-37/I-69.



THE I-69 BICYCLE BRIDGE

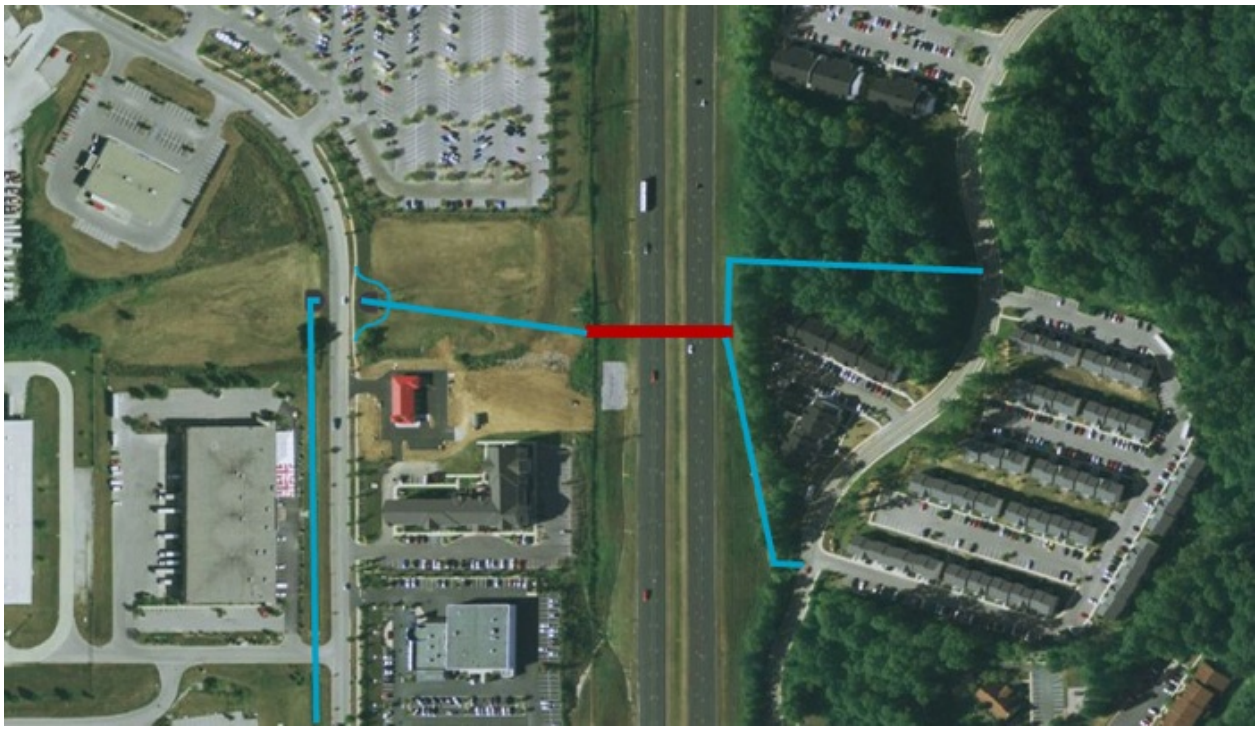
INDOT should put a bicycle/pedestrian bridge across I-69 connecting the proposed bicycle/pedestrian trail west of the highway to Basswood Dr east of the highway.

On the east side of I-69 the bridge abutment should place on a high spot. One exists just west of one of the Forest Ridge buildings.

Here is a street view showing this high spot.

The abutment for the east end of the bridge will be placed on state highway property here.

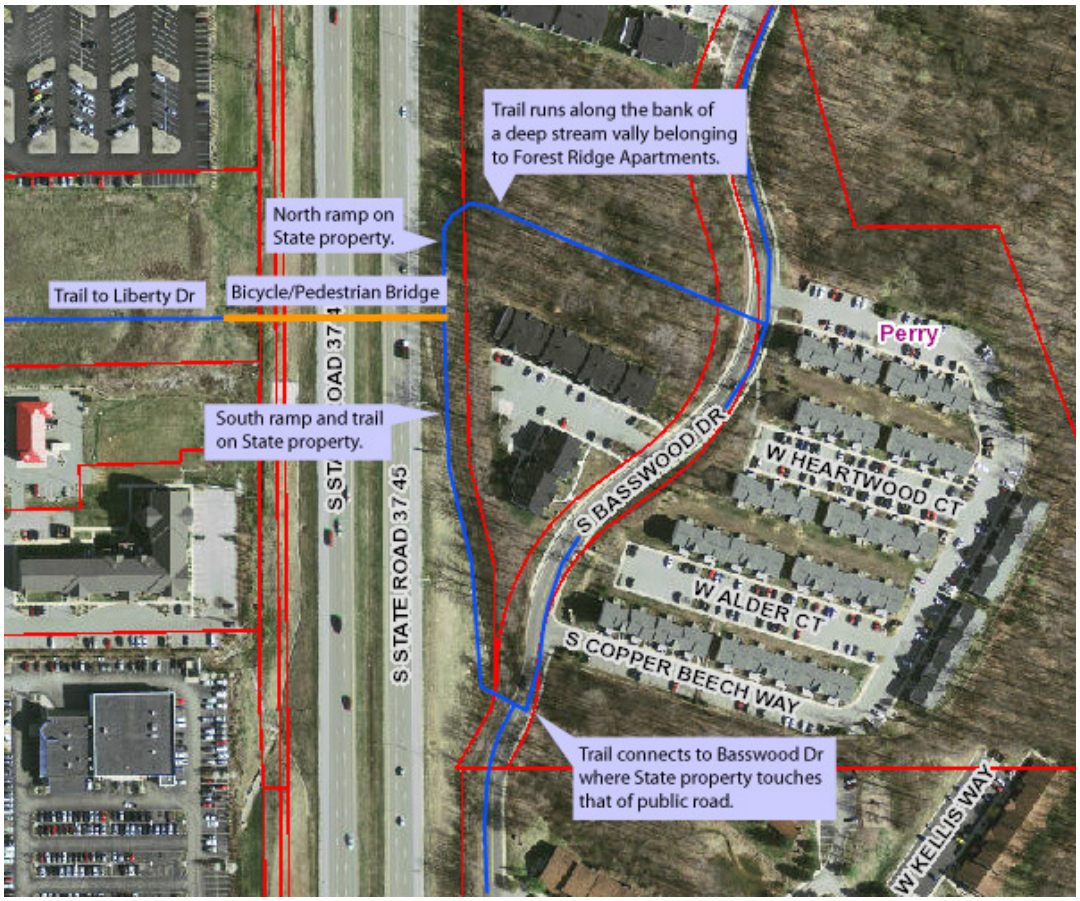
From this location at the east end of the bridge the trail goes parallel to I-69, ether north or south or both as shown here:



The route south from the abutment leads to Basswood Dr without crossing Forest Ridge property. Once on Basswood Dr there will be no problem bicycling or walking the rest of the way to downtown Bloomington. The other option goes north from the abutment and then turns east and follows the bank of a deep stream valley, one that will never be used for further development although it is on Forest Ridge property. This route also connects to Basswood Dr.

CONNECTING THE EAST END OF BRIDGE

Here is a detailed description of how the I-69 bicycle/pedestrian bridge woud interface with property to the east.



On the east side of I-69 the abutment of the bicycle/pedestrian bridge is placed on State property. For purposes of illustration I have chosen a high point. The abutment does not need to go exactly at that place. There are ramps going both north and south.

The south ramp leads to a trail which parallels I-69. This trail goes south to where state property touches Basswood Drive property. Here the trail turns toward and connects to Basswood Drive. Thus the bridge connects to a public road without impacting private property.

Using the south ramp gives the bicyclist/pedestrian a direct route to Second St via Basswood Dr. By the summer of 2013 there will be a sidepath along Second St going into central Bloomington.

Although a little less direct, the south ramp also allows the bicyclist/pedestrian to get onto Basswood Dr and travel to Third St.

The north ramp leads to a trail which runs along the bank of a deep stream valley belonging to Forest Ridge Apartments. This trail then connects to Basswood Dr giving a more direct route to Third St.

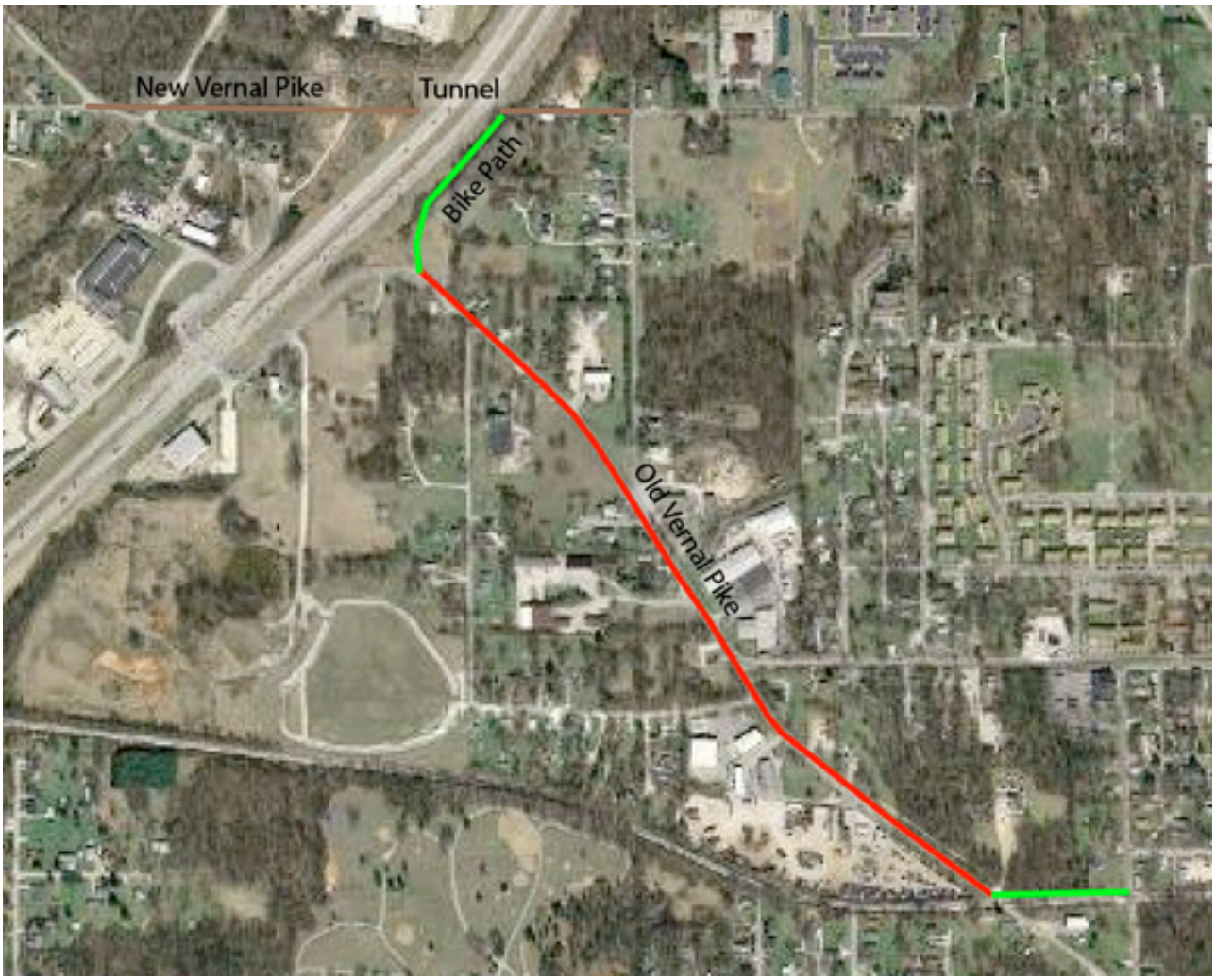
Using the north ramp takes the bicyclist/pedestrian into central Bloomington via Basswood Dr, Muller Parkway and Third St.

Ron Brown
Bloomington Bicycle Club

Connecting the B-Line to Vernal Pike

Vernal Pike is the SR-37 crossing most heavily used by bicycle. It is the only reasonable way to reach much of Bloomington to the west. To get to destinations north west of Bloomington many BBC rides are taking the B-Line to its north end and then connecting with Vernal Pike. Many other cyclists are doing the same thing to get to destinations west of SR-37.

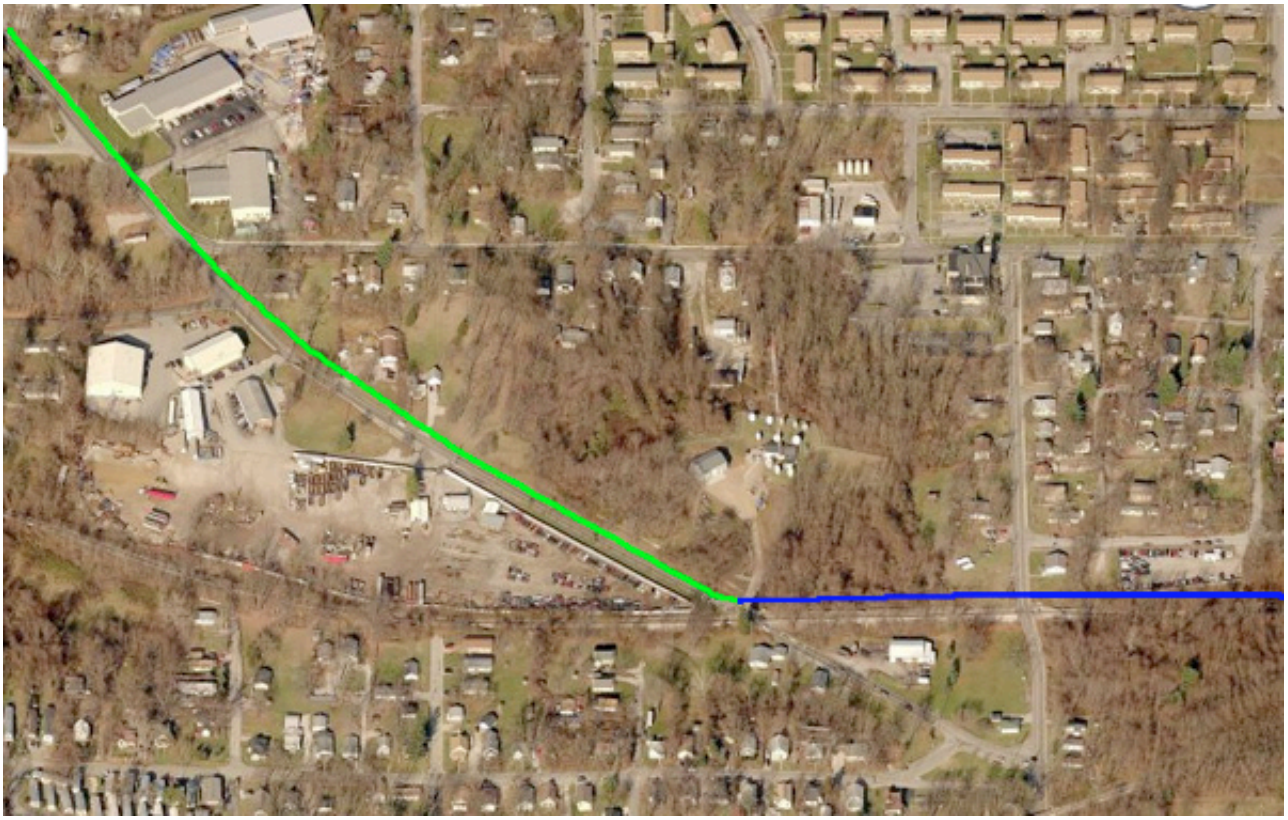
Looking to the I-69 future, the B-Line to Vernal Pike connection will be very important. I-69 will close the current Vernal Pike crossing. This will make it a very low traffic road east of I-69. Thus it will make a very good bicycle route. It will serve as an extension to the B-Line. I will call this road Old Vernal Pike. Here it is shown in an areal photo:



The above areal photo shows how Vernal Pike lines up with 17th St. They are connected to each other via what I call New Vernal Pike, which takes a bridge over I-69. A BICYCLE PATH SHOULD BE PLACED ALONG I-69 CONNECTING OLD VERNAL PIKE TO NEW VERNAL PIKE. The result would be an extension to the B-Line that goes to the destinations north west of Bloomington.

It would be helpful to extend the B-Line straight ahead for one more block to Vernal Pike. This would be short and direct. In addition, it would not cross the tracks.

The result would look like this:



With the city putting in one block of B-Line and INDOT connecting Old Vernal Pike to New Vernal Pike we would have an excellent extension of the B-Line that would connect to the bicycle/pedestrian sidepath along Vernal Pike west of I-69.This would lead to the Will Detmer Park, the Karst Trail and other destinations to the north west.

Ron Brown
Bloomington Bicycle Club

Bloomington SR-37/I-69 Bicycle/Pedestrian Bridge

SR-37 serves as a bicycle barrier separating the west side of Bloomington from the rest of the city. It is so difficult to bicycle from the west side into the central city that most people would not do it. Those that do usually take a long way around using Vernal Pike on the north side or That Rd on the south side.

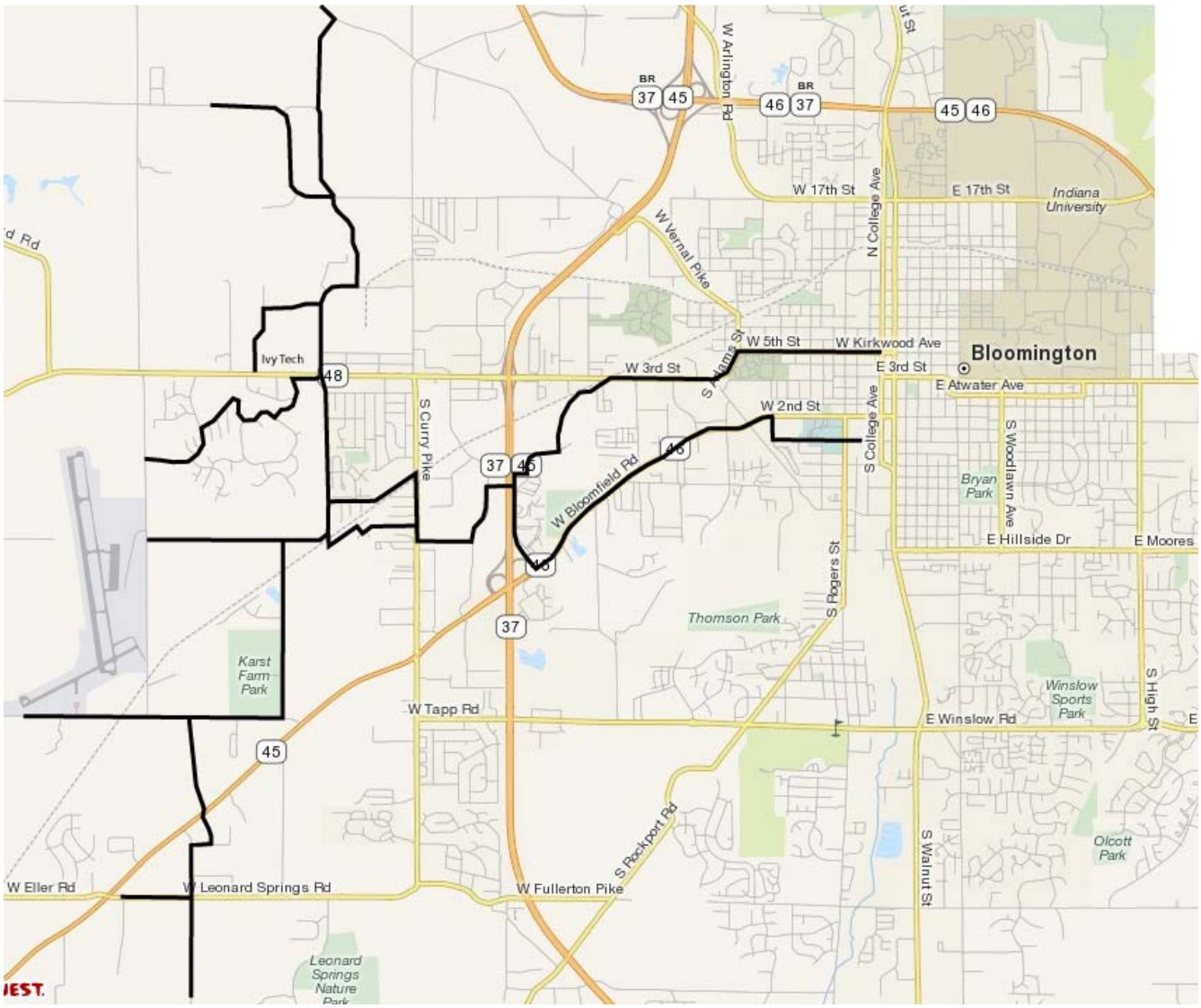
There is actually a second bicycle barrier, Curry Pike, which is a very busy highway running parallel to and west of SR-37. Except for Second St and Third St, with heavy traffic, there are no roads that cross Curry Pike. Between these two barriers is a business district traversed by Liberty Dr and Gates Dr. Beyond these two barriers Gifford Rd has been the only suitable road for connecting to the low volume roads and large residential neighborhoods west of Bloomington. When the Karst Trail is completed there will be a second good way of connecting to the west. The Karst Trail will connect to Sierra Dr which will lead to Curry Pike.

The solution to connecting this region west of Bloomington to central Bloomington is to route bicycles and pedestrians from the west to a properly placed bicycle/pedestrian bridge. The only good roads from the west to Curry pike will be Gifford Rd and Sierra Dr. Constitution Way is the only bicycling road available to get from Curry Pike to Liberty Dr and beyond to SR-37 where there should be a bicycle/pedestrian bridge. The other side of the bridge would connect to Basswood Dr. From there a cyclist can easily get to central Bloomington. There is a good route from the bridge to Third St now. By the summer of 2013 there will be a bicycle/pedestrian sidepath along Second St from Basswood Dr. This will give another good route into central bloomington.

The greatest utilization of a bicycle/pedestrian route that crosses SR-37/I-69 would come from people who live in the many of homes west of Bloomington. Another large group of users would be people who want to get from central Bloomington to the low volume roads west of Bloomington. I designed the bicycle/pedestrian route and bridge with these purposes in mind. For a project to be worth doing it has to be one that these people will use.

Gifford Rd and Sierra Dr will be the only good roads for bicycling west from the Liberty-Gates commercial corridor. By connecting these roads to Basswood Dr with a bicycle/pedestrian trail and bridge, people living in the residential neighborhoods west of Bloomington will be provided with a fairly direct route into central Bloomington with no or low traffic.

This map shows how these many residential neighborhoods will be connected to the route into Bloomington:



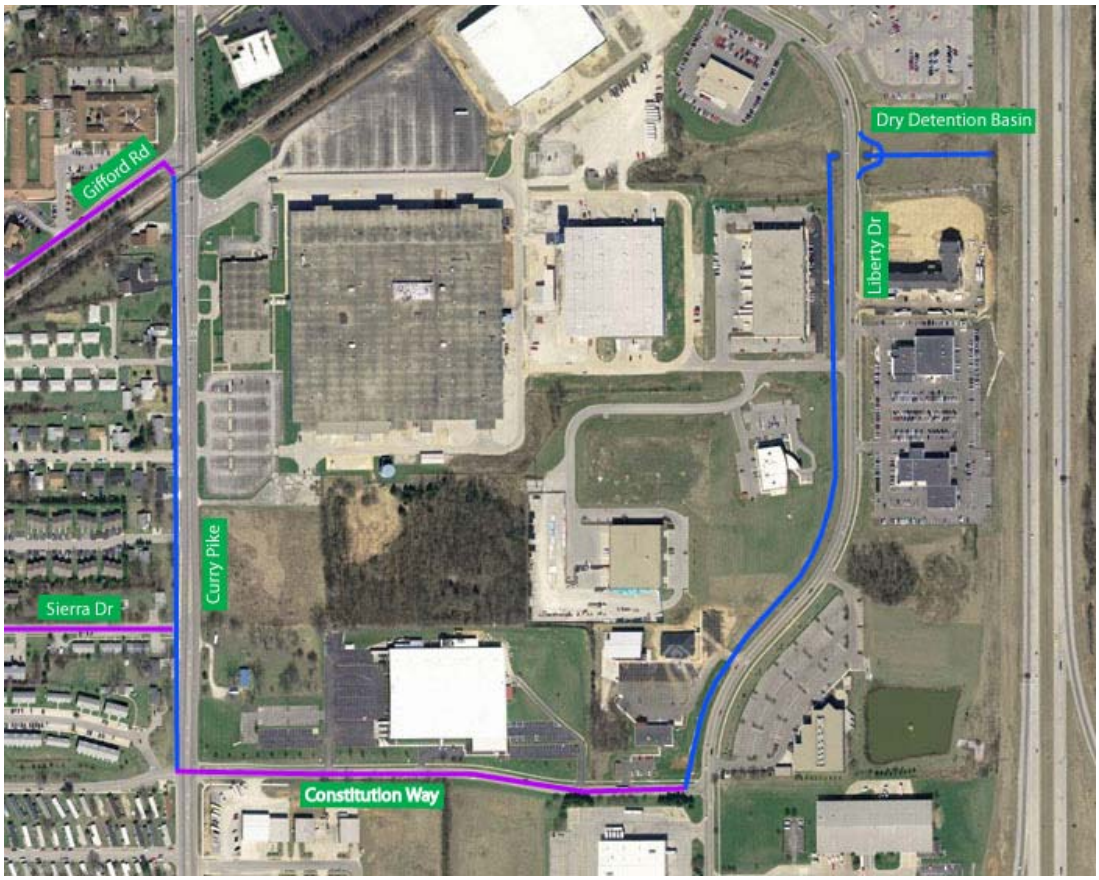
The above map also shows how cyclists and pedestrians in central Bloomington would be connected to the many low volume roads west of Bloomington. These roads include Leonard Springs Rd, Airport Rd, Vernal Pike and Woodyard Rd. Very importantly; it would provide reasonable bicycle/pedestrian access to Ivy Tech College. In addition, people living near the bridge could walk to Menards.

Even though the city plans to put bicycle lanes along Third St, it should be pointed out that there is no safe design that will get a bicycle past the curved entrance and exit ramps on the Third St Bridge (or the Second St Bridge). These ramps are nonstop with no seeing around the corner. A car will turn into a cyclist on an exit ramp. An entrance ramp places a cyclist between lanes of traffic.

On the west side of the Third St Bridge; (or the Second St Bridge) you are not where you want to be on a bicycle. You are not in a good position to get to the low volume routes west of the city. To put the bicycle/pedestrian crossing of SR-37/I-69 anywhere other than where suggested here would mean that the cyclist or pedestrian would have to go a considerable distance through traffic to connect the crossing with a west side residential neighborhood.

FROM GIFFORD RD OR SIERRA DR TO SR-37/I-69

The Figure shows the route from Gifford Rd or Sierra Dr to the SR-37/I-69 Bicycle Bridge site using Curry Pike, Constitution Way and Liberty Dr. Proposed new facilities are shown in blue. Where the route uses existing infrastructure it is show in purple. The plan calls for a bicycle side path along the west side of Curry Pike. There is a sidewalk there now. To cross Curry Pike a traffic signal is placed at Constitution Way. Along Constitution Way bicycles could ride in the quiet street while pedestrians could use the existing sidewalk. The west side of Liberty Dr from Constitution Way to the dry detention basin is very good for a bicycle/pedestrian side path. Along the way there is a wide grassy swath and very few driveway crossings. At the dry detention basin a tunnel is used to get across Liberty Dr. A bicycle/pedestrian trail is placed across the dry detention basin leading up to SR-37/I-69.



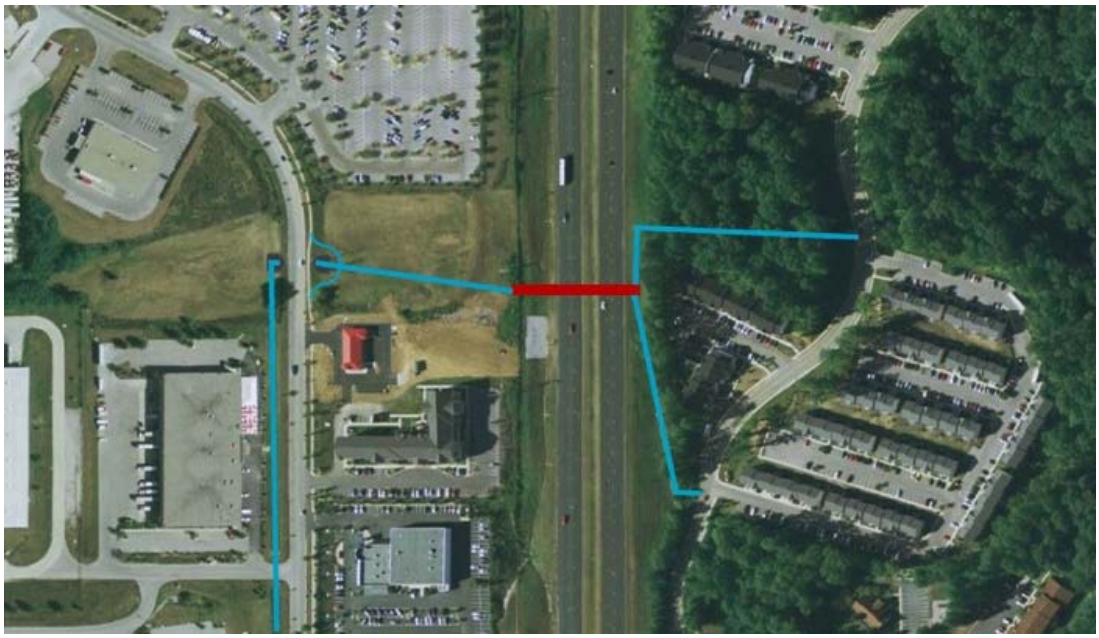
THE I-69 BICYCLE BRIDGE

INDOT should put a bicycle/pedestrian bridge across I-69 connecting the proposed bicycle/pedestrian trail west of the highway to Basswood Dr east of the highway.

On the east side of I-69 the bridge abutment should place on a high spot. One exists just west of one of the Forest Ridge buildings.

Here is a street view showing this high spot.

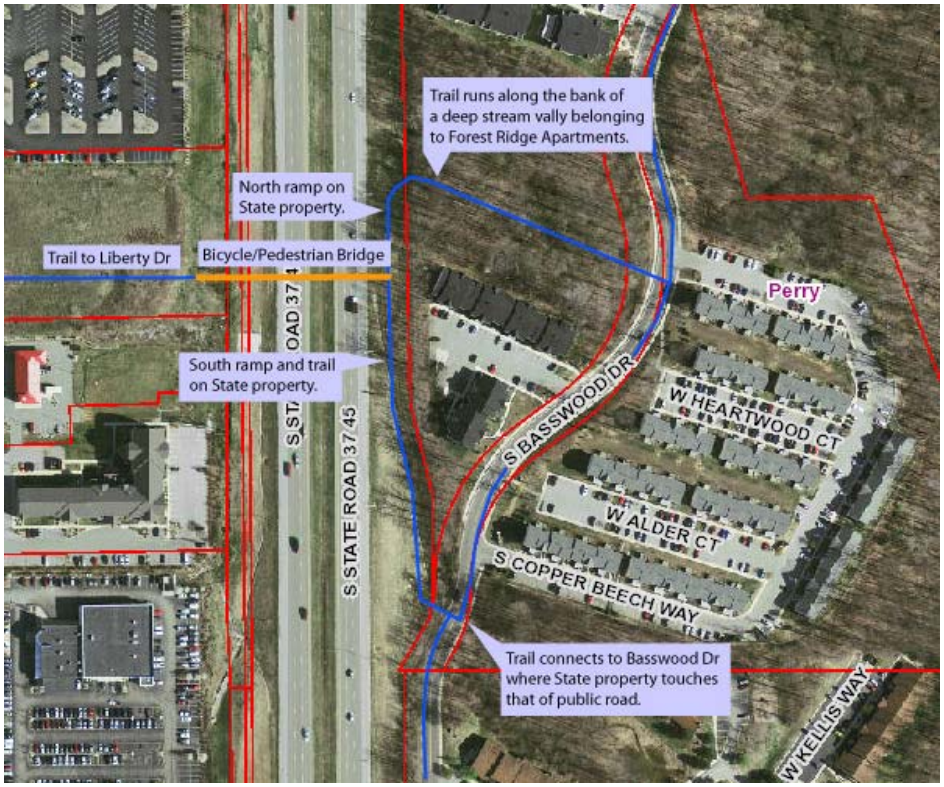
The abutment for the east end of the bridge will be placed on state highway property here. From this location at the east end of the bridge the trail goes parallel to I-69, ether north or south or both as shown here:



The route south from the abutment leads to Basswood Dr without crossing Forest Ridge property. Once on Basswood Dr there will be no problem bicycling or walking the rest of the way to downtown Bloomington. The other option goes north from the abutment and then turns east and follows the bank of a deep stream valley, one that will never be used for further development although it is on Forest Ridge property. This route also connects to Basswood Dr.

CONNECTING THE EAST END OF BRIDGE

Here is a detailed description of how the I-69 bicycle/pedestrian bridge woud interface with property to the east.



On the east side of I-69 the abutment of the bicycle/pedestrian bridge is placed on State property. For purposes of illustration I have chosen a high point. The abutment does not need to go exactly at that place. There are ramps going both north and south.

The south ramp leads to a trail which parallels I-69. This trail goes south to where state property touches Basswood Drive property.

Here the trail turns toward and connects to Basswood Drive. Thus the bridge connects to a public road without impacting private property.

Using the south ramp gives the bicyclist/pedestrian a direct route to Second St via Basswood Dr. By the summer of 2013 there will be a sidepath along Second St going into central Bloomington.

Although a little less direct, the south ramp also allows the bicyclist/pedestrian to get onto Basswood Dr and travel to Third St.

The north ramp leads to a trail which runs along the bank of a deep stream valley belonging to Forest Ridge Apartments. This trail then connects to Basswood Dr giving a more direct route to Third St.

Using the north ramp takes the bicyclist/pedestrian into central Bloomington via Basswood Dr, Muller Parkway and Third St.

Link for pdf

PO017A-Bloomington Bicycle Club InfoFromWebsiteLink.pdf

Hamman, Mary Jo

From: Hamman, Mary Jo
Sent: Wednesday, January 02, 2013 11:32 PM
To: 'Ronald Brown'
Subject: RE: Comments of BBC Representative on I-69 Section 5

Thank you Ron. I wanted to follow up with a confirmation of receipt.

In compliance with the requirements of the National Environmental Policy Act (NEPA), all comments received during the DEIS comment period are considered on an equal basis. All 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 the input on the Section 5 DEIS.

Mary Jo Hamman
I-69 Section 5 Project Manager

From: Ronald Brown [mailto:robrown@umail.iu.edu]
Sent: Saturday, December 22, 2012 11:50 PM
To: Hamman, Mary Jo
Subject: Comments of BBC Representative on I-69 Section 5

To Mary Jo Hamman:

Attached to this email are three pdf files with comments on I-69 Section 5.

The file "I-69_Bicycle_Bridge.pdf" is a write-up with the title "Bloomington SR-37/I-69 Bicycle/Pedestrian Bridge". This plan for the bridge is also found on the Bloomington Bicycle Club website with URL:

http://bloomingtonbicycleclub.org/SR37Bridge/bridge.html

The file "Sidepath_Rockport_Rd.pdf" is a write-up with the title "Sidepath from Clear Creek Trail Crossing I-69 on Rockport Rd". It is a plan to allow sidepath inclined bicyclists and pedestrians to go back and forth between the Clear Creek Trail and the other side of I-69.

The file "B-Line_Vernal.pdf" is a write-up with the title "Connecting the B-Line to Vernal Pike". It is a plan to extend B-Line bicycle and pedestrian traffic to Vernal Pike west of I-69.

Ron Brown
Bloomington Bicycle Club

Hamman, Mary Jo

From: Tim Maloney <maloneyt@hecweb.org>
Sent: Wednesday, January 02, 2013 11:55 PM
To: Hamman, Mary Jo
Subject: Comments on I-69 Section 5 DEIS
Attachments: HEC Comments - Section 5 DEIS - 1-2-2013.doc

Mary Jo,

Our comments are attached.

Tim

Tim Maloney
Senior Policy Director
Hoosier Environmental Council
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January 2, 2013

Mary Jo Hamman
Michael Baker Corp.
PO Box 8464
Evansville, IN 47716

RE: Comments on Draft Environmental Impact Statement for the I-69 Evansville to Indianapolis project – Section 5 (FHWA-IN-EIS-12-01-D)

Dear Ms. Hamman:

The Hoosier Environmental Council ("HEC") formally submits the following comments on the Draft Environmental Impact Statement ("DEIS") for Section 5 of the I-69 Project.

Incorporation of comments on Tier 1 FEIS

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 5 DEIS

Chapter 2 – Purpose and Need

Local Needs

Segmentation of a large project is permitted if local needs justify it, but INDOT made minimal effort to independently justify the segment encompassed by Section 5. (See Section 2.1.2). The primary criteria used to determine the segments were the Tier 1 purpose and need goals. INDOT only included local needs which served to support the overall project goals identified in Tier 1. (Pg. 2-2). There is no evidence that Section 5 would meet a demonstrated local transportation need if the other sections of I-69 were not completed.

One outcome of this inappropriate segmentation process is that the project's full environmental impact is not known nor disclosed until all six of the Tier 2 environmental impact statements are completed. Had the complete environmental impact of the project been identified in Tier 1, the basis for selecting a different alternative such as I-70 and US 41 would have been even more compelling. Although the tiering process was approved in earlier litigation, the court worried that it "may result in a 'shell game' if not carefully managed." *Hoosier Environmental Council, et al. v. U.S. Department of Transportation, et al.*, Civ. No. 1:06-cv-1442, pg. 19, (S.D.Ind. 2006). With the release of each subsequent Tier 2 study, the environmental footprint and cost estimates continue to balloon. Regardless of the substance of the Tier 2 studies, though, the route choice made at the Tier 1 level has never been reconsidered by INDOT, FHWA, the Army Corps of Engineers, or any other

regulating agency. This is exactly the kind of "impermissible" result segmentation the Court warned against. *Id.*

None of these local needs are sufficient to justify considering Section 5 independent of the entire project. The DEIS identifies four local needs justifying the Section 5 segment. (Pg. 2-4). They are:

- Complete Section 5 of I-69 as determined in the Tier 1 ROD
- Reduce existing and forecasted traffic congestion
- Improve traffic safety
- Support local economic development initiatives

These are virtually the same generic "local needs" used to justify Sections 1 through 4, and which generally repeat the broader needs identified for the entire corridor in Tier 1.

Local Need # 1 – Completion of Section 5

Completion of Section 5 itself cannot be a local need since segmentation itself is supposed to be validated through the consideration of local needs. It is a circular argument to assert that the Section 5 segment serves the local need of completing Section 5.

INDOT continues to incorrectly state that "Section 5 of I-69 responds to the Congressional policy to complete the National I-69 Corridor." (Pg. 2-13). The "High Priority Corridor" identified by Congress does not mandate that the corridor connect Bloomington to Martinsville. The corridor identified by Congress extends from Evansville to Indianapolis, but the route that corridor follows is not specified.

Local Need # 2 – Reduce Congestion

Section 2.3.2 predicts high levels of congestion on major highways in the region leading to poor functionality by 2035. Since a final determination has yet to be made regarding local road closures, it is not possible to accurately predict future congestion levels on every highway and other road in the region. Without this level of detailed study, it is impossible to assert with any level of reliability that congestion will be eased over time by constructing Section 5.

Moreover, many of the road segments listed as having future undesirable Levels of Service are roads whose traffic levels will be entirely unaffected by the construction of I-69 in Section 5. Several of these roads unlikely to be affected by I-69 are:

- SR 446 from Moores Pike to Swartz Ridge Road - LOS D
- SR 46 from Getty's Creek Road to Brown County Line - LOS D/E
- SR 67 from Owen County Line to West Street - LOS D
- SR 252 from Cramertown Loop to SR 135 - LOS D/E
- SR 46 at Morgan County Line - LOS D *[SR 46 does not enter Morgan County at all]*
- SR 135 at Morgan County Line - LOS D

The inclusion of a road segment that does not even exist – SR 46 at Morgan County line – makes this entire analysis suspect.

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Local Need #3 – Improve Traffic Safety
The DEIS (Sec. 2.3.3) relies on outdated and incomplete safety information used in the Tier 1 EIS. 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, INDOT has described several features in its low cost design standards that can affect highway safety. These include median width, inside and outside shoulder width, interchange design, maximum grade, critical length of grade, rock cut slope, guardrail embankment height and grading behind guardrail, and road surface material. The features of the actual highway to be built must be considered and studied before the claim can be reliably made that the highway will improve traffic safety.

Local Need #4 – Local Economic Development
Again, the study conflates federal and state highway priorities with local needs. None of the local studies cited in the DEIS identified local needs independent of the entire I-69 project. All of the county and city economic development plans and studies contemplated how best to capitalize on the I-69 project. These studies do not call for the construction of Section 5 – they simply identify ways for local communities to adapt their development plans to accommodate I-69.

Chapter 5 – Environmental Consequences

Air Quality

The DEIS (page 5.9-9) states that the portion of Section 5 in Morgan County is in a non-attainment area for PM2.5, and that a determination will be made later if a "quantitative PM2.5 analysis is appropriate." Since interagency consultation was not begun until shortly before the release of the DEIS, and no detailed analysis of the effects of I-69 construction on PM2.5 levels in Morgan County has been completed, the public has been provided no meaningful information on this possible impact of the project. Therefore, the FEIS should not be completed until the public has had a chance to review and comment on the PM2.5 analysis.

For I-69 project impacts on ozone levels, the DEIS provides conflicting information about the status of a transportation conformity determination for I-69. On pages 5.9-2 to 3, the DEIS reports that "FHWA will no longer need to demonstrate conformity to the ozone SIP for Central Indiana (including Morgan County) once the 1997 8-hour Ozone Standard is revoked for purposes of demonstrating conformity." Yet on pages 5.9-9 and 10, the DEIS states that "The conformity determination requirements for the I-69 Tier 2 Section 5 project will be made after further interagency consultation. Consultation will be completed prior to the ROD." The DEIS should be revised to clarify the status of conformity with the ozone SIP, and if further analysis is required, this should be made available to the public for review and comment prior to any action finalizing the EIS.

Energy impacts

The DEIS reflects that building of the preferred alternative will increase energy consumption in the study area: by 26% in Monroe County, and by 32% in Morgan County, by the year 2035, compared

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to not building the highway. (Pg. 5.25-2). This will result in an increase in carbon emissions at a time when the U.S. Department of Transportation is seeking ways to reduce the carbon footprint of transportation.

Forest Impacts

The DEIS reports that the preferred alternative will have substantial impacts on forest lands. Over 256 acres of forest will be destroyed for the highway right of way. Much of this forest is high quality hardwood forest. The DEIS analysis of indirect, induced growth effects on the forest resources in Section 5 is inadequate, and relied on a limited information source for its analysis.

Forest impacts in Section 5 identified in the Tier 2 DEIS increased nearly three-fold from the forest impacts identified in Tier 1 (page S-56), further demonstrating the inadequacy of the tiering process in fully disclosing the environmental impacts of the I-69 project.

Karst Impacts

The preferred Section 5 alignment will cross a region with a high density of karst features. 110 karst features are along the Section 5 corridor. While a majority of these features lie within the existing SR 37 corridor, the construction of I-69 with new frontage roads and interchanges will significantly increase the impacts to karst resources in south-central Indiana. Coupled with the substantial impacts to karst resources from the Section 4 new-terrain construction, the I-69 project will represent a major impact to Indiana's unique and sensitive karst terrain. The Section 5 DEIS fails to analyze any alternative which would significantly avoid further impacts to karst features.

Wildlife Impacts

Federally Endangered Species

The DEIS is inadequate in its analysis of impacts to federally endangered species, particularly the Indiana bat. INDOT's flawed tiering process failed to disclose the full impacts of the project on the Indiana bat or allow avoidance of these impacts by choosing the least damaging alternative. The Tier 1 EIS and BA did not identify or disclose that 14 maternity colonies exist along the route. (p 5.17-7 and 8). The differences in the quality and extent of information on Indiana bat presence, and on karst features (as discussed below), between the Tier 1 EIS and the Tier 2 studies, highlights the deficiencies with INDOT's tiered planning process.

State Endangered Species and Species of Concern

Section 5 includes three species of birds affected by the corridor and insufficiently considered in the DEIS. The Barn Owl (state endangered species), Henslow's Sparrow (state endangered species), and Red-shouldered Hawk (special concern) are all likely to have breeding ground destroyed by construction of I-69.

The DEIS discloses that the Section 5 area has a rich community of native bat species, including the state-endangered evening bat. The additional impacts to forest and other habitats resulting from construction of I-69 will likely have adverse impacts on these bat communities.

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Quality of Biological Information and Surveys
INDOT surveys for fish and wildlife species in the Section 5 corridor were inadequate to disclose the full effects of the preferred highway alternative. The discussion of potential impacts to listed species is cursory.

The "generalized pedestrian surveys" to determine the presence of wildlife species were limited and incomplete, and very likely to overlook the presence of species in suitable habitats along the highway corridor. (Pg. 5.17-14).

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

Chapter 6 – Comparison of Alternatives

Cost Comparisons

The DEIS discloses that the cost of building Section 5 has increased substantially over the cost projections provided in Tier 1. The cost estimate increases, adjusted for inflation, range from 14 to 25% more than originally anticipated in Tier 1 (See Table 6-11, pg. 6-55). The DEIS justifies the increase in part by noting that three items (utility relocation, mitigation costs, and construction administration costs) were not included in the Tier 1 estimates. The fact that so much of the anticipated costs of Section 5 were not even considered at the Tier 1 level should be sufficient to restart the corridor selection process.

The DEIS contains no discussion of the likelihood of all 6 sections of I-69 being funded. A specific funding source for Section 5 has not been identified (meaning it is not fiscally constrained), and further planning activities on Section 6 have been deferred indefinitely, according to the DEIS.

Based on information contained in INDOT's financial plans for Section 1 to 4, INDOT will siphon over 60% ($903 million) of the total projected costs of Sections 1-4 ($1.485 billion) from state and federal gas tax revenues. Gas tax revenues are the main funding source for all other state highway, bridge, and safety projects.

Given the rising construction costs, likely reductions in features that will affect project performance, and the diversion of funds from other state projects, 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 6-11 of the DEIS reveals that many of the impacts of Section 5 are greater than those projected in the Tier 1 FEIS. The total number of acres of forest to be cut down has increased to approximately 250 acres, nearly a three-fold increase. Wetlands impacts, residential and business displacements all increased over Tier 1 estimates.

The disparity is primarily attributed to the level of detail in the Tier 1 and Tier 2 analyses. This 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,

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the full impacts are still unknown since the Tier 2 DEIS for Section 6 has yet to be completed or published.

Chapter 7 -- Mitigation and Commitments

Forest/Wildlife Habitat Mitigation

The preferred alternative will destroy between 246 and 250 acres of forest and between 6 and 10 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. Purchasing existing forest provides no net gain of forest land; it just prevents additional future loss. The proposed mitigation practice 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 will take 100 years or more to replace. (Pg. 7-7).

Proposed mitigation measures for impacts to the Indiana bat are not sufficient nor assured. The shortcomings of the proposed forest mitigation as described above, and the fact that purchase and/or protection of proposed mitigation properties for Section 5 impacts is not complete, are examples of the mitigation plans' weaknesses.

Community Planning

The DEIS claims that INDOT's support for community planning along the I-69 route is another form of mitigation. (Pg. 7-8). This planning, in the form of a comprehensive plan and/or zoning ordinances, is inherently uncertain and impermanent, and doesn't guarantee that additional impacts to forests and wetlands from induced growth will not occur. Comprehensive plan provisions or ordinances related to I-69 may not be enforced; and I-69 related provisions or ordinances now in place at INDOT's urging could be changed in the future.

Mitigation for Karst Impacts

The DEIS assumes that reliance on the Interagency Karst Memorandum of Understanding (MOU) will provide adequate mitigation for karst impacts. It concedes that in Tier 2, avoidance of karst terrain is not possible. (Pg. 7-53).

Because of INDOT's flawed tiering process, it selected a highway corridor in Tier 1 without knowing its full impacts on the karst resources in Greene and Monroe Counties. Thus INDOT is now limited by its Tier 1 corridor selection which crosses an area with a high density of karst features. The only way to avoid these impacts is to consider a Tier 2 alignment outside of the Tier 1 corridor, which is an option available to INDOT.

Reliance on the terms of the MOU is uncertain and provides no guarantee that the damage to karst features will be minimized or mitigated to the fullest extent. Completion of the remaining 13 MOU steps will not take place until after the environmental study is final and design and construction is underway. Many of these subsequent MOU steps require intensive involvement with the project by staff of the IDNR, IDEM and U.S. FWS. This assumes that these agencies have the staff and resources needed to carry out their obligations under the MOU for this project. Both IDNR and IDEM have experienced significant budget cuts in the past several years and thus their capacity to meet these

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obligations is in question. This uncertainty makes the proposed karst mitigation plans speculative and arbitrary.

Section 4(f) Department of Transportation Act Lands

The DEIS improperly finds that Morgan-Monroe State Forest lands are not eligible for protection from "use" under Section 4(f). The DEIS incorrectly states that no management plan was available for the state forest, and that it is not used for recreational activities. This is wrong on both counts. In 2008, the IDNR adopted a Division of Forestry Strategic Plan, which provides management guidance for the publicly-owned Indiana State Forests, including Morgan-Monroe State Forest, and effectively serves as the management plan for the Indiana State Forests. In this plan, "Goal II: Provide forest based recreational opportunities" states, "Continue to provide primitive outdoor recreation opportunities, which include hunting, hiking, horseback riding, picnicking and primitive camping on State Forests." Based on this plan, as well as traditional use of state forests by the public for outdoor recreation activities, and the presence of developed recreational facilities on state forests, such as campgrounds, picnic areas, trails, and fishing access, Morgan-Monroe State Forest is clearly a "publicly-owned recreation area" envisioned by Section 4(f).

According to Section 5.22.3.5 of the DEIS, Section 5 of I-69 will require acquisition of .07 to 7.64 acres of Morgan-Monroe State Forest for right-of-way (page 5.22-6). This qualifies as a permanent use, as well as a constructive use, of a Section 4(f) property. Therefore INDOT should prepare an individual Section 4(f) evaluation for the use of Morgan-Monroe State Forest land.

Conclusion

Because of the I-69 highway's significant environmental impact, high cost, and questionable benefits, Section 5 as well as the remaining 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.

Submitted by:

Tim Maloney
Senior Policy Director
Hoosier Environmental Council

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Hamman, Mary Jo

From: tmaloney@hecweb.org
Sent: Wednesday, January 02, 2013 11:58 PM
To: section5pm@i69indyevn.org
Subject: I-69 Website Contact Form Submission

Contact Information and Request from Design & Construction for Section 5

Name: Tim Maloney

Email: tmaloney@hecweb.org

Street Address: 3951 N. Meridian St.

City/State: Indianapolis, IN

Zip Code: 46208

Comments: RE: Comments on Draft Environmental Impact Statement for the I-69 Evansville to Indianapolis project – Section 5 (FHWA-IN-EIS-12-01-D) Dear Ms. Hamman: The Hoosier Environmental Council ("HEC") formally submits the following comments on the Draft Environmental Impact Statement ("DEIS") for Section 5 of the I-69 Project. Incorporation of comments on Tier 1 FEIS 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 5 DEIS Chapter 2 – Purpose and Need Local Needs Segmentation of a large project is permitted if local needs justify it, but INDOT made minimal effort to independently justify the segment encompassed by Section 5. (See Section 2.1.2). The primary criteria used to determine the segments were the Tier 1 purpose and need goals. INDOT only included local needs which served to support the overall project goals identified in Tier 1. (Pg. 2-2). There is no evidence that Section 5 would meet a demonstrated local transportation need if the other sections of I-69 were

not completed. One outcome of this inappropriate segmentation process is that the project's full environmental impact is not known nor disclosed until all six of the Tier 2 environmental impact statements are completed. Had the complete environmental impact of the project been identified in Tier 1, the basis for selecting a different alternative such as I-70 and US 41 would have been even more compelling. Although the tiering process was approved in earlier litigation, the court worried that it "may result in a 'shell game' if not carefully managed." Hoosier Environmental Council, et al. v. U.S. Department of Transportation, et al., Civ. No. 1:06-cv-1442, pg. 19, (S.D.Ind. 2006). With the release of each subsequent Tier 2 study, the environmental footprint and cost estimates continue to balloon. Regardless of the substance of the Tier 2 studies, though, the route choice made at the Tier 1 level has never been reconsidered by INDOT, FHWA, the Army Corps of Engineers, or any other regulating agency. This is exactly the kind of "impermissible" result segmentation the Court warned against. Id. None of these local needs are sufficient to justify considering Section 5 independent of the entire project. The DEIS identifies four local needs justifying the Section 5 segment. (Pg. 2-4). They are: • Complete Section 5 of I-69 as determined in the Tier 1 ROD • Reduce existing and forecasted traffic congestion • Improve traffic safety • Support local economic development initiatives These are virtually the same generic "local needs" used to justify Sections 1 through 4, and which generally repeat the broader needs identified for the entire corridor in Tier 1. Local Need # 1 – Completion of Section 5 Completion of Section 5 itself cannot be a local need since segmentation itself is supposed to be validated through the consideration of local needs. It is a circular argument to assert that the Section 5 segment serves the local need of completing Section 5. INDOT continues to incorrectly state that "Section 5 of I-69 responds to the Congressional policy to complete the National I-69 Corridor." (Pg. 2-13). The "High Priority Corridor" identified by Congress does not mandate that the corridor connect Bloomington to Martinsville. The corridor identified by Congress extends from Evansville to Indianapolis, but the route that corridor follows is not specified. Local Need # 2 – Reduce Congestion Section 2.3.2 predicts high levels of congestion on major highways in the region leading to poor functionality by 2035. Since a final determination

has yet to be made regarding local road closures, it is not possible to accurately predict future congestion levels on every highway and other road in the region. Without this level of detailed study, it is impossible to assert with any level of reliability that congestion will be eased over time by constructing Section 5. Moreover, many of the road segments listed as having future undesirable Levels of Service are roads whose traffic levels will be entirely unaffected by the construction of I-69 in Section 5. Several of these roads unlikely to be affected by I-69 are: • SR 446 from Moores Pike to Swartz Ridge Road - LOS D • SR 46 from Getty's Creek Road to Brown County Line - LOS D/E • SR 67 from Owen County Line to West Street - LOS D • SR 252 from Cramertown Loop to SR 135 - LOS D/E • SR 46 at Morgan County Line - LOS D [SR 46 does not enter Morgan County at all] • SR 135 at Morgan County Line - LOS D The inclusion of a road segment that does not even exist – SR 46 at Morgan County line – makes this entire analysis suspect. Local Need #3 – Improve Traffic Safety The DEIS (Sec. 2.3.3) relies on outdated and incomplete safety information used in the Tier 1 EIS. 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, INDOT has described several features in its low cost design standards that can affect highway safety. These include median width, inside and outside shoulder width, interchange design, maximum grade, critical length of grade, rock cut slope, guardrail embankment height and grading behind guardrail, and road surface material. The features of the actual highway to be built must be considered and studied before the claim can be reliably made that the highway will improve traffic safety. Local Need #4 – Local Economic Development Again, the study conflates federal and state highway priorities with local needs. None of the local studies cited in the DEIS identified local needs independent of the entire I-69 project. All of the county and city economic development plans and studies contemplated how best to capitalize on the I-69 project. These studies do not call for the construction of Section 5 – they simply identify ways for local communities to adapt their development plans to accommodate I-69. Chapter 5 – Environmental Consequences Air Quality The DEIS (page 5.9-9) states that the portion of Section 5 in Morgan County is in a non-attainment area for PM2.5, and that a determination will be made

later if a “quantitative PM2.5 analysis is appropriate.” Since interagency consultation was not begun until shortly before the release of the DEIS, and no detailed analysis of the effects of I-69 construction on PM2.5 levels in Morgan County has been completed, the public has been provided no meaningful information on this possible impact of the project. Therefore, the FEIS should not be completed until the public has had a chance to review and comment on the PM2.5 analysis. For I-69 project impacts on ozone levels, the DEIS provides conflicting information about the status of a transportation conformity determination for I-69. On pages 5.9-2 to 3, the DEIS reports that “FHWA will no longer need to demonstrate conformity to the ozone SIP for Central Indiana (including Morgan County) once the 1997 8-hour Ozone Standard is revoked for purposes of demonstrating conformity.” Yet on pages 5.9-9 and 10, the DEIS states that “The conformity determination requirements for the I-69 Tier 2 Section 5 project will be made after further interagency consultation. Consultation will be completed prior to the ROD.” The DEIS should be revised to clarify the status of conformity with the ozone SIP, and if further analysis is required, this should be made available to the public for review and comment prior to any action finalizing the EIS. Energy impacts The DEIS reflects that building of the preferred alternative will increase energy consumption in the study area: by 26% in Monroe County, and by 32% in Morgan County, by the year 2035, compared to not building the highway. (Pg. 5.25-2). This will result in an increase in carbon emissions at a time when the U.S. Department of Transportation is seeking ways to reduce the carbon footprint of transportation. Forest Impacts The DEIS reports that the preferred alternative will have substantial impacts on forest lands. Over 256 acres of forest will be destroyed for the highway right of way. Much of this forest is high quality hardwood forest. The DEIS analysis of indirect, induced growth effects on the forest resources in Section 5 is inadequate, and relied on a limited information source for its analysis. Forest impacts in Section 5 identified in the Tier 2 DEIS increased nearly three-fold from the forest impacts identified in Tier 1 (page S-56), further demonstrating the inadequacy of the tiering process in fully disclosing the environmental impacts of the I-69 project. Karst Impacts The preferred Section 5 alignment will cross a region with a high density of karst features. 110 karst features are along the Section

5 corridor. While a majority of these features lie within the existing SR 37 corridor, the construction of I-69 with new frontage roads and interchanges will significantly increase the impacts to karst resources in south-central Indiana. Coupled with the substantial impacts to karst resources from the Section 4 new-terrain construction, the I-69 project will represent a major impact to Indiana's unique and sensitive karst terrain. The Section 5 DEIS fails to analyze any alternative which would significantly avoid further impacts to karst features. Wildlife Impacts Federally Endangered Species The DEIS is inadequate in its analysis of impacts to federally endangered species, particularly the Indiana bat. INDOT's flawed tiering process failed to disclose the full impacts of the project on the Indiana bat or allow avoidance of these impacts by choosing the least damaging alternative. The Tier 1 EIS and BA did not identify or disclose that 14 maternity colonies exist along the route. (p 5.17-7 and 8). The differences in the quality and extent of information on Indiana bat presence, and on karst features (as discussed below), between the Tier 1 EIS and the Tier 2 studies, highlights the deficiencies with INDOT's tiered planning process. State Endangered Species and Species of Concern Section 5 includes three species of birds affected by the corridor and insufficiently considered in the DEIS. The Barn Owl (state endangered species), Henslow's Sparrow (state endangered species), and Red-shouldered Hawk (special concern) are all likely to have breeding ground destroyed by construction of I-69. The DEIS discloses that the Section 5 area has a rich community of native bat species, including the state-endangered evening bat. The additional impacts to forest and other habitats resulting from construction of I-69 will likely have adverse impacts on these bat communities. Quality of Biological Information and Surveys INDOT surveys for fish and wildlife species in the Section 5 corridor were inadequate to disclose the full effects of the preferred highway alternative. The discussion of potential impacts to listed species is cursory. The "generalized pedestrian surveys" to determine the presence of wildlife species were limited and incomplete, and very likely to overlook the presence of species in suitable habitats along the highway corridor. (Pg. 5.17-14). More thorough studies are needed to fully document the impacts of the proposed highway on sensitive, rare and endangered fish and wildlife species. Chapter 6 – Comparison of Alternatives Cost

Comparisons The DEIS discloses that the cost of building Section 5 has increased substantially over the cost projections provided in Tier 1. The cost estimate increases, adjusted for inflation, range from 14 to 25% more than originally anticipated in Tier 1 (See Table 6-11, pg. 6-55). The DEIS justifies the increase in part by noting that three items (utility relocation, mitigation costs, and construction administration costs) were not included in the Tier 1 estimates. The fact that so much of the anticipated costs of Section 5 were not even considered at the Tier 1 level should be sufficient to restart the corridor selection process. The DEIS contains no discussion of the likelihood of all 6 sections of I-69 being funded. A specific funding source for Section 5 has not been identified (meaning it is not fiscally constrained), and further planning activities on Section 6 have been deferred indefinitely, according to the DEIS. Based on information contained in INDOT's financial plans for Section 1 to 4, INDOT will siphon over 60% ($903 million) of the total projected costs of Sections 1-4 ($1.485 billion) from state and federal gas tax revenues. Gas tax revenues are the main funding source for all other state highway, bridge, and safety projects. Given the rising construction costs, likely reductions in features that will affect project performance, and the diversion of funds from other state projects, 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 6-11 of the DEIS reveals that many of the impacts of Section 5 are greater than those projected in the Tier 1 FEIS. The total number of acres of forest to be cut down has increased to approximately 250 acres, nearly a three-fold increase. Wetlands impacts, residential and business displacements all increased over Tier 1 estimates. The disparity is primarily attributed to the level of detail in the Tier 1 and Tier 2 analyses. This 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 Section 6 has yet to be completed or published. Chapter 7 -- Mitigation and Commitments Forest/Wildlife Habitat Mitigation The preferred alternative will destroy between 246 and 250 acres of forest and between 6 and 10 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. Purchasing existing forest provides no net gain of forest land; it just prevents additional future loss. The proposed mitigation practice 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 will take 100 years or more to replace. (Pg. 7-7). Proposed mitigation measures for impacts to the Indiana bat are not sufficient nor assured. The shortcomings of the proposed forest mitigation as described above, and the fact that purchase and/or protection of proposed mitigation properties for Section 5 impacts is not complete, are examples of the mitigation plans’ weaknesses. Community Planning The DEIS claims that INDOT’s support for community planning along the I-69 route is another form of mitigation. (Pg. 7-8). This planning, in the form of a comprehensive plan and/or zoning ordinances, is inherently uncertain and impermanent, and doesn’t guarantee that additional impacts to forests and wetlands from induced growth will not occur. Comprehensive plan provisions or ordinances related to I-69 may not be enforced; and I-69 related provisions or ordinances now in place at INDOT’s urging could be changed in the future. Mitigation for Karst Impacts The DEIS assumes that reliance on the Interagency Karst Memorandum of Understanding (MOU) will provide adequate mitigation for karst impacts. It concedes that in Tier 2, avoidance of karst terrain is not possible. (Pg. 7-53). Because of INDOT’s flawed tiering process, it selected a highway corridor in Tier 1 without knowing its full impacts on the karst resources in Greene and Monroe Counties. Thus INDOT is now limited by its Tier 1 corridor selection which crosses an area with a high density of karst features. The only way to avoid these impacts is to consider a Tier 2 alignment outside of the Tier 1 corridor, which is an option available to INDOT. Reliance on the terms of the MOU is uncertain and provides no guarantee that the damage to karst features will be minimized or mitigated to the fullest extent. Completion of the remaining 13 MOU steps will not take place until after the environmental study is final and design and construction is underway. Many of these subsequent MOU steps require intensive involvement with the project by staff of the IDNR,

IDEM and U.S. FWS. This assumes that these agencies have the staff and resources needed to carry out their obligations under the MOU for this project. Both IDNR and IDEM have experienced significant budget cuts in the past several years and thus their capacity to meet these obligations is in question. This uncertainty makes the proposed karst mitigation plans speculative and arbitrary. Section 4(f) Department of Transportation Act Lands The DEIS improperly finds that Morgan-Monroe State Forest lands are not eligible for protection from “use” under Section 4(f). The DEIS incorrectly states that no management plan was available for the state forest, and that it is not used for recreational activities. This is wrong on both counts. In 2008, the IDNR adopted a Division of Forestry Strategic Plan, which provides management guidance for the publicly-owned Indiana State Forests, including Morgan-Monroe State Forest, and effectively serves as the management plan for the Indiana State Forests. In this plan, “Goal II: Provide forest based recreational opportunities” states, “Continue to provide primitive outdoor recreation opportunities, which include hunting, hiking, horseback riding, picnicking and primitive camping on State Forests.” Based on this plan, as well as traditional use of state forests by the public for outdoor recreation activities, and the presence of developed recreational facilities on state forests, such as campgrounds, picnic areas, trails, and fishing access, Morgan-Monroe State Forest is clearly a “publicly-owned recreation area” envisioned by Section 4(f). According to Section 5.22.3.5 of the DEIS, Section 5 of I-69 will require acquisition of .07 to 7.64 acres of Morgan-Monroe State Forest for right-of-way (page 5.22-6). This qualifies as a permanent use, as well as a constructive use, of a Section 4(f) property. Therefore INDOT should prepare an individual Section 4(f) evaluation for the use of Morgan-Monroe State Forest land. Conclusion Because of the I-69 highway’s significant environmental impact, high cost, and questionable benefits, Section 5 as well as the remaining 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. Submitted by: Tim Maloney Senior Policy Director Hoosier Environmental Council

Hamman, Mary Jo

From: Hamman, Mary Jo
Sent: Wednesday, January 02, 2013 11:57 PM
To: 'Tim Maloney'
Subject: RE: Comments on I-69 Section 5 DEIS

Thank you Tim. I have received your letter.

In compliance with the requirements of the National Environmental Policy Act (NEPA), all comments received during the DEIS comment period are considered on an equal basis. All 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 the input on the Section 5 DEIS.

Mary Jo Hamman
I-69 Section 5 Project Manager

From: Tim Maloney [mailto:maloneyt@hecweb.org]
Sent: Wednesday, January 02, 2013 11:55 PM
To: Hamman, Mary Jo
Subject: Comments on I-69 Section 5 DEIS

Mary Jo,

Our comments are attached.

Tim

Tim Maloney
Senior Policy Director
Hoosier Environmental Council
3951 N. Meridian St., Suite 100
Indianapolis, IN 46208
P: 317.685.8800 ext. 115
C: 812-369-8677
F: 317.686.4794
tmaloney@hecweb.org
Join Us. Become a member at www.hecweb.org.

From:	faye1053@yahoo.com
To:	section5pm@i69indyevn.org
Subject:	I-69 Website Contact Form Submission
Date:	Monday, October 29, 2012 10:40:54 AM

Contact Information and Request from Design & Construction for Section 5

Name:	Roberta Mann
Email:	faye1053@yahoo.com
Street Address:	9145 N Mann Rd
City/State:	Bloomington , IN
Zip Code:	47404
Comments:	Has a route been chosen for section 5? I live in and am interested in what has been chosen in the section from Burma Rd to Sample Rd.
Subscribe:	YES

From:	Sarvis, Samuel
To:	Hamman, Mary Jo
Subject:	Fwd: Ann Jackson/ Sadler Real Estate
Date:	Tuesday, October 30, 2012 8:46:06 AM

Sam Sarvis
(812) 890-6300

Begin forwarded message:

> **From:** Ann Jackson <ajsellshomes@gmail.com>
> **Date:** October 29, 2012 7:51:52 PM EDT
> **To:** "Sarvis, Samuel" <SSARVIS@indot.IN.gov>
> **Subject: Ann Jackson/ Sadler Real Estate**
>
> Dear Mr. Sarvis,
>
> Good evening. This is Ann Jackson from Sadler Real Estate and I am representing my neighbor who resides at:
> 4655 St. Rd. 37 S., Martinsville, In 46151.
>
> I am just inquiring sent as to whether the home in question has been considered as a possible purchase
> by Indot. since this home is on the direct "foot-print" of the new interstate 67.
>
> This home's driveway directly connects to Highway 37 and my clients are willing to relocate.
>
> I was inquiring as to when the Right of Decision might happen and if indeed they are being considered?
>
> Any information you can enlighten into this process would greatly be appreciated.
>
> Have a wonderful evening.
>
> Ann Jackson
> Sadler Real Estate
> ajsellshomes@gmail.com
> 75-341-0027

From: Hamman, Mary Jo
To: ajsellshomes@gmail.com
Cc: ssarvis@indot.in.gov
Subject: FW: Ann Jackson/ Sadler Real Estate
Date: Wednesday, October 31, 2012 8:25:46 AM

Ms. Jackson,

Thank you for your interest in the Interstate 69 project. The Section 5 Draft Environmental Impact Statement (DEIS) has been published and is available at the local library and on the project website (http://www.i69indyevn.org/section-5-deis/). The DEIS identifies a Preferred Alternative. A Public Hearing has been scheduled for December 6, 2012. INDOT is accepting public comment on the DEIS through January 2, 2013. Your e-mail will be included as a comment on the DEIS, and a response provided in the Final EIS.

Final determinations about access, including which properties are acquired, will not take place until later in the project development process, once the environmental studies conclude and final design is underway.

I encourage you and the property owner to review and provide comments on the DEIS. Feel free to contact the Section 5 Project Office with any additional questions (812-355-1390).

Regards,
Mary Jo Hamman
I-69, Section 5 Project Manager

From: Sarvis, Samuel [mailto:SSARVIS@indot.IN.gov]
Sent: Tuesday, October 30, 2012 8:46 AM
To: Hamman, Mary Jo
Subject: Fwd: Ann Jackson/ Sadler Real Estate

Sam Sarvis
(812) 890-6300

Begin forwarded message:

> **From:** Ann Jackson <ajsellshomes@gmail.com>
> **Date:** October 29, 2012 7:51:52 PM EDT
> **To:** "Sarvis, Samuel" <SSARVIS@indot.IN.gov>
> **Subject: Ann Jackson/ Sadler Real Estate**
>
> Dear Mr. Sarvis,
>
> Good evening. This is Ann Jackson from Sadler Real Estate and I am representing my neighbor who resides at:
> 4655 St. Rd. 37 S., Martinsville, In 46151.

I am just inquiring sent as to whether the home in question has been considered as a possible purchase
by Indot. since this home is on the direct "foot-print" of the new interstate 67.

This home's driveway directly connects to Highway 37 and my clients are willing to relocate.

I was inquiring as to when the Right of Decision might happen and if indeed they are being considered?

Any information you can enlighten into this process would greatly be appreciated.

Have a wonderful evening.

Ann Jackson
Sadler Real Estate
ajsellshomes@gmail.com
75-341-0027

From:	i69indyevn
To:	section5pm@i69indyevn.org
Subject:	I-69 Website Contact Form Submission
Date:	Wednesday, November 07, 2012 5:05:26 PM

Contact Information and Request from Tier 2 Studies for Section 5

Name:	Heidi Sheldon May
Email:	
Street Address:	2299 Fluck Mill Rd.
City/State:	Bloomington, IN
Zip Code:	47403
Comments:	I would like to know what is happening with the property directly across the street from my house. It was owned by The Elkins Family and now It has a sign saying highway construction will be taking place. I do understand that the Elkins family sold this to INDOT but we were told it would be left as green space. All we are hearing are rumors. No direct information has come from the government or the Elkins family and we would simply appreciate the information. Right now all we have is a vague sign. Thank you in advance for your response.
Subscribe:	YES

From:	Lemon, Janelle
To:	section5pm@i69indyevn.org
Cc:	DuPont, Jason
Subject:	RE: I-69 Website Contact Form Submission
Date:	Thursday, November 08, 2012 10:26:16 AM

Mr. May called the Vincennes office today with the same concerns as his wife Heidi, who sent the onsite inquiry. I called him back and have taken care of their concerns. I also provided my direct contact information for any future concerns they may have.

Thanks
Janelle

From: i69indyevn [mailto:i69indyevn@p3nlhg674.shr.prod.phx3.secureserver.net]
Sent: Wednesday, November 07, 2012 6:05 PM
To: section5pm@i69indyevn.org
Subject: I-69 Website Contact Form Submission

Contact Information and Request from Tier 2 Studies for Section 5

Name:	Heidi Sheldon May
Email:	
Street Address:	2299 Fluck Mill Rd.
City/State:	Bloomington, IN
Zip Code:	47403
Comments:	I would like to know what is happening with the property directly across the street from my house. It was owned by The Elkins Family and now It has a sign saying highway construction will be taking place. I do understand that the Elkins family sold this to INDOT but we were told it would be left as green space. All we are hearing are rumors. No direct information has come from the government or the Elkins family and we would simply appreciate the information. Right now all we have is a vague sign. Thank you in advance for your response.
Subscribe:	YES

I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

Section 5
DEIS Official Comment Period Form

NAME: William Cuttill

ADDRESS: 2812 S. Yankee St. Bldg. IN 47403

TELEPHONE: (812) 333-3945 cell (812) 272-6931 EMAIL: bcuttill@iupui.edu

DATE: Nov 8, 2012 CUSTOMER SERVICE REP. 16

COMMENTS: I wish to support the decision to NOT have Yankee Street enter onto Tapp road as designed in the Preferred Plan, but rather dead end the Street with a Cul-de-sac

I anticipate that there will be a great number of residents who will not be pleased by this proposal. I need to note that where my house is situated I will be most effect by the distance I will drive than any other individual in the subdivision. And I strongly support the proposal for reasons of traffic safety.

Let me explain that I have lived at 2812 S. Yankee St. for more than 30 years. During these years I have witnessed many, many accidents with traffic both entering onto Tapp Road and vehicles turning onto Yankee from Tapp. The poor visibility of east bound traffic on Tapp accounts for most of these accidents and many more near misses. Unless an east bound driver anticipates, as they clear the top of the hill, traffic entering on to Tapp or driver turning onto Yankee from Tapp, there is a sever risk of a collision.

In the winter this is even more of a problem, for ice makes avoiding a collision at the bottom of the hill on Tapp is a real challenge. It is not infrequent to see drivers sliding into yards and around other drivers to avoid a collision.

over

Also it is not uncommon for drivers to do really dumb things, like turning onto Yonkers only to back, back onto Tapp to change direction onto Tapp. When I see these folks I immediately say a prayer!!! When the overpass over I-69 is built this visibility problem will be increased and the additional volume coupled with the likelihood that driver will probably be driving at speed above the speed limit will only increase the dangers of this situation and possibly the severity of the accident. Already the Tapp/Yonkers intersection has a high number of collisions, with the new road this number will only go up!!!!!

Please eliminate this situation by building the planned cul-de-sac and save a life or two or three....

Thank You.

Bill Cuttill

I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

Section 5
DEIS Official Comment Period Form

NAME: Jason R Neal

ADDRESS: 831 East Chambers Pike Bloomington Indiana 47408

TELEPHONE: (812)360-2006 EMAIL: JRN129@Yahoo.com

DATE: 11-14-2012 CUSTOMER SERVICE REP. :

COMMENTS: I live near where you are building the Chambers Pike overpass, On your maps my home is in the blue area. I would like for you to by my house because I do not want to live that close to an interstate!!

I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

Section 5
DEIS Official Comment Period Form

NAME: ADAM WASON

ADDRESS: 2749 S Danlyn Road

TELEPHONE: 812.219.2771 EMAIL: awason@att.net

DATE: 11/14/12 CUSTOMER SERVICE REP. :

COMMENTS: Requesting a kitchen table meeting at the earliest possible time. We have a desire to figure out school districts for a son entering high school.

From: Miller, David C
To: Hamman, Mary Jo; Richards, Lorraine
Subject: RE: Please call Adam W?
Date: Monday, December 10, 2012 11:41:13 AM

Talked to Adam...confirmed that he is on the potential displacement list in both alternatives.
dm

-----Original Message-----
From: Hamman, Mary Jo
Sent: Monday, December 10, 2012 11:16 AM
To: Richards, Lorraine; Miller, David C
Subject: Please call Adam W?

Lorraine or David,

Can you please call Adam Wasson (may not be the correct spelling) at (812) 219-2771. He lives on the corner Tapp Road and Danilynn Drive. He knows from attending the Public Hearing that he's a Potential Displacement under the preferred alternative, but is unsure of how the Wapehani "No Shift" may affect them.

Thanks, MJ

Sent from my iPhone

From: Flum, Sandra [SFlum@indot.IN.gov]
Sent: Wednesday, October 31, 2012 3:27 PM
To: Thurman, Julie A
Cc: ESwickard@blainc.com; MGrovak@blainc.com; TMiller@blainc.com; Jett, Michael B
Subject: Public Comment - Sturgis

Julie,
I followed up with Mr. Sturgis at your request. We discussed his special property needs. He believes that someone from INDOT has already been to his property over the summer (a man and a woman) to assess relocation needs. I explained that we would not provide an appraisal until we receive federal approvals to conduct appraisals. He plans to be away from Bloomington for several weeks. I explained he likely wouldn't hear from us until after February or March. He'll call back to keep updated.

His concern includes what impacts will be made to his property and does not want his street to become a dead end street. I sent him a link to the project website to the comments form and provided him information about the public hearing time and place.

His contact information is: cell 812-340-2424 and bobsturgis@sbcglobal.net

Sandra A. Flum, MPA
Project Manager
INDOT
317-234-7248 office
317-650-9237 cell

Miller, David C

From: Steve Dawson <sdawson@harrell-fish.com>
Sent: Thursday, November 15, 2012 2:58 PM
To: Miller, David C
Cc: Dave Conner; Phil Livingston; Brad Schlegel; Dave Mood; Michelle Vincel
Subject: I69 Route and Vernal Pike Access

Dear Mr. Miller,

Marilyn Skirvin with the BEDC forwarded your contact information to me and stated that you wish to help BEDC members with I69 issues.

First of all, thank you for working to help with this process. We are completely supportive of I69. However we do have three concerns that perhaps you can help us better understand.

The main concern is access to I69 / SR 37 from Vernal Pike. Our business, Harrell-Fish Inc, is located at 2010 West Vernal Pike and we now have direct access to IN SR 37. The nature of our business requires highway access with considerable load height clearance as well (for underpasses / overpasses). We have 75 fleet vehicles of our own and we receive shipments daily from as many as 20 carriers. Many of these carriers are 18 wheelers and some are flat beds with equipment hauled on them.

It is essential that these trucks be able to get in and out of our facility.

Second, depending on the route we must take in the future to gain highway access, we could lose productivity as our fleet (and drivers which are paid hourly) will incur increased cost to conduct business if our route to I69 / SR 37 takes longer than our current access route. Is there any compensation available to our business to offset this negative impact?

Last, depending on how West Vernal Pike is configured in the future, is it possible that West Vernal Pike might dead end without direct access to I69 / SR 37? If this occurs, our property may become less attractive, less valuable, and potentially might see more crime or vandalism from loss of use. Do you know what the plan is for West Vernal Pike? Is there any compensation available to us for the loss of property value if West Vernal Pike loses access?

For your convenience I have attached a map showing our property location for 2010 West Vernal Pike.

Any help or insight you have on these subjects would be greatly appreciated. Feel free to reply by email or call me at 812-339-2579.

Best Regards,

Steve Dawson
President
Office: 812-339-2579
Mobile: 812-327-2068

HFI
Harrell-Fish Incorporated
MECHANICAL CONTRACTORS

Miller, David C

From: Steve Dawson <sdawson@harrell-fish.com>
Sent: Thursday, November 15, 2012 3:09 PM
To: Miller, David C
Subject: 2010 West Vernal Pike Access to I69
Attachments: 2010 W Vernal Pike.gif

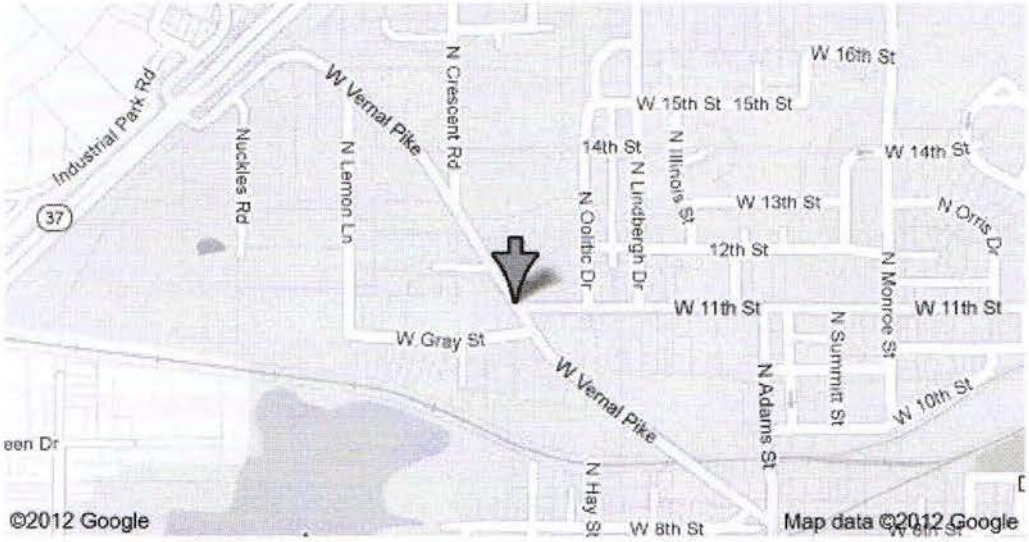
David,

Map attachment showing our property.

Thank you,

Steve Dawson
President
Office: 812-339-2579
Mobile: 812-327-2068

HFI
Harrell-Fish Incorporated
MECHANICAL CONTRACTORS
2010 W. Vernal Pike/PO Box 1998
Bloomington, In 47404
www.harrell-fish.com


W 16th St
W 15th St
15th St
14th St
W 14th St
W 13th St
12th St
W 11th St
W 11th St
W 10th St
W 8th St
W Vernal Pike
W Vernal Pike
N Crescent Rd
N Lemon Ln
Nuckles Rd
Industrial Park Rd
37
N Oolitic Dr
N Lindbergh Dr
N Illinois St
N Orris Dr
N Monroe St
N Summit St
N Adams St
W Gray St
N Hay St
©2012 Google
Map data ©2012 Google

Meeting Notes

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

Location	4690 Old SR 37 Martinsville, IN	**Project:**	I-69 Tier 2 EIS – Section 5
Date/Time	December 18, 2012	**Notes Prepared By:**	David Miller
Subject	I-69 Project, Section 5		
Participants	Waneeta Herrington (resident and mother of Property Owner Johnny Wright); Mr. Herrington; David Miller / Michael Baker		

Notes	**Action**
Mr. Johnny Wright called the Project Office and requested that someone go out to meet with his mother at her residence. David Miller scheduled an appointment and went discuss the project with Mrs. Herrington. She had concerns as to how the project would affect her property. Mr. Miller showed her the map for her area and discussed the project. He pointed out that the current map did not show a potential displacement or partial taking. He also discussed the final design process. Mrs. Herrington expressed her satisfaction with the meeting and the information presented.	None

From:	Jessicalnewsome@yahoo.com
To:	section5pm@i69indyevn.org
Subject:	I-69 Website Contact Form Submission
Date:	Sunday, November 18, 2012 7:50:16 PM

Contact Information and Request from Design & Construction for Section 5

Name:	Jessica Newsome-Head
Email:	Jessicalnewsome@yahoo.com
Street Address:	3911 S. Yonkers Street
City/State:	Bloomington, IN
Zip Code:	47403
Comments:	I own a house that backs up to highway 37 in section 5 how would I go about finding out if my family will be displaced by I69?
Subscribe:	YES

From: section5pm@i69indyevn.org
To: Jessicalnewsome@yahoo.com
Subject: RE: I-69 Website Contact Form Submission
Date: Monday, November 19, 2012 8:37:51 AM

Dear Ms. Newsome-Head,

Thank you for your request. Potential Displacements related to Preferred Alternative 8 may be viewed on the images shown in the I-69 Section 5 Draft Environmental Impact Statement (DEIS), Chapter 5.3, specifically Figure 5.3-9. The DEIS can be found at http://www.i69indyevn.org/section-5-deis/

Please consider visiting the Section 5 Project Office to view the DEIS and to pose any additional questions to the project staff. We are located at 3802 Industrial Blvd., Unit #2, Bloomington, IN 47403 (812-355-1390). The office is open Monday – Friday, 9:00 am – 4:00 pm, and by appointment.

Kind Regards,
Mary Jo Hamman
I-69, Section 5 Project Manager

-------- Original Message --------
Subject: I-69 Website Contact Form Submission
From: Jessicalnewsome@yahoo.com
Date: Sun, November 18, 2012 6:50 pm
To: section5pm@i69indyevn.org

Contact Information and Request from Design & Construction for Section 5

Name:	Jessica Newsome-Head
Email:	Jessicalnewsome@yahoo.com
Street Address:	3911 S. Yonkers Street
City/State:	Bloomington, IN
Zip Code:	47403
Comments:	I own a house that backs up to highway 37 in section 5 how would I go about finding out if my family will be displaced by I69?
Subscribe:	YES

I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

Section 5
DEIS Official Comment Period Form

NAME: JAY HALL

ADDRESS: 3708 Maple Leaf Drive

TELEPHONE: 332-3042 EMAIL:

DATE: 11/19/12 CUSTOMER SERVICE REP. :

COMMENTS: In regards to the proposed diamond exchange between Highway 45 & Tapp Road:

I've lived in Leonard Springs Addition for nearly 50 years. If an access road is built, it should be on the east side of I-69/37. This would be less expensive than relocating homes and moving power/gas lines on the west side. I know the Wapahani area very well. An access road bordering 37 would mean draining the lake which is an eyesore. It could mean another-better-entrance for the bike path & beautifying the area with other paths & ponds.

An access road on the west side of the interstate would be more costly. It would add more noise to and take away from the serenity of our neighborhood. The neighborhood has suffered enough with Wal-Mart traffic & the loss of Grandview school as well as tornadoes two years ago. We don't need an access road disrupting our lives.

On the east side, the access road could help an otherwise unsightly portion of land.

I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

Section 5
DEIS Official Comment Period Form

NAME: DANIEL A. ALEXANDER

ADDRESS: 3705 S. Judd Ave BLOOMINGTON, IN

TELEPHONE: 812-822-2166 EMAIL: None

DATE: 20 NOV. 2012 CUSTOMER SERVICE REP.: —

INDOT:

COMMENTS: After reviewing ALT 8, I am hopeful that I will not have to relocate. My neighbors at 3701, 3703, + 3707 feel the same way. We purchased our homes new in 1997 + 1998 and have all remained here since, despite the excessive highway noise. It is a convienent location for us to access Westside shopping and errands.

Now, the concern is more noise if the exit lane is built (as proposed) closer to our backyards. I feel, (as do my neighbors) some sort of raised sound barrier would be appropriate to control some of the highway exit ramp noise. I feel noise control is needed for several houses along Judd Ave, and maybe into WOODHAVEN Drive.

Don't get me wrong, I am very appreciative that you will (as proposed) spare our homes from demolition and let us continue to live here. It would be nice to have the road noise reduced along our part of the 37 S. - Fullerton Pike exit ramp and 37 (to be I69) in general.

Thank you + sincerely,

Daniel A. Alexander

PI012-Alexander.pdf

Daniel A. Alexander
Vietnam Veteran 1968-69
3705 Judd Ave.
Bloomington, IN 47403-4119

From:	hewitt@earth-maker.com
To:	section5pm@i69indyevn.org
Subject:	I-69 Website Contact Form Submission
Date:	Wednesday, November 21, 2012 5:10:33 PM

Contact Information and Request from Design & Construction for Section 5

Name:	Dawn Hewitt
Email:	hewitt@earth-maker.com
Street Address:	1261 N. Lindbergh Dr.
City/State:	Bloomington, IN
Zip Code:	47404
Comments:	There seems to be an error on a map in Chapter 5.3, page 160, of Alt. 8, subsection 5C. It shows an overpass connecting Vernal Pike east and west of the highway. The text of the document indicates closure for Vernal Pike, and an overpass connecting West 17th Street to Vernal west of the highway. The map shows a green line connecting West 17th to Vernal, but no asterisks indicating an overpass.
Subscribe:	YES

From:	Flum, Sandra
To:	hewitt@earth-maker.com
Cc:	Section5pm@i69indyevn.org
Subject:	I-69 Website Contact Form
Date:	Thursday, December 06, 2012 12:16:55 PM

Dawn,
I apologize for this delayed response to your November 21st e-mail. The DEIS graphics have been updated for tonight's I-69 Section 5 public hearing. You are correct that the copies in the DEIS create some confusion at the current Vernal Pike. The graphics will also be updated in the Final EIS published next year. Here is a better explanation (which matches the verbiage, if not the graphic):

Based on where the symbols are placed, for the overpass which serves Vernal Pike, the figure gives the impression that the overpass will be constructed between the two existing approaches of Vernal Pike. That is not correct. The overpass is planned for an east-west grade separation approximately 1400 feet north of the existing Vernal Pike/SR 37 intersection. It will connect Vernal Pike on the west and 17th St. on the east.

It would have been more clear if we had included the "overpass" symbols a bit further north, and potentially showed "closure" symbols at the location of the existing signalized intersection.

Please note, the Vernal Pike/17th St. cross-connectivity is portrayed the same way in each of the five alternatives:

- Alternative 4 underpass (Fig. 5.3-5, electronic page 104)
- Alternative 5 underpass (Fig. 5.3-6, electronic page 118)
- Alternative 6 underpass (Fig. 5.3-7, electronic page 132)
- Alternative 7 overpass (Fig. 5.3-8, electronic page 146)
- Alternative 8 overpass (Fig. 5.3-9, electronic page 160)

Please feel free to contact us with any further questions and thanks for bringing the need for a better visual to our attention.

Sandra A. Flum, MPA
Project Manager
INDOT
317-234-7248 office
317-650-9237 cell

From:	jrn129@yahoo.com
To:	section5pm@i69indyevn.org
Subject:	I-69 Website Contact Form Submission
Date:	Friday, November 23, 2012 8:45:30 AM

Contact Information and Request from Design & Construction for Section 5

Name:	Jason Neal
Email:	jrn129@yahoo.com
Street Address:	831 East Chambers Pike
City/State:	BLOOMINGTON, IN
Zip Code:	47408
Comments:	My family and I moved to 831 E Chambers Pike in 2000...It seems that as soon as we moved in we heard that I 69 would be coming thru our area and given that our home is so close to SR-37 there would be no way to expand the highway to insterstate standards with out taking our home. We have lived with this threat for going on 13 years and we would like for it to be over...i have seen the maps for section 5 and the proposed and preferred number 8 for the section. My home in in the light blue with dots on my home and garage with very little of my yard showing in the clear. My family ask that you purchase our home for 2 reasons..1 we do not want to live that close to an interstate....2 we feel that we have waited long enough and would like to start over in a different home as soon as we can to create some memories before my kids leave our home as adults.
Subscribe:	YES

From:	section5pm@i69indyevn.org
To:	jrn129@yahoo.com
Subject:	RE: I-69 Website Contact Form Submission
Date:	Wednesday, December 05, 2012 5:47:47 PM

Thank you for your message to the I-69, Evansville-to-Indianapolis Project web site. Your comments will be forwarded to the appropriate project staff and carefully considered.

The comment period for the Section 5 DEIS concludes January 2, 2013. In compliance with the requirements of the National Environmental Policy Act (NEPA), all comments received during the DEIS comment period are considered on an equal basis. All 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 5 DEIS.

-------- Original Message --------
Subject: I-69 Website Contact Form Submission
From: jrn129@yahoo.com
Date: Fri, November 23, 2012 7:45 am
To: section5pm@i69indyevn.org

Contact Information and Request from Design & Construction for Section 5

Name:	Jason Neal
Email:	jrn129@yahoo.com
Street Address:	831 East Chambers Pike
City/State:	BLOOMINGTON, IN
Zip Code:	47408
Comments:	My family and I moved to 831 E Chambers Pike in 2000...It seems that as soon as we moved in we heard that I 69 would be coming thru our area and given that our home is so close to SR-37 there would be no way to expand the highway to insterstate standards with out taking our home. We have lived with this threat for going on 13 years and we would like for it to be over...i have seen the maps for section 5 and the proposed and preferred number 8 for the section. My home in in the light blue with dots on my home and garage with very little of my yard showing in the clear. My family ask that you purchase our home for 2 reasons..1 we do not want to live that close to an interstate....2 we feel that we have waited

	long enough and would like to start over in a different home as soon as we can to create some memories before my kids leave our home as adults.
Subscribe:	YES

From: Hamman, Mary Jo
To: jrn129@yahoo.com
Subject: RE: I-69 Website Contact Form Submission
Date: Wednesday, December 05, 2012 5:48:10 PM

Dear Jason,

Thank you for contacting the I-69, Section 5 Website. I would encourage you to attend the Public Hearing, scheduled for December 6, 2012 at 5:30 pm at the Monroe County Fairgrounds. Detailed maps of the Preferred Alternative will be available for viewing in the Community Building. INDOT will have representatives from their Real Estate Division there as well.

Now that the Draft Environmental Impact Statement (DEIS) has been published, we are in the midst of the formal comment period which runs through January 2, 2013. As you noted, the DEIS (Figure 5.3-9) does show the Potential Displacements associated with the Preferred Alternative. We will include your comment, noting the desire for acquisition, in the Final Environmental Impact Statement (FEIS). Any refinements to the Preferred Alternative will be noted in the FEIS and the Record of Decision (ROD). Displacements and right-of-way purchases will be finalized in design.

Thank you for your input. As always, please feel free to reach us in the Section 5 Project Office at 3802 Industrial Blvd., Unit 2. We hope to see you tomorrow night.

Kind Regards,

Mary Jo Hamman
I-69, Section 5 Project Manager

From: jrn129@yahoo.com [mailto:jrn129@yahoo.com]
Sent: Friday, November 23, 2012 9:45 AM
To: section5pm@i69indyevn.org
Subject: I-69 Website Contact Form Submission

Contact Information and Request from Design & Construction for Section 5	
Name:	Jason Neal
Email:	jrn129@yahoo.com
Street Address:	831 East Chambers Pike
City/State:	BLOOMINGTON, IN
Zip Code:	47408
	My family and I moved to 831 E Chambers Pike in 2000...It seems that as

Comments:	soon as we moved in we heard that I 69 would be coming thru our area and given that our home is so close to SR-37 there would be no way to expand the highway to insterstate standards with out taking our home. We have lived with this threat for going on 13 years and we would like for it to be over...i have seen the maps for section 5 and the proposed and preferred number 8 for the section. My home in in the light blue with dots on my home and garage with very little of my yard showing in the clear. My family ask that you purchase our home for 2 reasons..1 we do not want to live that close to an interstate....2 we feel that we have waited long enough and would like to start over in a different home as soon as we can to create some memories before my kids leave our home as adults.
Subscribe:	YES

Hamman, Mary Jo

From: Hamman, Mary Jo
Sent: Friday, December 07, 2012 11:15 PM
To: jrn129@yahoo.com
Subject: RE: I-69 Website Contact Form Submission

Jason,

Thank you very much for attending the Public Hearing last night. I apologize that we weren't able to discuss your concerns before I had to move to the Auditorium for the formal presentation. I had intended on calling you as we discussed, but find that I do not have your telephone number. Please consider providing that, as well as the best time/day for me to reach you and we can have the conversation during the coming week.

Kind Regards,
Mary Jo

From: Hamman, Mary Jo
Sent: Wednesday, December 05, 2012 5:48 PM
To: 'jrn129@yahoo.com'
Subject: RE: I-69 Website Contact Form Submission

Dear Jason,

Thank you for contacting the I-69, Section 5 Website. I would encourage you to attend the Public Hearing, scheduled for December 6, 2012 at 5:30 pm at the Monroe County Fairgrounds. Detailed maps of the Preferred Alternative will be available for viewing in the Community Building. INDOT will have representatives from their Real Estate Division there as well.

Now that the Draft Environmental Impact Statement (DEIS) has been published, we are in the midst of the formal comment period which runs through January 2, 2013. As you noted, the DEIS (Figure 5.3-9) does show the Potential Displacements associated with the Preferred Alternative. We will include your comment, noting the desire for acquisition, in the Final Environmental Impact Statement (FEIS). Any refinements to the Preferred Alternative will be noted in the FEIS and the Record of Decision (ROD). Displacements and right-of-way purchases will be finalized in design.

Thank you for your input. As always, please feel free to reach us in the Section 5 Project Office at 3802 Industrial Blvd., Unit 2. We hope to see you tomorrow night.

Kind Regards,

Mary Jo Hamman
I-69, Section 5 Project Manager

From: jrn129@yahoo.com [mailto:jrn129@yahoo.com]
Sent: Friday, November 23, 2012 9:45 AM
To: section5pm@i69indyevn.org
Subject: I-69 Website Contact Form Submission

Contact Information and Request from Design & Construction for Section 5

Name:	Jason Neal
Email:	jrn129@yahoo.com
Street Address:	831 East Chambers Pike
City/State:	BLOOMINGTON, IN
Zip Code:	47408
Comments:	My family and I moved to 831 E Chambers Pike in 2000...It seems that as soon as we moved in we heard that I 69 would be coming thru our area and given that our home is so close to SR-37 there would be no way to expand the highway to insterstate standards with out taking our home. We have lived with this threat for going on 13 years and we would like for it to be over...i have seen the maps for section 5 and the proposed and preferred number 8 for the section. My home in in the light blue with dots on my home and garage with very little of my yard showing in the clear. My family ask that you purchase our home for 2 reasons..1 we do not want to live that close to an interstate....2 we feel that we have waited long enough and would like to start over in a different home as soon as we can to create some memories before my kids leave our home as adults.
Subscribe:	YES

From:	brentonpdemossii@gmail.com
To:	section5pm@i69indyevn.org
Subject:	I-69 Website Contact Form Submission
Date:	Sunday, November 25, 2012 11:25:18 AM

Contact Information and Request from Design & Construction for Section 5

Name:	Brent DeMoss
Email:	brentonpdemossii@gmail.com
Street Address:	101 E Wylie Rd
City/State:	Bloomington, IN
Zip Code:	47408
Comments:	I am looking for any information regarding the purchase of my property. I know that there is a frontage road proposed that appears to be planned through my living room. I imagine that no decisions have been finalized but would like any information that is available as to plans for my area and how the purchase process actually works. Thank you! Brent DeMoss

From: Hamman, Mary Jo
To: brentonpdemossii@gmail.com
Subject: RE: I-69 Website Contact Form Submission
Date: Wednesday, December 05, 2012 6:12:44 PM

Dear Mr. DeMoss,

Thank you for contacting the I-69, Section 5 Website. I would encourage you to attend the Public Hearing, scheduled for December 6, 2012 at 5:30 pm at the Monroe County Fairgrounds. Detailed maps of the Preferred Alternative will be available for viewing in the Community Building.

Now that the Draft Environmental Impact Statement (DEIS) has been published, we are in the midst of the formal comment period which runs through January 2, 2013. The DEIS (Figure 5.3-9) does show the Potential Displacements associated with the Preferred Alternative. Any refinements to the Preferred Alternative will be noted in the FEIS and the Record of Decision (ROD). Displacements and right-of-way purchases will be finalized in design.

Thank you for your interest. Please feel free to reach us in the Section 5 Project Office at 3802 Industrial Blvd., Unit 2 (812-355-1390). We hope to see you tomorrow night.

Kind Regards,

Mary Jo Hamman
I-69, Section 5 Project Manager

From: brentonpdemossii@gmail.com [mailto:brentonpdemossii@gmail.com]
Sent: Sunday, November 25, 2012 12:25 PM
To: section5pm@i69indyevn.org
Subject: I-69 Website Contact Form Submission

Contact Information and Request from Design & Construction for Section 5	
Name:	Brent DeMoss
Email:	brentonpdemossii@gmail.com
Street Address:	101 E Wylie Rd
City/State:	Bloomington, IN
Zip Code:	47408
Comments:	I am looking for any information regarding the purchase of my property. I know that there is a frontage road proposed that appears to be planned through my living room. I imagine that no

decisions have been finalized but would like any information that is available as to plans for my area and how the purchase process actually works. Thank you! Brent DeMoss

From: Hamman, Mary Jo
To: brentonpdemossii@gmail.com
Subject: RE: I-69 Website Contact Form Submission
Date: Wednesday, December 05, 2012 6:12:44 PM

Dear Mr. DeMoss,

Thank you for contacting the I-69, Section 5 Website. I would encourage you to attend the Public Hearing, scheduled for December 6, 2012 at 5:30 pm at the Monroe County Fairgrounds. Detailed maps of the Preferred Alternative will be available for viewing in the Community Building.

Now that the Draft Environmental Impact Statement (DEIS) has been published, we are in the midst of the formal comment period which runs through January 2, 2013. The DEIS (Figure 5.3-9) does show the Potential Displacements associated with the Preferred Alternative. Any refinements to the Preferred Alternative will be noted in the FEIS and the Record of Decision (ROD). Displacements and right-of-way purchases will be finalized in design.

Thank you for your interest. Please feel free to reach us in the Section 5 Project Office at 3802 Industrial Blvd., Unit 2 (812-355-1390). We hope to see you tomorrow night.

Kind Regards,

Mary Jo Hamman
I-69, Section 5 Project Manager

From: brentonpdemossii@gmail.com [mailto:brentonpdemossii@gmail.com]
Sent: Sunday, November 25, 2012 12:25 PM
To: section5pm@i69indyevn.org
Subject: I-69 Website Contact Form Submission

Contact Information and Request from Design & Construction for Section 5	
Name:	Brent DeMoss
Email:	brentonpdemossii@gmail.com
Street Address:	101 E Wylie Rd
City/State:	Bloomington, IN
Zip Code:	47408
Comments:	I am looking for any information regarding the purchase of my property. I know that there is a frontage road proposed that appears to be planned through my living room. I imagine that no

decisions have been finalized but would like any information that is available as to plans for my area and how the purchase process actually works. Thank you! Brent DeMoss

From:	nikkiimac@gmail.com
To:	section5pm@i69indyevn.org
Subject:	I-69 Website Contact Form Submission
Date:	Sunday, November 25, 2012 10:49:25 AM

Contact Information and Request from Tier 2 Studies for Section 5

Name:	Eric McNamara
Email:	nikkiimac@gmail.com
Street Address:	2970 E Schacht Rd
City/State:	Bloomington, IN
Zip Code:	47401
Comments:	Hello, I was curious about what would become of the houses that the I-69 project has taken. Some of these houses are very new and have salvageable materials. Is there any information if salvaging would be possible before demo? Thank You, Eric McNamara

From:	section5pm@i69indyevn.org
To:	nikkiimac@gmail.com
Subject:	RE: I-69 Website Contact Form Submission
Date:	Wednesday, December 05, 2012 6:00:20 PM

Thank you for your message to the I-69, Evansville-to-Indianapolis Project web site. Your comments will be forwarded to the appropriate project staff and carefully considered.

The comment period for the Section 5 DEIS concludes January 2, 2013. In compliance with the requirements of the National Environmental Policy Act (NEPA), all comments received during the DEIS comment period are considered on an equal basis. All 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 5 DEIS.

> -------- Original Message --------
> Subject: I-69 Website Contact Form Submission
> From: nikkiimac@gmail.com
> Date: Sun, November 25, 2012 9:49 am
> To: section5pm@i69indyevn.org
>
> **Contact Information and Request from Tier 2 Studies for Section 5**
>
> | | |
> |---|---|
> | **Name:** | Eric McNamara |
> | **Email:** | nikkiimac@gmail.com |
> | **Street Address:** | 2970 E Schacht Rd |
> | **City/State:** | Bloomington, IN |
> | **Zip Code:** | 47401 |
> | **Comments:** | Hello, I was curious about what would become of the houses that the I-69 project has taken. Some of these houses are very new and have salvageable materials. Is there any information if salvaging would be possible before demo? Thank You, Eric McNamara |

From: Hamman, Mary Jo
To: nikkiimac@gmail.com
Subject: RE: I-69 Website Contact Form Submission
Date: Wednesday, December 05, 2012 6:00:53 PM

Dear Mr. McNamara,

Thank you for contacting the I-69, Section 5 Website. I would encourage you to attend the Public Hearing, scheduled for December 6, 2012 at 5:30 pm at the Monroe County Fairgrounds. INDOT will have representatives from their Real Estate Division there and questions about salvage opportunities can be discussed at that time.

Thank you for your input. Please feel free to reach us in the Section 5 Project Office at 3802 Industrial Blvd., Unit 2. We hope to see you tomorrow night.

Kind Regards,

Mary Jo Hamman
I-69, Section 5 Project Manager

From: nikkiimac@gmail.com [mailto:nikkiimac@gmail.com]
Sent: Sunday, November 25, 2012 11:49 AM
To: section5pm@i69indyevn.org
Subject: I-69 Website Contact Form Submission

Contact Information and Request from Tier 2 Studies for Section 5	
Name:	Eric McNamara
Email:	nikkiimac@gmail.com
Street Address:	2970 E Schacht Rd
City/State:	Bloomington, IN
Zip Code:	47401
Comments:	Hello, I was curious about what would become of the houses that the I-69 project has taken. Some of these houses are very new and have salvageable materials. Is there any information if salvaging would be possible before demo? Thank You, Eric McNamara

From:	cwarmstr@gmail.com
To:	section5pm@i69indyevn.org
Subject:	I-69 Website Contact Form Submission
Date:	Tuesday, November 27, 2012 3:44:42 PM

Contact Information and Request from Design & Construction for Section 5

Name:	Chad Armstrong
Email:	cwarmstr@gmail.com
Street Address:	4788 North Old Kinser Pike
City/State:	Bloomington, IN
Zip Code:	47404
Comments:	Hello, I keep hearing about i69 plans, I heard that some were posted in the HT, though I have not been able to locate what the plans are, particularly with what is planned for section 5 of i69 in relation to Kinser Pike. I heard that for Kinser Pike there will be a bridge that crosses i69. What is the plan for that? Are there maps/pictures that show the intended plan? Where can I find them? Thanks, Chad Armstrong
Subscribe:	YES

From: section5pm@i69indyevn.org
To: cwarmstr@gmail.com
Subject: RE: I-69 Website Contact Form Submission
Date: Wednesday, December 05, 2012 6:27:35 PM

Thank you for your message to the I-69, Evansville-to-Indianapolis Project web site. Your comments will be forwarded to the appropriate project staff and carefully considered.

The comment period for the Section 5 DEIS concludes January 2, 2013. In compliance with the requirements of the National Environmental Policy Act (NEPA), all comments received during the DEIS comment period are considered on an equal basis. All 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 5 DEIS.

-------- Original Message --------
Subject: I-69 Website Contact Form Submission
From: cwarmstr@gmail.com
Date: Tue, November 27, 2012 2:42 pm
To: section5pm@i69indyevn.org

Contact Information and Request from Design & Construction for Section 5

Name:	Chad Armstrong
Email:	cwarmstr@gmail.com
Street Address:	4788 North Old Kinser Pike
City/State:	Bloomington, IN
Zip Code:	47404
Comments:	Hello, I keep hearing about i69 plans, I heard that some were posted in the HT, though I have not been able to locate what the plans are, particularly with what is planned for section 5 of i69 in relation to Kinser Pike. I heard that for Kinser Pike there will be a bridge that crosses i69. What is the plan for that? Are there maps/pictures that show the intended plan? Where can I find them? Thanks, Chad Armstrong
Subscribe:	YES

From: Hamman, Mary Jo
To: cwarmstr@gmail.com
Subject: RE: I-69 Website Contact Form Submission
Date: Wednesday, December 05, 2012 6:28:49 PM

Dear Mr. Armstrong,

Thank you for contacting the I-69, Section 5 Website. I would encourage you to attend the Public Hearing, scheduled for December 6, 2012 at 5:30 pm at the Monroe County Fairgrounds. Detailed maps of the Preferred Alternative will be available for viewing in the Community Building.

The I-69, Section 5 Draft Environmental Impact Statement (DEIS) has been published and is available at http://www.i69indyevn.org/section-5-deis/ . The DEIS (Figures 3-11 and 3-12) does show the Preferred Alternative. The maps which will be displayed at the Public Hearing will be available on the Section 5 website http://www.i69indyevn.org/section-5/ after the hearing.

We are in the midst of the formal comment period which runs through January 2, 2013. Any refinements to the Preferred Alternative will be noted in the FEIS and the Record of Decision (ROD).

Thank you for your interest. Please feel free to reach us in the Section 5 Project Office at 3802 Industrial Blvd., Unit 2 (812-355-1390). We hope to see you tomorrow night.

Kind Regards,

Mary Jo Hamman
I-69, Section 5 Project Manager

From: cwarmstr@gmail.com [mailto:cwarmstr@gmail.com]
Sent: Tuesday, November 27, 2012 4:43 PM
To: section5pm@i69indyevn.org
Subject: I-69 Website Contact Form Submission

Contact Information and Request from Design & Construction for Section 5	
Name:	Chad Armstrong
Email:	cwarmstr@gmail.com
Street Address:	4788 North Old Kinser Pike
City/State:	Bloomington, IN
Zip Code:	47404
	Hello, I keep hearing about i69 plans, I heard that some were posted in the HT,

Comments:	though I have not been able to locate what the plans are, particularly with what is planned for section 5 of i69 in relation to Kinser Pike. I heard that for Kinser Pike there will be a bridge that crosses i69. What is the plan for that? Are there maps/pictures that show the intended plan? Where can I find them? Thanks, Chad Armstrong
Subscribe:	YES

I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

Section 5
DEIS Official Comment Period Form

NAME: C & H Stone Co., Inc

ADDRESS: Fullerton & Rockport

TELEPHONE: 812-336-2560 EMAIL:

DATE: 11/20/12 CUSTOMER SERVICE REP. :

COMMENTS:

We have concerns about how tractor/trailors will be able to access our business during construction of the Rond and interchange - BG Hoadley Quarries will also be affected

Larry Drake
C&H Stone

From:	janlamm@aol.com
To:	section5pm@i69indyevn.org
Subject:	I-69 Website Contact Form Submission
Date:	Monday, December 03, 2012 7:17:03 AM

Contact Information and Request from Tier 2 Studies for Section 5

Name:	Jan Lamm
Email:	janlamm@aol.com
Street Address:	1912 Montclair Ave
City/State:	Bloomington, IN
Zip Code:	47401
Comments:	Good Morning, I own a home on Yonkers not far from Tapp Rd and Highway 37 3001 S Yonkers Ct, Bloomington, IN 47403 Can you tell me please how it will be affected? 812-334-2029

From: Hamman, Mary Jo
To: janlamm@aol.com
Subject: RE: I-69 Website Contact Form Submission
Date: Thursday, December 06, 2012 8:31:16 AM

Dear Ms. Lamm,

Thank you for contacting the I-69, Section 5 Website. I would encourage you to attend the Public Hearing, scheduled for December 6, 2012 at 5:30 pm at the Monroe County Fairgrounds. Detailed maps of the Preferred Alternative will be available for viewing in the Community Building.

Now that the Draft Environmental Impact Statement (DEIS) has been published, we are in the midst of the formal comment period which runs through January 2, 2013. The DEIS (Figure 5.3-9) does show the Potential Displacements associated with the Preferred Alternative. Any refinements to the Preferred Alternative will be noted in the FEIS and the Record of Decision (ROD). Displacements and right-of-way purchases will be finalized in design.

Thank you for your interest. Please feel free to reach us in the Section 5 Project Office at 3802 Industrial Blvd., Unit 2 (812-355-1390). We hope to see you this evening.

Kind Regards,

Mary Jo Hamman
I-69, Section 5 Project Manager

From: janlamm@aol.com [mailto:janlamm@aol.com]
Sent: Monday, December 03, 2012 8:17 AM
To: section5pm@i69indyevn.org
Subject: I-69 Website Contact Form Submission

Contact Information and Request from Tier 2 Studies for Section 5	
Name:	Jan Lamm
Email:	janlamm@aol.com
Street Address:	1912 Montclair Ave
City/State:	Bloomington, IN
Zip Code:	47401
Comments:	Good Morning, I own a home on Yonkers not far from Tapp Rd and Highway 37 3001 S Yonkers Ct, Bloomington, IN 47403 Can you tell me please how it will be affected? 812-334-2029

2012

Project Office Guest Book

I-69 Tier 2 Studies - Section 5

3802 Industrial Boulevard Unit 2, Bloomington

PLEASE PRINT CLEARLY

By signing this sheet, you indicate that you visited the project office on the date noted. If you wish to receive additional information as it becomes available, please provide us your mailing and/or e-mail address. Addresses will not be used for any other purposes.

Date	Name (please print clearly)	Address (including City & Zipcode)	☑ E-mail or Phone #	☑	Comment
[illegible]	Jeremiah Young	N. Rockport Rd		General Inquiry / Specific Property / Data Request / Separate Comment	
11/2	Bill Cuttill	2812 S Yoakers Bloomington, IN		General Inquiry / Specific Property / Data Request / Separate Comment	
11/2	Curious Visitor			General Inquiry / Specific Property / Data Request / Separate Comment	
11/2	Ellen Rinnert	4800 N. Kinser Pike		General Inquiry / Specific Property / Data Request / Separate Comment	
11/5	LARRY EADS	4914 N. Kinser Pike		General Inquiry / Specific Property / Data Request / Separate Comment	
11/5	GREGORY W CHANCE	3411 TAPP RD	greg.chance@yahoo.com	General Inquiry / Specific Property / Data Request / Separate Comment	TAKE THE HOUSE, SLOW DOWN TRAFFIC,
11/5	RONNIE BLAND	847 E. Chambers PK		General Inquiry / Specific Property / Data Request / Separate Comment	
11/5	Bill Cuttill	2812 S. Yoakers St		General Inquiry / Specific Property / Data Request / Separate Comment	
11/7	Pam HARDEN	4035 S. ROCKPORT RD.		General Inquiry / Specific Property / Data Request / Separate Comment	
11/7	Dennis Robertson	280 E Sample Rd	876-2312	General Inquiry / Specific Property / Data Request / Separate Comment	

From: rachelr@daveomara.com
To: section5pm@i69indyevn.org
Subject: I-69 Website Contact Form Submission
Date: Wednesday, November 28, 2012 12:16:43 PM

Contact Information and Request from Design & Construction for Section 5

Name:	Rachel Rice
Email:	rachelr@daveomara.com
Street Address:	1100 East O & M Avenue
City/State:	North Vernon, IN
Zip Code:	47265
Comments:	Is there a location or website where there is information about the construction of fueling stations/hotels/restaurants/etc that may be done anywhere along the new I-69 projects?

From:	Lemon, Janelle
To:	rachelr@daveomara.com; section5pm@i69indyevn.org
Subject:	Re: I-69 Website Contact Form Submission
Date:	Wednesday, November 28, 2012 8:26:54 PM

Rachel,

There is not a single source for this information that I am aware of. I would recommend contacting the Chambers of Commerce in each of the counties directly to see what they might be able to share.

Kind regards,

Janelle Lemon

Janelle Lemon
I-69 Project Manager
INDOT Washington Office
(812)254-2831 office
(812)830-9653 mobile

From: rachelr@daveomara.com [mailto:rachelr@daveomara.com]
Sent: Wednesday, November 28, 2012 01:15 PM
To: section5pm@i69indyevn.org <section5pm@i69indyevn.org>
Subject: I-69 Website Contact Form Submission

Contact Information and Request from Design & Construction for Section 5

Name:	Rachel Rice
Email:	rachelr@daveomara.com
Street Address:	1100 East O & M Avenue
City/State:	North Vernon, IN
Zip Code:	47265
Comments:	Is there a location or website where there is information about the construction of fueling stations/hotels/restaurants/etc that may be done anywhere along the new I-69 projects?

From:	jerrykrice@hotmail.com
To:	section5pm@i69indyevn.org
Subject:	I-69 Website Contact Form Submission
Date:	Sunday, December 02, 2012 9:06:28 AM

Contact Information and Request from Design & Construction for Section 5

Name:	Jerry Rice
Email:	jerrykrice@hotmail.com
Street Address:	5430 Venetia Court Unit O
City/State:	Boynton Beach, FL
Zip Code:	33437
Comments:	I own property at 3709 S. Judd Avenue, Bloomington, Indiana 47403. Can you please tell me if the I-69 project or related DOT projects will affect this property in any way? Thank you.
Subscribe:	YES

From: Hamman, Mary Jo
To: jerrykrice@hotmail.com
Subject: RE: I-69 Website Contact Form Submission
Date: Thursday, December 06, 2012 8:27:11 AM

Dear Mr. Rice,

Thank you for contacting the I-69, Section 5 Website. I would encourage you to attend the Public Hearing, scheduled for December 6, 2012 at 5:30 pm at the Monroe County Fairgrounds. Detailed maps of the Preferred Alternative will be available for viewing in the Community Building. From the address you included in your request, I recognize you may be unable to attend, however the maps we'll be presenting at tonight's Public Hearing will be available on the website later this afternoon.

Now that the Draft Environmental Impact Statement (DEIS) has been published, we are in the midst of the formal comment period which runs through January 2, 2013. The DEIS (Figure 5.3-9) does show the Potential Displacements associated with the Preferred Alternative. Any refinements to the Preferred Alternative will be noted in the FEIS and the Record of Decision (ROD). Displacements and right-of-way purchases will be finalized in design.

You may reach us in the Section 5 Project Office at 3802 Industrial Blvd., Unit 2, Bloomington, IN 47403 (812-355-1390) for more detailed discussion. We appreicate your interest.

Kind Regards,

Mary Jo Hamman
I-69, Section 5 Project Manager

From: jerrykrice@hotmail.com [mailto:jerrykrice@hotmail.com]
Sent: Sunday, December 02, 2012 10:06 AM
To: section5pm@i69indyevn.org
Subject: I-69 Website Contact Form Submission

Contact Information and Request from Design & Construction for Section 5	
Name:	Jerry Rice
Email:	jerrykrice@hotmail.com
Street Address:	5430 Venetia Court Unit O
City/State:	Boynton Beach, FL
Zip Code:	33437
	I own property at 3709 S. Judd Avenue, Bloomington, Indiana 47403. Can you

Comments:	please tell me if the I-69 project or related DOT projects will affect this property in any way? Thank you.
Subscribe:	YES

2012

Project Office Guest Book

I-69 Tier 2 Studies - Section 5

3802 Industrial Boulevard Unit 2, Bloomington

PLEASE PRINT CLEARLY

By signing this sheet, you indicate that you visited the project office on the date noted. If you wish to receive additional information as it becomes available, please provide us your mailing and/or e-mail address. Addresses will not be used for any other purposes.

Date	Name (please print clearly)	Address (including City & Zipcode)	☑ E-mail or Phone #	☑	Comment
11/28	Jim E Sinders Elizabeth Sinders	7044 N Purcell Dr and 7054 N Purcell Dr		General Inquiry / Specific Property / Data Request / Separate Comment	Please - take my properties - Thank you
11/28	A. Wayne Flynes Melba Flynes	105 E. Wylie Rd. Bfgtn 47408		General Inquiry / Specific Property / Data Request / Separate Comment	Please buy this property
11/28	Gene Marlett	3754 Maplelef Bfgtn 47403	812 332 5197	General Inquiry / Specific Property / Data Request / Separate Comment	
11/28	Jason Vencel	6925 N. SR 37 Bfgtn, IN	876-4333	General Inquiry / Specific Property / Data Request / Separate Comment	
11/28	Anthony R Citozzi	3910 S. Deerfield Dr Bfgtn, IN 47401	812-360-1192	General Inquiry / Specific Property / Data Request / Separate Comment	Concerns of Monroe Medical Arts @ Fullerton Pike
11/28	Brian A. Stewicombe	2700 E. Rhorbaugh Bfgtn IN 47401	812-322-5355	General Inquiry / Specific Property / Data Request / Separate Comment	
11/28	Steve Jascewsky	3450 E. Covenanter Dr. Bfgtn, IN 47401	(812)360-0818	General Inquiry / Specific Property / Data Request / Separate Comment	PERMIT ITEM - (TRASFER STATION) EAST VERNAL PIKE TRUCK TRAFFIC ON CRESCENT RD TO NEW OVERPASS
11/29	DAVE DEVITT			General Inquiry / Specific Property / Data Request / Separate Comment	
11/29	Lyla Thomas	4380 Turkey Track Rd Mark 46157	765-342-8554	General Inquiry / Specific Property / Data Request / Separate Comment	
				General Inquiry / Specific Property / Data Request / Separate Comment	

2017

Project Office Guest Book

I-69 Tier 2 Studies - Section 5

3802 Industrial Boulevard Unit 2, Bloomington

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By signing this sheet, you indicate that you visited the project office on the date noted. If you wish to receive additional information as it becomes available, please provide us your mailing and/or e-mail address. Addresses will not be used for any other purposes.

Date	Name (please print clearly)	Address (including City & Zipcode)	☑ E-mail or Phone #	☑			Comment
11/16	Nancy Rice	3801 W. Maple Lf BLTN, 47403	336-2015	✓ General Inquiry ✓ Data Request	Specific Property Separate Comment		(Referring to proposed entrance to trailer court) The plans will put more traffic through our small neighborhood which doesn't have sidewalks
11/16	Bill Rice	3801 W. MAPLE LF BLTN W. 47403	336-2015	General Inquiry Data Request	Specific Property Separate Comment		
11/16	Stanley Lopossa	985 N Smith Road, Gosport Ind	879-6335	✓ General Inquiry Data Request	Specific Property Separate Comment		
11/19	Jeremy Helton	4900 S. Rockport	336-2560	✓ General Inquiry Data Request	Specific Property Separate Comment		
11/19	DAN ALEXANDER	3705 S Jed of Bloomington, IN	822-2166	General Inquiry Data Request	Specific Property Separate Comment		
11/19	Mary Tunk	331 W. Sample Rd. Bloomington	876-4049	General Inquiry Data Request	Specific Property Separate Comment		
11/19	Bryan Pierce	4550 E Smith 2046 Bloomington In.	840-0905	General Inquiry Data Request	Specific Property Separate Comment		
11/19	ROCKIE LANGLEY	5544 S ROCKPORT RD BLOOMINGTON IN	5	General Inquiry Data Request	Specific Property Separate Comment		
11/19	Gerald Higgs	7659 N State 37 Bloomington In	336-2547	General Inquiry Data Request	Specific Property Separate Comment		
11/19	Charles W. Langley	7024 S. Rockport Blgtn.	606-4844	General Inquiry Data Request	Specific Property Separate Comment		

2012

R ›ject Office Guest Book

I-69 Tier 2 Studies - Section 5

3802 Industrial Boulevard Unit 2, Bloomington

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INTERSTATE 69

Page 120 of ___

By signing this sheet, you indicate that you visited the project office on the date noted. If you wish to receive additional information as it becomes available, please provide us your mailing and/or e-mail address. Addresses will not be used for any other purposes.

Date	Name (please print clearly)	Address (Including City & Zipcode)	☑ E-mail or Phone #	☑		Comment
11/13	Dorothy Dowd	2025 Yancey Dr. B'ington		General Inquiry / Specific Property / Data Request / Separate Comment		
11/14	Jason Neff	831 E. Chambers Pike Bloomington IN 47408	JRN129@Yahoo.Com	General Inquiry / Specific Property / Data Request / Separate Comment		I Live at 831 East Chambers Pike Bloomington Indiana 47408 By My house! I do not want to live that close to an interstate!!!
11/14	Barbara May	9125 N. Mann Rd		General Inquiry / Specific Property / Data Request / Separate Comment		
11/14	Adam Wason	2749 S Dale Ln	812-219-2779	General Inquiry / Specific Property / Data Request / Separate Comment	X	
11/14	Shirley & Arlen Beasley	9750 N. Crescent Dr Apt. #6 Blgt, In. 47404	812-876-0630	General Inquiry / Specific Property / Data Request / Separate Comment		
11/14	Sonalee Lucas	321 Wylie Ln Blgtn IN 47404	812 876 4839	General Inquiry / Specific Property / Data Request / Separate Comment		
section 4 11/14	Robert Cosner Daughter Cathy Stormer	1887 E. Curtis Rd. Bloomfield, In.	317-888-5587	General Inquiry / Specific Property / Data Request / Separate Comment		Stay off my property SECTION 4
11/14	Tim Hinton	2600 S.R 37 Martinsville, In		General Inquiry / Specific Property / Data Request / Separate Comment		
11/15	Mike Carmichael	P.O. Box 2639 Bloomington IN 47402	mlc@ahwy.com	General Inquiry / Specific Property / Data Request / Separate Comment		
11/16	Toby Rimert	4400 Kinser Pk Bloomington In 47404		General Inquiry / Specific Property / Data Request / Separate Comment		

2012

Project Office Guest Book

I-69 Tier 2 Studies - Section 5

3802 Industrial Boulevard Unit 2, Bloomington

PLEASE PRINT CLEARLY

Page ____ of ____

By signing this sheet, you indicate that you visited the project office on the date noted. If you wish to receive additional information as it becomes available, please provide us your mailing and/or e-mail address. Addresses will not be used for any other purposes.

Date	Name (please print clearly)	Address (including City & Zipcode)	☑	E-mail or Phone #	☑		Comment
12-5-12	GREGORY W. CHANCE	2411 TAPP RD. BLOOMINGTON, IN 47403		gary-chance@[illegible]		☐ General Inquiry ☐ Specific Property ☐ Data Request ☐ Separate Comment	I THINK IT WOULD BE WISE TO TAKE PAUSE FOR MORE FLEXIBILITY, IN YOUR EFFORTS TOWARDS YOUR GOALS AND SAFETY.
12/3	DAN ADAMS	114 W GLOBEVIEW CT. MOORESVILLE, IN 46158				☐ General Inquiry ☐ Specific Property ☐ Data Request ☐ Separate Comment	
						☐ General Inquiry ☐ Specific Property ☐ Data Request ☐ Separate Comment	
						☐ General Inquiry ☐ Specific Property ☐ Data Request ☐ Separate Comment	
						☐ General Inquiry ☐ Specific Property ☐ Data Request ☐ Separate Comment	
						☐ General Inquiry ☐ Specific Property ☐ Data Request ☐ Separate Comment	
						☐ General Inquiry ☐ Specific Property ☐ Data Request ☐ Separate Comment	
						☐ General Inquiry ☐ Specific Property ☐ Data Request ☐ Separate Comment	
						☐ General Inquiry ☐ Specific Property ☐ Data Request ☐ Separate Comment	
						☐ General Inquiry ☐ Specific Property ☐ Data Request ☐ Separate Comment	

From:	garyx56@comcast.net
To:	section5pm@i69indyevn.org
Subject:	I-69 Website Contact Form Submission
Date:	Thursday, December 06, 2012 1:51:37 PM

Contact Information and Request from Tier 2 Studies for Section 5

Name:	Gary Moody
Email:	garyx56@comcast.net
Street Address:	299 1/2 W Madison St
City/State:	Franklin, IN
Zip Code:	46131
Comments:	I\'m looking at your web site, obviously. Why is there no link to public hearing schedule or announcements?
Subscribe:	YES

From:	Hamman, Mary Jo
To:	garyx56@comcast.net
Subject:	RE: I-69 Website Contact Form Submission
Date:	Thursday, December 06, 2012 2:05:11 PM

Dear Mr. Moody,

The I-69, Section 5 Public Hearing is being held this evening, December 6, 2012 at the Monroe County Fairgrounds, 5700 W. Airport Rd., Bloomington, IN 47403. The doors will open at 5:30 pm, with a formal presentation to take place at 6:30 pm. There will also be an opportunity to offer formal comments and to ask questions about the display maps this evening.

We appreciate your input and are modifying the website to make this information more readily available.

Kind Regards,
Mary Jo Hamman
I-69, Section 5 Project Manager

From: garyx56@comcast.net [mailto:garyx56@comcast.net]
Sent: Thursday, December 06, 2012 1:52 PM
To: section5pm@i69indyevn.org
Subject: I-69 Website Contact Form Submission

Contact Information and Request from Tier 2 Studies for Section 5	
Name:	Gary Moody
Email:	garyx56@comcast.net
Street Address:	299 1/2 W Madison St
City/State:	Franklin, IN
Zip Code:	46131
Comments:	I\'m looking at your web site, obviously. Why is there no link to public hearing schedule or announcements?
Subscribe:	YES

From:	coach_lance@yahoo.com
To:	section5pm@i69indyevn.org
Subject:	I-69 Website Contact Form Submission
Date:	Friday, December 07, 2012 11:43:37 AM

Contact Information and Request from Design & Construction for Section 5

Name:	Lance Deaton
Email:	coach_lance@yahoo.com
Street Address:	po box 5752
City/State:	Bloomington, IN
Zip Code:	47407
Comments:	People have stood against progress for the past couple of centuries in this country, to no avail. Don\'t let the vocal minority influence your decision making. This road must be built. We must finish what we start now. Get a plan together and execute it. Whatever you do, get this done sooner rather than later.

From:	adam.heichelbech@gmail.com
To:	section5pm@i69indyevn.org
Subject:	I-69 Website Contact Form Submission
Date:	Saturday, December 08, 2012 1:50:38 PM

Contact Information and Request from Design & Construction for Section 5

Name:	Adam Heichelbech
Email:	adam.heichelbech@gmail.com
Street Address:	6455 N Showers Rd
City/State:	Bloomington, IN
Zip Code:	47408
Comments:	Adam Heichelbech - I69 DEIS Comments The overall tone of the the DEIS seems to show a desire for minimal impact and lowest cost options, while maintaining safety. Each of these things can be accomplished in conjunction with each other and the preferred alternative 8 seems to accomplish all three things as well. I concur with other comments made that as I69 has been constructed very close to Monroe County, that there be a deliberate move by Indiana to see the project is completed through section 5 as quickly and safely as possible. Tapp Road - I would prefer to keep I69 aligned with the current IN37 lanes without shifting to the west to avoid Wapehani Mountain Bike Park. This may cost less but there needs to be a guarantee that the interchange lanes running along the west side of the park will be separated by 12 FT concrete barriers to ensure pedestrian separation, reduce noise in the natural area and create a visual obstruction of the roads from the park. 45/2ND ST - The interchange at 45/2ND ST is concerning in how access to Sam\'s Club will change. The interchange lanes will displace the current Sam\'s Club Main Entrance. INDOT needs to consider the impacts this will create at the intersection to the west at the Liberty Drive more carefully as traffic will increase on Hickory Leaf Drive to access the Sam\'s Club\'s west entrance. Vernal Pike/17TH ST - The proposed 17TH ST overpass sounds more economical than an overpass at Vernal Pike but the lack of direct access at this point severely limits access to/from the State Police Post. Walnut ST - I strongly support the Option B interchange because of the substantially lower cost and minimized impact to this sensitive area. All construction completed in the are of that interchange is important floodplain. A full interchange would result in significant loss of floodplain. Option A would bring an urbanized feel to

	the area and provide an promote long term growth into sensitive natural areas. Option A displaces more prime farmland and important forested bottomland, which is prime habitat for the Indiana brown bat and other bat species in the area. There are more than enough full interchanges for Bloomington in the current plans. I don\'t see the current two lanes of Walnut Street being able to sustain the amount of increased traffic resulting from a full interchange. A partial interchange will serve Bloomington well. Build it at the lower cost now, it could always be upgraded in the future! Ellis RD - As I live in the Showers neighborhood, I\'m pleased to see the local access road kept as close to the I69 route as possible. The stretch along the Hoosier Energy Head Quarters will be narrow, I suggest that barriers be used between the local access road and the interstate. Wayport Neighborhood - At the point where the East side local access road intersects the southern point of the Wayport neighborhood lane, I propose that the local access road follow the Wayport neighborhood lane route. This would avoid the displacement of 3 properties by using existing routes.
Subscribe:	YES

From:	mwyatt41@netsurfusa.net
To:	section5pm@i69indyevn.org
Subject:	I-69 Website Contact Form Submission
Date:	Sunday, December 09, 2012 8:45:40 AM

Contact Information and Request from Design & Construction for Section 5

Name:	Marty Wyatt
Email:	mwyatt41@netsurfusa.net
Street Address:	180 Diamond Street
City/State:	Mitchell, IN
Zip Code:	47446
Comments:	With In. 37 and I-69 running on the same route, only 4 lanes will not handle the new amount of traffic.
Subscribe:	YES

From: Hamman, Mary Jo
To: JANLAMM@aol.com
Subject: RE: I-69 Website Contact Form Submission
Date: Friday, December 07, 2012 11:06:58 PM

Jan,

The web page where you can find these maps is http://www.i69indyevn.org/section-5/
Look for the reference to the "Presentation Materials & Maps" then "DEIS Public Hearing" – the Map links are available in the last bullet. You can download the entire set or download individual pages. The Yonkers Ct. area is shown on two sheets:

http://www.i69indyevn.org/wp-content/uploads/DEIS_Sec5/hearing/2.pdf
http://www.i69indyevn.org/wp-content/uploads/DEIS_Sec5/hearing/3.pdf

As I noted in our email exchange yesterday, displacements and right-of-way purchases will be finalized during the design phase. Please consider calling us or stopping by the Project Office to discuss the implications of Potential Displacements. [3802 Industrial Blvd., Unit 2; 812-355-1390]

Thank you, Mary Jo

From: Hamman, Mary Jo
Sent: Thursday, December 06, 2012 9:21 AM
To: 'JANLAMM@aol.com'
Subject: RE: I-69 Website Contact Form Submission

Jan,

These maps will be posted on the I-69 website this evening. I will provide you with the direct link either late this afternoon or tomorrow morning. The maps are already displayed at the I-69 Section 5 Project Office. You are welcome to stop by anytime to view them. We're open Monday – Friday from 9:00 – 4:00 or by appointment. The address is 3802 Industrial Blvd., Unit 2, Bloomington, IN.

Thank you, Mary Jo

From: JANLAMM@aol.com [mailto:JANLAMM@aol.com]
Sent: Thursday, December 06, 2012 8:39 AM
To: Hamman, Mary Jo
Subject: Re: I-69 Website Contact Form Submission

My husband and I both work this evening and will be unable to attend.
Is there any where on the Internet to see the maps?
Jan:)

Hamman, Mary Jo

From: JANLAMM@aol.com
Sent: Saturday, December 08, 2012 8:02 AM
To: Hamman, Mary Jo
Subject: Re: I-69 Website Contact Form Submission

Thank you for the map links.
Looks like change is in our future.
Do you have a projection time frame for the Design Phase?

Jan Lamm

COMMENT SHEET

RE: **I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)**

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) Joe Barker
Address P.O. Box 1736, Martinsville, Ind. 46151
Phone (765) 342-5581 (Optional) Email josephbb@att.net (Optional)
Organization / Agency (if relevant) None - Home owner (Optional)

COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

I am pleased ~~you~~ you are putting an interchange at Liberty Church and Godsey Roads

Thank you!!

(If more space is needed, continue on back.)

COMMENT SHEET

RE: **I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)**

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) Jim Shelton
Address 3312 Rolling Oak Drive, Bloomington, IN 47401
Phone (812) 336-0884 *(Optional)* Email _____ *(Optional)*
Organization / Agency (if relevant) _____ *(Optional)*

COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

It is important to the IU Health Bloomington that the proposed Tapp Rd interchange or it's equivalent be implemented to provide access to the Southern Indiana Medical Center including the Cancer Prevention Center and the new Hospice.

(If more space is needed, continue on back.)

COMMENT SHEET

RE: **I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)**

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) Sheryl Peoples
Address 113 E Wylie Rd
Phone (____) _____ *(Optional)* Email _____ *(Optional)*
Organization / Agency (if relevant) _____ *(Optional)*

COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

Sample Road, and south

There is a series of 7 houses (families) to be displaced from the east side, from Wylie Rd north. (Purcell Rd)
Installing the local access road will require removing the top of that ridge. This will result, with the additional truck traffic - downshifting as they go up the hill - in a significant increase in noise for the residents on both sides of Wylie Rd. This is currently a very quiet area.
I request:
1) minimizing the grading of the ridge
2) a permanent sound barrier be installed
3) at minimum, the planting of trees + other plants where the houses currently

(If more space is needed, continue on back.)

FROM: Name (PLEASE PRINT) Sheryl Peoples

COMMENTS (Continued):

are located, to serve as a minimal sound barrier.

Of the Walnut Street options, I prefer Option A - full interchange. Without it, traffic on Walnut will be increased because there is no other route except Walnut from the east south frontage Rd vehicles.

This packet, page 7, Subsection 5D is inconsistent with the map from Ellis to Sample Rd (sheet 8 of 16). The map shows new access rds on both sides. Page 7 says the east access rd comes from the existing north bound lanes.

What will be done to improve Old SR37? It will triple in traffic load and it is already a risky road to drive - high speeds, hills, curves, blind intersections, bus stops.

COMMENT SHEET

RE: I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) _____

Address _____

Phone (_____) _____ *(Optional)* Email _____ *(Optional)*

Organization / Agency (if relevant) _____ *(Optional)*

COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

(If more space is needed, continue on back.)

FROM: Name (PLEASE PRINT) WILL GRAHAM

COMMENTS (Continued):

Good gracious! Two lanes each direction from the top of the hill north of Bloomington to Martinsville? Fill 2038!

I can just imagine coming down I69 to the North Walnut intersection seeing three lanes of headlights from horizon to horizon, same as any other major North/South interstate in this country.

I does give the impression that the State is ~~going~~ proposing to do a bit of shoulder work and close off all crosstown traffic, then dumping traffic from the new I69 onto existing 37 — about all they can afford at this time — a selfless example of corny capitalism caught in self-justification pattern. Where did you find those yahoos at Michael Baker's? Too much to think about, presented in broken down bytes and bits of information — but actually scant on details, such as exactly how the terrain will lay when a new access exchange will be built along the route, or how an existing exchange will tie into the proposed superhighway.

(Doubt seriously that any attention has been paid to the budget along existing 37 and what would be required to upgrade to interstate.

COMMENT SHEET

RE: **I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)**

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) Tim Kinder
Address 3305 Woodcreek Ct
Phone (812) 334-1564 *(Optional)* Email tim Kinder@att.net *(Optional)*
Organization / Agency (if relevant) _____ *(Optional)*

COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

① With closing Judd Ave., has consideration been given to the detoured traffic to Sharon Dr. and Sim Dr.? The traffic could potentially start using Sharon and/or Sims, especially for residents of Garden Acres, and Woodhaven Estates. Any plan for improving those local access roads, especially given that there will be an interchange at Fullerton?

② The intersection of Fullerton Pike and Leonard Springs desperately needs improvement because the intersection is on a curve. This will exacerbate w/ the increased traffic at the Fullerton interchange. Please improve the Fullerton and Leonard Springs intersection.

Thanks

(If more space is needed, continue on back.)

COMMENT SHEET

RE: I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) _____

Address _____

Phone (_____) _____ *(Optional)* Email _____ *(Optional)*

Organization / Agency (if relevant) _____ *(Optional)*

COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

(If more space is needed, continue on back.)

FROM: Name (PLEASE PRINT) MATT WYSS - Broker Assoc
F.C. Tucker/BLOOMINGTON, REALTORS

COMMENTS (Continued):

TAPP Rd / 2ND Street

- Alternative 7 vs Alternative 8

-7 THOUGHTS ...

- Alternative 7 is much more "COST EFFECTIVE"
- Less Homeowners on YONKERS EFFECTED
- Still Preserves W/Apteheni MTN PARK (Bike) & yet Leaves "OPPORTUNITY 2 ENHANCE" PARK as it exists NOW.
- Spend more on a "GREAT BARRIER" to reduce Noise and save on the LONG RUN ... hence (No Alt '8)
- Cost Reduction = 2nd st. place Bridge Stay in take for future utilization.

- Less intervening of current Home Owners in VAN BUREN PARK!

Thx Much

COMMENT SHEET

RE: I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) _____
Address 7311 West Airport Rd.
Phone (____) _____ *(Optional)* Email _____ *(Optional)*
Organization / Agency (if relevant) _____ *(Optional)*

COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

(If more space is needed, continue on back.)

FROM: Name (PLEASE PRINT) Mike Kiser

COMMENTS (Continued):

I own a business (Chapman Lake Instrument) that is located at 2115 Industrial Drive. With the proposed changes to Vernal Pike, our access to 37/69 is going to be much more complicated. Ours is a dead end street so we can exit and enter at the north end only. With the loss of the intersection of Vernal Pike and 37, our only alternatives will require several miles of extra driving.

What I would like to see is a connection between what is now the cul-de-sac of Industrial Drive and the streets of the ~~large~~ shopping center on the other side of the railroad tracks. This would be a huge help to me, as well as the numerous other businesses on Industrial Drive.

I understand that the railroad is challenging to deal with regarding new crossings, but the rail traffic here is very slow and is only used for moving railcars in & out of storage. A switchyard of sorts.

Surely money could be made available to help us avoid the isolation that the proposed plan will cause.

Thank you

Mike W Kiser

812-323-7165 wk

812-825-9551 hm

COMMENT SHEET

RE: **I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)**

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) Benny Jane Holt
Address 2799 N. Curry Pike Bloomington, IN 47404
Phone (812) 339-4838 (Optional) Email holtsie@gmail.com (Optional)
Organization / Agency (if relevant) _____ (Optional)

COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

My husband and I retired here in 1998 but I attended Indiana University in the 1960s when there was only a 2-lane 37. It was awful and very dangerous so was glad to hear when they put a 4 lane 37 in. Since retiring here I drive up to Indy a lot to see my children and I find 37 to still be dangerous. People drive too fast and there are so many places to enter 37 that are potential accident sites. I lived from 1964 to 1998 in Northwest Indiana where I taught. In that time I 65 was built and in 1970 we built a home on a road that paralleled and was just west of I 65. My husband drove I 65 north to the steel mills to work. We never noticed any noise or we became very used to the traffic noise and it never bothered us. I really feel the good points of building I 69 from Evansville to Indy far outweigh the drawbacks.

(If more space is needed, continue on back.)

COMMENT SHEET

RE: **I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)**

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) Vincent Bruning
Address 5711 W. Minnesota St. - Indianapolis 46241
Phone (866) 342-4666 (Optional) Email vbruning@lamar.com (Optional)
Organization / Agency (if relevant) Lamar Advertising (Optional)

COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

I am the Real Estate Manager for Lamar Advertising Indianapolis. We also have an sales & operations office in Bloomington.

Would like to discuss the billboards Lamar owns that are in or near the proposed alternate rights of way. Especially sample road intersection.

By working with Indot early in the process on the I-465 West project, we were able to save both company estate from marginal ROW acquisitions.

Look forward to talking to you soon.

Vincent Bruning 12/6/2012

(If more space is needed, continue on back.)

COMMENT SHEET

RE: **I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)**

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) Meri Reinhold
Address 8775 S Rockport Rd
Phone (_____) _____ *(Optional)* Email _____ *(Optional)*
Organization / Agency (if relevant) _____ *(Optional)*

COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

Stop it right where it is & leave Monroe County out of it. Use 231 to go North. It was a foolish idea from the start 25 years ago made even more foolish in light of modern day issues w/ falling gas taxes & climate change.

(If more space is needed, continue on back.)

COMMENT SHEET

RE: **I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)**

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) Sara Sturgeon
Address 4450 S. Rockport Rd.
Phone (812) 361-6661 (Optional) Email s1sturge@indiana.edu (Optional)
Organization / Agency (if relevant) _____ (Optional)

COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

I would like to know if the overpass will effect my house. Will Rockport Road be made wider any farther than right at I-69.
My more important concern is for my parents home on Cooksey Lane at the Morgan Monroe Co. line.
My parents and my grand parents have lived on that land for a very long time. How can you close their road and not give them an alternative road to get out to a main road such as Old State Rd 37.
This makes no sense. How can it be cheaper to buy their land than it would be to build a short road out for them.

(If more space is needed, continue on back.)

COMMENT SHEET

RE: **I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)**

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) Jennifer Miers
Address 3212 S. Rogers St.
Phone (_____) _____ *(Optional)* Email jenmiers2003@yahoo.com *(Optional)*
Organization / Agency (if relevant) _____ *(Optional)*

COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

I use Wapahani Mt. Bike Park but please don't displace residences to save that narrow strip of the park.

I appreciate the efforts to accomodate bikes & pedestrians seeking to cross 69/37.
But as access roads are closed more traffic will be sent to remaining overpasses. This is a hostile environment for cyclists and walkers. The 2nd & 3rd street overpasses are areas of great concern. Please consider a dedicated bike/pedestrian bridge between these streets as the safest option.

The Fullerton Interchange will devastate the neighborhood & Clear Creek trail impacted by the county road improvement needed to connect to it.

(If more space is needed, continue on back.)

COMMENT SHEET

RE: **I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)**

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) Melissa Schiff
Address [redacted] 2597 Old SR 37 South Martinsville IN
Phone (765) 349 8272 (Optional) Email cpa@melissaschiffcpa.com (Optional)
Organization / Agency (if relevant) See Below (Optional)

COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

Melissa A Schiff CPA PC
Hillview Motel Inc
Hunter Towing Inc
Hunter Storage
Schiff Properties LLC
Serious Sports Inc
Dreams in Motion Academy of Dance By Miranda
Brian's Off Road Inc

Plus multiple residentials

Give consideration for loss of Business income
not just raw property value

See Comments on Back

Consider if some one said we will pay for your
computer, but nothing for work you can not do

(If more space is needed, continue on back.)

Over

FROM: Name (PLEASE PRINT) Melissa Schiff
office 765-349-8272
cell 317-714-1493

Multiple Busines and residential property

COMMENTS (Continued):

Allocate funds to make advocates available to property owners who will be displaced
- owners would be better served by knowledgable resource individuals who were not "just part of project" but who were independant

Schedule meetings with displaced business prior to acquisition process to add owners in expanding understanding of process prior to being in the middle of it - surely 32 is manable

Notification needs to be improved
- if personal / phone is not feasable
- at least a mailing

Acquisition should not minimize needs related to aquiring new mortgages
- perhaps getting assistance working with mortgage companies transferring debt to new property

Help offset damage to Business that are not displaced but have access impacts
- allowance for signage
- state provided directional signage
- Keeping our access road parrelle (next to) highway would help our clients / customers feel - perceive less inconvienenced

Tolls would kill any of our businesses that survive the aquisition process

COMMENT SHEET

RE: **I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)**

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) DAVID GRIFFITH
Address 967 Independence Ave Evv, IN 47713
Phone (812) 422-2056 (Optional) Email dwgriffith1@msn.com (Optional)
Organization / Agency (if relevant) _____ (Optional)

COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

Let's move forward with finding money to build section 5 of I-69. It should improve traffic flow, reduce accidents and allow more efficient travel. Big Ten Schools such as Indiana University, Michigan, and Michigan State universities will benefit with a streamlined roadway. Perhaps some money could be utilized from the state surplus or earmarks could be obtain from Congress. Hopefully construction can start by 2015 before the costs increase.

(If more space is needed, continue on back.)

I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

Community Advisory Committee Meeting
December 4, 2012

Section 5
DEIS Official Comment Period Form

NAME: Todd J. Schnatzmeyer

ADDRESS: 7886 N. Thames Dr., Bloomington, IN 47408

TELEPHONE: 812-876-6144 EMAIL: tjschnatz@earthlink.net

DATE: 12/06/12 CUSTOMER SERVICE REP.:

COMMENTS: Per the "INDOT Traffic Noise Analysis Procedure" and policy effective July 13, 2011, there should be abatement noise measurements taken during the "worst noise impact" based on traffic volume in the project area. The Windsor Private community is acutely aware that the existing Highway I-37 corridor creates some perceptible noise in its existing state. I'm quite certain the traffic has increased over the last 20+ years this community has been in place, so we have likely already hit a "critical mass" in tolerance of this issue. We are primarily concerned with the potential for a noticeable increase in ambient noise as a direct-result the increased volume and surface of the new I-69 corridor as well as the construction activity required during its development. As tax payers and citizens of the State of Indiana we would expect the noise impact to be maintained to existing (or lower) levels, as this has a direct impact on our quite enjoyment & quality of life, as well as property values in our community. Further, we anticipate the I-69 development project team will make a concerted effort to provide both; test results and mitigation plans for our review and kindly answer any pertinent questions we may have individually or through our Homeowner's Association.

Thank you in advance for your consideration.

Sincerely,

Todd J. Schnatzmeyer

I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

Section 5
DEIS Official Comment Period Form

NAME: Raymond SAIDAH

ADDRESS: 314 SAIDAH Rd / Bloom. 47404

TELEPHONE: 812/876 7844 EMAIL: SAIRAY@bluemarble.net

DATE: 12/05/12 CUSTOMER SERVICE REP. :

COMMENTS: I own a property with my house on its Southern part. The property is located West of 37, South of The Light Source. Having seen the latest designs of Section 5 of the proposed I69, it seems that some of my property will be used for the new 2 lanes west of the actual Highway.

I request that a sound barrier be built at the edge of the new I69 as my house will be too close to ~~the~~ it.

Thank You

Raymond SAIDAH

COMMENT SHEET

RE: **I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)**

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) Gary & Helen Davis
Address 3501 W TAPP Road
Phone (812) 822-1197 *(Optional)* Email _____ *(Optional)*
Organization / Agency (if relevant) _____ *(Optional)*

COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

We were on the I69 from Evansville, IN. It is a very nice, but, you need Restareas. If you cannot stop, it is a very Long way to go to the rest rooms. Gas stations would also be nice & food areas. Someone might have trouble with their car also.

Thank You
MRS. Helen Davis

(If more space is needed, continue on back.)

I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

Section 5
DEIS Official Comment Period Form

NAME: KEVIN & JEANETTE MCKNIGHT

ADDRESS: 4365 S. ROCKPORT RD, BLOOMINGTON, IN. 47403

TELEPHONE: 812-824-2719 EMAIL: [redacted]

DATE: 12-3-12 CUSTOMER SERVICE REP. :

COMMENTS: WE ARE CONCERNED ABOUT THE PROPOSED APPROACH TO THE BRIDGE THAT WILL CROSS OVER I-69 AT ROCKPORT RD. TRAFFIC MOVES PRETTY FAST PAST OUR HOUSE NOW WITH A STOP SIGN, WE CANT IMAGINE HOW FAST TRAFFIC WILL BE WITH THE BRIDGE IN. OUR MAIN CONCERN IS PULLING IN AND OUT OF OUR DRIVEWAY SAFELY. WE WOULD LIKE TO NOT SEE THE BRIDGE FROM OUR HOME. WE ARE CONCERNED THAT IT WILL AFFECT OUR PROPERTY VALUE.

COMMENT SHEET

RE: **I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)**

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

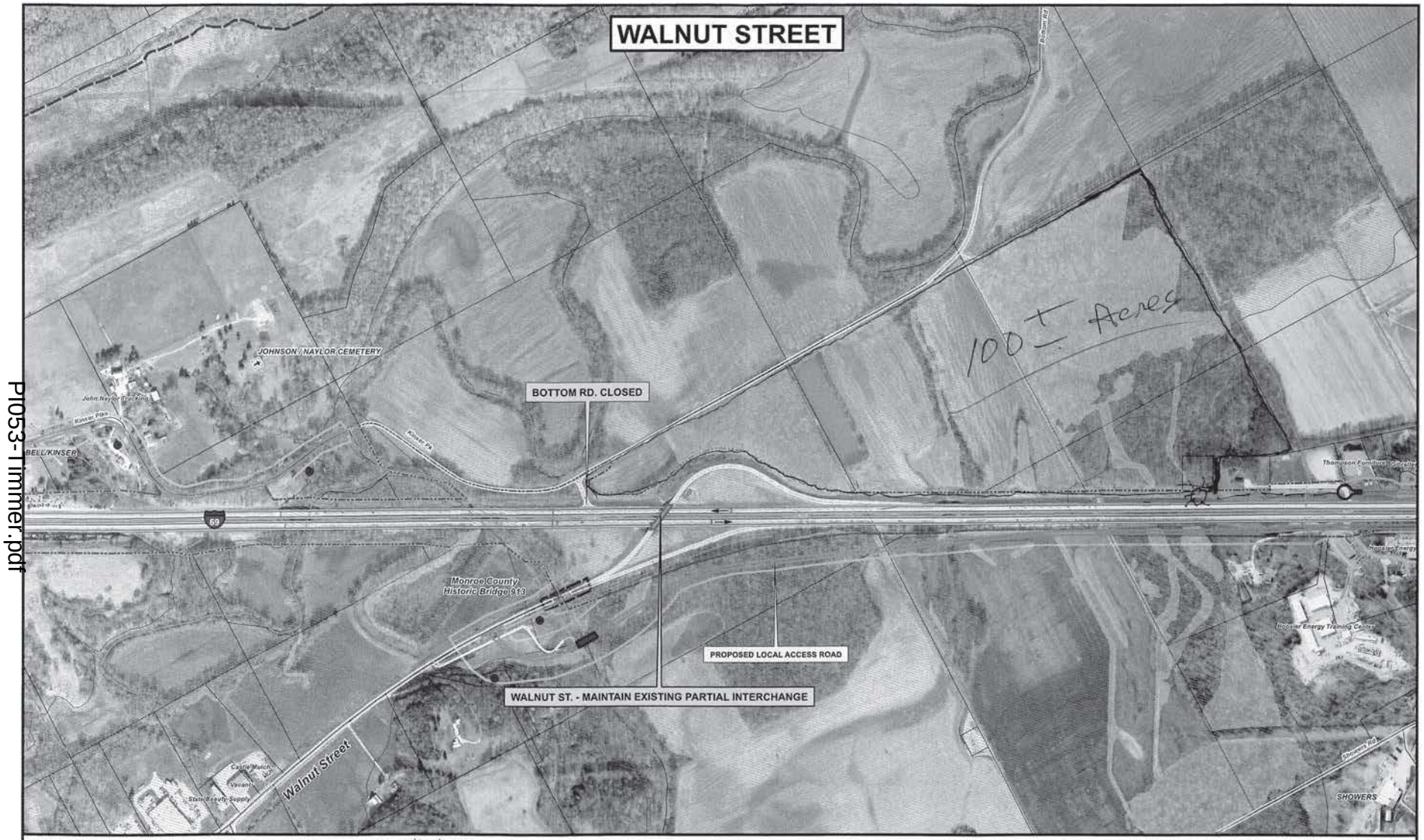
FROM: Name (PLEASE PRINT) Vern Timmer
Address 7925 W. Elwren Road, Bloomington, 47403
until 12/24/2012 Phone (812) 825-8931 (Optional) Email _____ (Optional)
Organization / Agency (if relevant) _____ (Optional)

COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

If Option B - Sheet 7B of 16 - becomes or stays The partial Interchang for walnut street, then the 100± Acres I own will not have immediate access. I own The property starting on Bottom Road and where #37 meet going North between Bottom Road and #37. See map. With no exchanges on Bottom Road & Kinser Pike, The nearest exchange is Sample Road. If The road off Sample Road stops at Thompson Furniture I still do not have access to my North-East corner of my property. Could Sample Road be extended further South so as To get To the corner of The North East property?

I understand The additional cost of Option A - Sheet 7A of 16.

(If more space is needed, continue on back.)



I-69 Evansville-to-Indianapolis
Tier 2 Studies
Section 5 - SR 37 to SR 39

Legend

- Proposed I-69
- Mainline Shoulder
- Proposed Local Access Road
- Proposed Interchange/Overpass
- Proposed Cul-De-Sac
- Bridge
- Existing Bridge
- Alternative 8 Preferred ROW
- SR 37 Existing ROW
- WOODLAND SPRINGS Neighborhood
- Potential Displacement
- National Register Historic Property / District Listed or Eligible
- Floodplain
- Wetland
- Open Water
- Stream
- Emergency
- Hospital
- School
- Place of Worship
- Cemetery

0 300 600 1,200 Feet

Alternative 8 (INDOT's Preferred Alternative)
Option B - Sheet 7B of 16

PI053-Timmer.pdf

COMMENT SHEET

RE: **I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)**

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) Elizabeth Venstra
Address 11429 E. Chapel Rd.
Phone (812) 825-8622 (Optional) Email erytting@indiana.edu (Optional)
Organization / Agency (if relevant) _____ (Optional)

COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

First - I don't believe this road will certainly be built. From what I have read, the necessary funding to complete the entire project has not been identified. And I don't believe it should be built. There is no need for an Interstate here, aside from the push for the entire NAFTA superhighway. Each section is supposed to have independent utility, and this section doesn't. We already have perfectly adequate access to Indianapolis. Building I-69 will drain our state coffers, meaning that needed repairs to other roads - including many structurally deficient bridges - will be pushed aside for lack of funds. The whole project should be scrapped.

That being said, if the road is ever built, it must have adequate accommodation for bicycle and pedestrian safety in crossing the

(If more space is needed, continue on back.)

FROM: Name (PLEASE PRINT)

COMMENTS (Continued):
highway at 2nd St. and 3rd St. These two major arteries of the city need to be able to accommodate all modes of traffic. Right now, both are quite dangerous. Both 2nd St. and 3rd St. need sidewalks - wide shoulders are not safe. I know 3rd St. is currently slated to use the existing bridge. I urge you to add sidewalks to this existing bridge, even if it is not replaced. We are approaching (if we have not passed) peak oil, and non-car modes of transportation will become more important. Non-car modes are already very important to people who cannot afford to drive, which, with the current economy, are a lot of people.

Also, I encourage you either to include the proposed bicycle bridge within the plans for the project, or to give all possible cooperation and encouragement to the building of this bridge by the City of Bloomington, as appropriate. We need a safe way for cyclists to cross the road, especially those who might not be bold enough to ride in traffic alongside many cars on busy roads like 2nd and 3rd.

Truthfully, both of these accommodations — sidewalks and the bicycle bridge — are needed regardless of whether the highway becomes I-69, or remains SR. 37. The biggest transportation need in Indiana is greater facilities for cyclists, pedestrians, and transit users, and I would be serving us best if it built sidewalk and scrapped I-69.

COMMENT SHEET

RE: **I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)**

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) Dennis Reeves
Address 1109 E. Bryants Ck Rd Martinsville IN 46151
Phone (812) 334-1631 *(Optional)* Email _____ *(Optional)*
Organization / Agency (if relevant) _____ *(Optional)*

COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

Our road needs to be maintainted. Bridges need to be added to the 2 creeks we will have to cross to get out. There is a bus that comes down our road. and it needs to be able to pick children up safely. Road needs raised between ~~1109~~ 1331 E. Bryants ck + 1620 E. Bryants ck. When water comes up. Road floods..

(If more space is needed, continue on back.)

COMMENT SHEET

RE: **I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)**

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) Lisa Pankiewicz
Address 1661 E Bryants Creek Road
Phone (812) 323-9907 (Optional) Email LLPankiewicz@yahoo.com (Optional)
Organization / Agency (if relevant) N/A (Optional)

COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

Our access is being cut off to the west. We are frequently unable to get out going east because our road floods in two places. Will bridges be built to cross the creeks? If not, we will frequently be trapped and unable to get to work, school, the grocery store, the doctor's office, etc. Huge concern here. My neighbor has medical problems. What if she needs EMS?

(If more space is needed, continue on back.)

COMMENT SHEET

RE: **I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)**

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) Terry Max & Karen Dick
Address 3150 W That Rd
Phone (812) 825-2201 *(Optional)* Email _____ *(Optional)*
Organization / Agency (if relevant) _____ *(Optional)*

COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

Could the interchange for Fullerton Pike be moved south of Monroe Hospital and use open fields on both east and west side of 37 instead of eliminating all the existing business? The new road could tie into the existing hospital & Fullerton, saving millions of dollars.

(If more space is needed, continue on back.)

COMMENT SHEET

RE: **I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)**

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) Pam Puett
Address 1620 E. Bryants Ck Rd Martinsville IN 46151
Phone (812) 345-7141 (Optional) Email PamelaPuett@gmail.com (Optional)
Organization / Agency (if relevant) _____ (Optional)

COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

We have concerns because we can not get out of our road heading East, which is the way we will have to go when I-69 is up & running. due to having to cross 2 creeks without any bridges or maintence. I have 2 sons that ride the school bus and the school bus will not cross the creeks. My kids need a safe bus stop. Bus stop now is at our house. My children cant cross 2 creeks to get to bus.
We need bridges or something for our road to make it safe to go that way.
The road needs to be maintained please!
If it floods at all right now fire department or EMS cant get into our road except Hwy 37 side.

(If more space is needed, continue on back.)

COMMENT SHEET

RE: I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) _____

Address _____

Phone (_____) _____ *(Optional)* Email _____ *(Optional)*

Organization / Agency (if relevant) _____ *(Optional)*

COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

(If more space is needed, continue on back.)

FROM: Name (PLEASE PRINT)

COMMENTS (Continued):

I LIVE ON SORDAN CT & AM
INQUIRING ABOUT SOUND BARRIER
POSITIVE OR NEGATIVE TO INSTALL
ONE. NOISE LEVEL & PROPERTY
VALUE ACROSS FROM CHURCH

COMMENT SHEET

RE: **I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)**

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) CHARLES W. LANGLEY
Address 7024 South Rockport Rd.
Phone (812) 606-4844 (Optional) Email _____ (Optional)
Organization / Agency (if relevant) _____ (Optional)

COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

I am interested in how the Noise Level CAN be reduced to a minimum.

A. The finish of the surface

B. Type of Surface - Conc. or Asphalt, (prefer Asphalt)

C. Elevations over Rockport in ref. To Homes.

(If more space is needed, continue on back.)

COMMENT SHEET

RE: **I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)**

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) David Jent
Address 7871 Thames Dr Bloom. 47408
Phone (812) 876-7873 (Optional) Email DJentT@IU.EDU (Optional)
Organization / Agency (if relevant) _____ (Optional)

COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

On the Section between Sample + Simpson Chap. Road think about lowering the New Road, leaving the North Bound 37 lane at the existing level. This Creats a Natural Sound Berm for Windsor Private (where I live) also Oliver winery, Warmsway and for additional future users of Property on this Side of the Road - This also allows for Shallower grades on either Side of this Section.

If Not this the Residents of Windsor Private feel the Sound from the new Road will degrade the value of our property + quality of life

Regards

(If more space is needed, continue on back.)

From: Hamman, Mary Jo
To: Lemon, Janelle
Cc: Swickard, Eric; Flum, Sandra; Miller, Tim; Richards, Lorraine
Subject: RE: Message
Date: Thursday, December 06, 2012 1:29:44 PM

I spoke with Mr. Young. His business is located at 3209 W. Fullerton Pike (in the same building as 3201 W. Fullerton Pike).

I explained that this location is shown as a Potential Displacement and that no final decisions about property acquisition will be made until the design phase. He was very understanding. He will not be able to attend the Public Hearing tonight, but I made him aware that the maps for tonight's meeting will be available on the website late this afternoon. I also encouraged him to stop by the Project Office to view them here.

He was appreciative and will likely stop in sometime in the next week or so.

Mary Jo

From: Lemon, Janelle [mailto:JLemon@indot.IN.gov]
Sent: Thursday, December 06, 2012 12:52 PM
To: Hamman, Mary Jo
Cc: Swickard, Eric; Flum, Sandra; Miller, Tim
Subject: Message

I just got a voicemail from Frank Young. He said that he has not been contacted by anyone about I-69 taking his property but according to the "paper" he would be impacted. Can somebody please contact him to get greater detail and assist? 812-825-8808

Janelle Lemon
I-69 Project Manager
Indiana Dept. Of Transportation
office 812-254-2831
direct 812-254-2597
mobile 812-830-9653
jlemon@indot.IN.gov

November 28, 2012

Dear Ms. Hilden:

I am writing to you about a historic property that was not included in your October, 2012 letter (DVD) concerning:

Re: Draft Environmental Impact Statement (Tier 2) for the I-69, Evansville to Indianapolis project for Section 5 between Bloomington and Martinsville, Indiana. [FHWA-IN-EIS-12-01-D]

Located at 3275 N. Prow Road, Bloomington, Indiana, is the very old and historic Parks-Patton-Hedrick House and farm. It is not a grand mansion but it is quite historic. Our nation's 16th President, A. Lincoln, lived in modest log homes in Kentucky and southern Indiana. Likewise the Parks-Patton-Hedrick House has stone and huge hand hewn beams in the earliest part of the structure. Tax documents have people living in the house in 1874. Monroe County Tax Duplicates known to exist did not begin until 1842. The family cemetery which was once part of the original farm, but now part of the National Registry's Maple Grove Road Historic District, have people buried in the 1830s and 1840s. Those people lived and owned the present day Hedrick farm and home as documented on the abstract. There are many more grave stones which are not legible. In 1998 the Maple Grove area was given National Designation and it has local and state designation. The Parks-Patton-Hedrick House was lived in *before* many of the Maple Grove district structures were built! Many of the beautiful, historically protected places throughout Bloomington, Indiana University campus and Monroe County, were built *after* the Parks-Patton-Hedrick House. Due to an oversight, The Parks-Patton-Hedrick House was not included in the Maple Grove Historic District but should have due to adjacent location, history, home, farm, original cemetery existing *before* most included in the Maple Grove district. It is the 14th oldest surviving structure in Monroe County! (See enclosure: A)

The Parks-Patton-Hedrick House was given local historic designation after application; a thorough review and grueling four step process:

Monroe County Historic Preservation Board
Monroe County Plan Review Committee
Monroe County Plan Commission
Monroe County Commissioners

The many people on the above commissions and boards are very intelligent, thorough, demanding and possess a high degree of common sense. They knew their reputations were on the line concerning the Parks-Patton-Hedrick House. The County officials enthusiastically bestowed historic designation on the farm and house based on:

"1) an association with events that have made significant contributions to the broad patterns of county history;
2) an association with the lives of persons significant in the county's past;

3) the distinctive characteristics of a type, period or method of contribution."

The local officials were keenly interested and hoping I would further research: "the capability of yielding information in prehistory or history" as the house's yards, farm, house and people have deep connections to the limestone industry and prehistoric settlements. Local quarries, close to the house and farm, opened up in the late 1860s. 3275 N. Prow Road was originally part of the Hunter Valley Historic Quarry District. We have proof of prehistoric history which was formed 330 million years ago…the stone and shark's teeth. The home's basement/the first house, has a solid stone ledge basement floor, limestone foundation walls, stone steps and stone walls leading to ground level which is another solid stone ledge of Salem-Oolitic limestone. Early settlers had to know the nature of these limestone deposits. The basement and ground level room floor remain exactly the same…solid Salem-Oolitic limestone. In addition, prehistoric people lived in the area. Artifacts found around the house and farm have been dated (8000-200 BC), photographed and are still in our possession. (See: enclosures: B & C)

Earlier findings by the FHWA and INDOT reported many changes to the Parks-Patton-Hedrick House. This is not the case. Only one (1) window is not original. Every other window, top to bottom, is original. The siding put on can come off. Mr. Phillip Hedrick, my dad, thinking he was doing a good thing, put on aluminum siding to preserve the historic house. All the original wood is still in tact and in great shape due to Dad's efforts. Please see Enclosure D, prepared by my 89 year old mother, and you can read everything still existing, original to the house. Frankly, the reason the house (1874-to last renovation in 1912) is "intact" is due to no money for changes. (See enclosure: D)

We have applied for State designation. Telling you every bit of truth, our first application was denied. The submitted application was a first ever attempt of its kind by a talented, wonderful lady. The State has graciously agreed to accept additional data, photographs and documents for re-submission and review. We believe the house and farm worthy.

In conclusion, in the book: "Counties of Morgan, Monroe and Brown, Indiana" by Charles Blanchard, 1884, the very first people who bought land, September 1816, in Bloomington-Monroe County were: George Hedrick, Joseph Taylor, Henry Wampler and James Parks. All four of these men, bravely opening and settling Bloomington/Monroe County, are tied to the Parks-Patton-Hedrick House, farm and cemetery. (enclosure: E)

With great respect, please, please re-consider your position concerning this 14th oldest, surviving historic home and farm. My family keenly understands the value of this place for Monroe County and Indiana. We so desperately want to save the house and land for further generations to see the past…330 millions years ago; 8000-200 BC; the 1816s; 1874s to present day all in one place! Thank you.

Sincerely,

Deborah Hedrick Reed

Deborah Hedrick Reed

Enclosure: A

Monroe County/Bloomington, Indiana Surviving Historical Places

1818 Monroe County Courthouse (first log structure gone/present day 1907)

1828 Daniel Stout House (Hall and Parlor-plan consists of two rooms)

1830 Henderson House South Morton McDoel Gardens District

1835 Andrew Wylie House

1840 218 South Rogers Street Prospect Hill District

1845 Governor Paris Dunning House Prospect Hill District

1850 Cochran-Helton-Lindley House

1850 Elias Abel House

1860 Hughes-Branum House Prospect Hill District

1860 221 N. Rogers House

1860 217 East Tenth Street House (Vernacular Hall and Parlor)

1863 John East House

1864 Ben Owens Farm

1870/1900 Belden House East Eighth Street

1874 Patton Hedrick House (1890 renovations-1912 expansion)

1875 Maple Grove Road Double-Pen House

1875 Hannah Hendrix House

1876 Maple Grove Church & Cemetery

1876 Maple Grove Road John Ridge Victorian Farm

1880 Peden Farm

1885 Graves-Morrison House

1885 Owen Hall Indiana University

1885 Wylie Hall Indiana University

1890 Showers-Bridwell House North Washington Street

1890 Grant Street Inn (Wm. Rogers House)

1890 Maxwell Hall Indiana University

1890 Seward House North Washington Street

1892 Morgan House North Walnut

1895 Ira Dillman House South Rogers Street

1895 Batman House

1895 Flanigan House 714 West 7th Street

1895 Kirkwood Hall Indiana University

1897 Buskirk-Showers House North Washington Street

1897 William Fogg House 304 South Rogers Street

1900 904 West 7th Street Gabled-ell House

1900 Showers Myers House North Washington

1903 Lindley Hall Indiana University

1905 Showers-Graham House North Washington

1905 Student Building Indiana University

1906 Illinois Central Railroad Freight Depot

1908 Franklin Hall Indiana University

1910 Swain Hall East Indiana University

1910 Showers Brothers Co. Furniture Factory

1913 Second Baptist Church

1915 Banneker School House

1923 Rawles Hall Indiana University

1930 Chris Donato House East First Street

1932 Anthony House East First Street

1936 Bryan Hall Indiana University

1937 Myers Hall Indiana University

1940 Swain Hall West Indiana University

1940 Christ Donato House 1025 East First Street

1950 Fagan Stone Company McDoel Gardens Historic District

McDoel Gardens District—one 1830 home listed above and the remaining 17 homes date: 1905-1950.

Prospect Hill District---one 1840; one 1845 and one 1860's house listed above and the remaining 21 homes date: 1885-1936.

West Side Historic District---Two 1850 homes listed above; one 1860 and one 1863 listed above and the remaining 17 1885-1930

Cottage Grove Historic District---one home 1860 listed above and the remaining 20 homes date: 1880-1930.

North Washington Historic District—one 1870 home listed above and the remaining 23 homes date: 1890-1929.

North Indiana Avenue Historic District---earliest three homes built in 1890 with remaining homes dating: 1890-1929.

University Courts Historic District---earliest homes dated: 1906-1934.

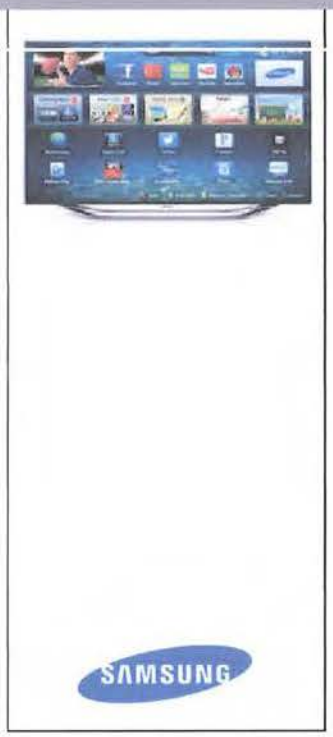
Vinegar Hill Limestone Historic District---earliest homes dated: 1926-1940.

Enclosure: B

PI084-Reed.pdf

Enclosure: C

132-1.jpeg



PI084-Reed.pdf

ENCLOSURE: D

Original features of the Hedrick House
3275 North Prow Road
Bloomington, Indiana

Basement - first house, solid limestone ledge floor, limestone foundation walls, stone steps leading to ground level.

Hand hewn poplar beams joined together by notching out. No nails used.

Cistern

Gem handle for cistern (tin)

Original pine floors (every room intact

All original windows except one in the kitchen. Original locks and lifts on "old windows.

All doors original except kitchen (1) and bathroom (1).
Doors are called Egg and Dart. Old fashion knob

Well House (as it was in 1957 when we moved here.)

Attic remains unfinished.

All furnace room registers original.

All Closets very tiny, all wood.

All ceilings are 9½ ft.
None have been lowered.

Enclosed Back Porch is solid stone ledge of Salem - Oolitic Limestone.

Six inch high baseboards throughout the house.

The majority of woodwork surrounds, molding and baseboards are original.

Staircases are original and steep.

No. change in original room size.

Original fine light fixtures.

Phillip and I purchased the property in 1957. The information listed above establishes the age of the house, the original features and the value of its history.

Juanita Hedrick, 89 years old. Nov. 26, 2012

Enclosure: E

COUNTIES

OF

MORGAN, MONROE AND BROWN,

INDIANA.

HISTORICAL AND BIOGRAPHICAL.

CHARLES BLANCHARD, EDITOR.

CHICAGO:
F. A. BATTEY & CO., PUBLISHERS.
1884.

F. A. BATTEY. F. W. TEEPLE.

il, 1864; James H.
d, December, 1864;
1865; Ira Young,
les Amor, died at
Gaines; John R.

YEAR'S SERVICE.

65; William Clark,
raig, died at Louis-
l May, 1865; John
1865; Tilghman A.
ewart, died at Bain-
ed at Dalton, Ga.,
bert, Ga., January,
.865.

, Tenn.; Capt. Fred
is; William Barnes,
Memphis; Milton H.
ren Allen (Second
t (Second Cavalry),
y) killed at Newman
at Cornith; James
H. Gourley (Twen-
Peter Kop (Twenty-
the service; William
ing (Ninety-seventh),
h), died of wounds at
se at Helena, Ark.;
phis; Alfred Bowers
Carmichael (Ninety-
ks (Ninety-seventh),
th), died in Ander-
ed at Chattanooga;
Station; Lieut. Isaac
lle; Samuel Knight
.; Joseph Richeson
Jacobs (Fifty-fourth),
venth), died in Field
; William Simpson,
ond), killed at Vicks-
estown, Md.; Thomas
M. Flatlook (Twenty-
, killed at Resaca;
ca; Thomas Pratt
d at Louisville, Ky.;
City; J. W. Litz
ga; John Thomas

(Twenty-seventh), killed at Atlanta, Ga.; John Trueblood (Thirty-first), died at Pulaski, Tenn.

"No more shall the war cry sever,
Or the winding river be red;
They banish our anger forever
When they laurel the graves of our dead!

"Under the sod and the dew,
Waiting the Judgment Day;
Love and tears for the Blue,
Tears and love for the Gray."

BLOOMINGTON.

EARLY RESIDENTS OF BLOOMINGTON TOWNSHIP.

THERE is abundant reason to believe that Bloomington Township was settled as early as 1816, and there are some evidences which fix the date of the first settlement in 1815 if not before. The power of the Indians was crushed at the battle of Tippecanoe in 1811, but all apprehension of danger from them did not die out for several years afterward. It may be stated as the opinion of several of the oldest settlers in the county that Monroe was settled as early as 1810 or 1811 by a few families of professional pioneers. Much of this, however, must be regarded as traditional. In the absence of definite data, it may be presumed that Bloomington Township received a few of these early settlers. It is certain that several families arrived in 1815, and many more in 1816, and, as stated above, there is strong evidence that permanent settlers reached the township as early as 1815. Of course, as late as 1816, the county of Monroe, which as yet had no boundary or existence, was a wilderness filled with all varieties of wild animals inhabiting this latitude, and was roamed over by numerous bands of half-subdued savages. In fact, all of the county north of the old Indian boundary was yet the property of the Indians, and remained so until the treaty of St. Mary's, Ohio, in October, 1818, when it was ceded to the Government as part of the "New Purchase." By the time of the first land sale of Bloomington Township in 1816, there were a score or nearly so of families residing within its limits. Among those who entered land in the township during the first four or five years after the first land sale—in fact, all who entered land during that period—are the following, with the sections of land and the years of entry: David Rogers, Section 33, 1816; Joseph Taylor, Section 33, 1816; George Ritchey, Section 33, 1816; George Hedrick, Section 33, 1816; John Ketchum, Section 6, 1816; Henry Wampler, Section 6, 1816; Adam Bower, Section 6, 1816; Thomas Smith, Section 7, 1816; William Julian, Section 7, 1816; William J. Adair, Section 7, 1816; George Parks, Section 8, 1816; John Kell, Section 17, 1816; James Parks, Section 17, 1816; John Owens, Section 18, 1816; David Stout, Section 19, 1816; Samuel Caldwell, Section 19, 1816; Roderick Rawlins, Section 20, 1816; Joseph Taylor, Section 20, 1816; James Parks, Section 20, 1816; George Paul, Section 21, 1816; David Raymond,

Section 21, 1816; Jacob Renderbach, Section 25, 1816; Ebenezer Daggett, Section 27, 1816; James Borland, Section 27, 1816; Gideon Frisbie, Section 28, 1816; John Lee, Section 28, 1816; William Matlock, Section 28, 1816; Samuel Camphries, Section 28, 1816; Thomas Graham, Section 29, 1816; James Parks, Section 29, 1816; Abraham Appler, Section 29, 1816; Christopher Eslinger, Section 30, 1816, Henry Wampler, Section 32, 1816; Henry Rogers, Section 34, 1816; John Thompson, Section 34, 1816; Wheeler Matlock, Section 34, 1816; Samuel Scott, Section 34, 1816; William Jackson, Section 35, 1816; John Jackson, Section 35, 1816; Thomas Heady, Section 36, 1816; John Griffith, Section 15, 1817; James Matlock, Section 18, 1817; James Wood, Section 19, 1817; John Buskirk, Section 25, 1817; Lawrence Smoyer, Section 29, 1817; Samuel Rogers, Section 30, 1817; James Wood, Section 30, 1817; Titan Kemble, Section 31, 1817; Simon Chauvin, Section 31, 1817; Chesley D. Bailey, Section 32, 1817; Robertson Graham, Section 32, 1817: Granville Ward, Section 35, 1817; Nicholas Fletcher, Section 35, 1817: William Goodwin, Section 13, 1818; Thomas Barker, Section 19, 1818; Abraham Buskirk, Section 24, 1818; Stephen P. Sealls, Section 26, 1818; O. F. Barker, Section 30, 1818; Ebenezer Dickey, Section 32, 1818; George Whisenand, Section 6, 1820; Thomas Heady, Section 24, 1821. These were the only entries in the township previous to 1822.

THE FIRST RESIDENT OF BLOOMINGTON.

The first man to settle permanently upon the present site of the city of Bloomington cannot be named with absolute certainty. Neither can the time of this first settlement be given. The first entries of land were as follows:

PURCHASERS.	Section.	Township.	Range.	Acres.	Date.	Location.
George Ritchey	33	9	1	160	Sept. 26, 1816	N. E. ¼
George Hedrick	33	9	1	160	Sept. 26, 1816	N. W. ¼
David Rogers	33	9	1	160	Sept. 26, 1816	S. W. ¼
Joseph Taylor	33	9	1	160	Sept. 26, 1816	S. E. ¼
Henry Wampler	32	9	1	160	Sept. 27, 1816	N. E. ¼
Chesley Bailey	32	9	1	160	Feb. 5, 1817	S. W ¼
Robertson Graham	32	9	1	160	May 26, 1817	S. E. ¼
Ebenezer Dickey	32	9	1	160	Feb. 12, 1818	N. W. ¼

The lots were laid out on the southwest quarter of Section 33, and the southeast quarter of Section 32, which two quarters had been entered by David Rogers and Robertson Graham, as shown by the above table. It is probable that no man lived upon the town site until 1816, at which time both Rogers and Graham built log houses. Some fix the date of the erection of these houses as 1817. At all events, when the first lots were laid out, in June, 1818, a crop of wheat was growing on the land that had been purchased of Mr. Rogers. Whether it was the first or second crop on the same land cannot be stated. David Rogers entered the southwest quarter of Section 33, on which a portion of the town was laid out, but Jonathan Rogers afterward obtained part interest in the tract, as his name appears upon the deed which conveyed the land to the county.

PI

On the 10th of April.
County Commissioners,
named " Bloomington."
work. He was instructe
and to lay out lots 66x1
of lots to be laid out was
public auction or sale of
agent was instructed to
cennes; the Louisville C
the *Western Eagle*, of
which so far as known w
surveyor to lay out the
record of the County Bo
that the agent of this co
the sale of town lots in
proceeds of this first sale
will probably be conclu
not misplaced—that is,
many speculators bough
at this sale is as follows:
John Keys, Arthur H
Lowe, Robinson Graha
man, James Borland, G
Dunning, James Newm
W. D. McCullough, Jac
Pruitt, Elias Goodwin,
Samuel Scott, Sr., Natl
Solomon Phillips, E. R
David Matlock, Lewis
kirk, Zachariah Williat
Lee, William Hardin,
Aquilla Rogers, John
Dickens, Stephen S. E
Fullen, Martha Brown
The above were the onl
only two days of sale, l
lots. As stated elsewl
The land upon which t
Jonathan and David R
sioners. The Rogers
Graham $900 for 150
lots were laid out, the
wheat and corn, whic
without disturbance.
veyor. He laid out
Parks, County Agent
sale. The whisky wa
chain carrier; Aquill
Lewis Noel was the "

1816; Ebenezer Dag-
on 27, 1816; Gideon
1816; William Mat-
on 28, 1816; Thomas
29, 1816; Abraham
er, Section 30, 1816;
ers, Section 34, 1816;
ock, Section 34, 1816;
on, Section 35, 1816;
y, Section 36, 1816;
k, Section 18, 1817;
ction 25, 1817; Law-
's, Section 30, 1817;
Section 31, 1817; Si-
ey, Section 32, 1817;
e Ward, Section 35,
am Goodwin, Section
raham Buskirk, Sec-
1818; O. F. Barker,
1818; George Whis-
n 24, 1821. These
822.

GTON.

esent site of the city
rtainty. Neither can
t entries of land were

Date.	Location.
ept. 26, 1816	N. E. ¼
ept. 26, 1816	N. W. ¼
ept. 26, 1816	S. W. ¼
ept. 26, 1816	S. E. ¼
ept. 27, 1816	N. E. ¼
eb. 5, 1817	S. W ¼
ay 26, 1817	S. E. ¼
eb. 12, 1818	N. W. ¼

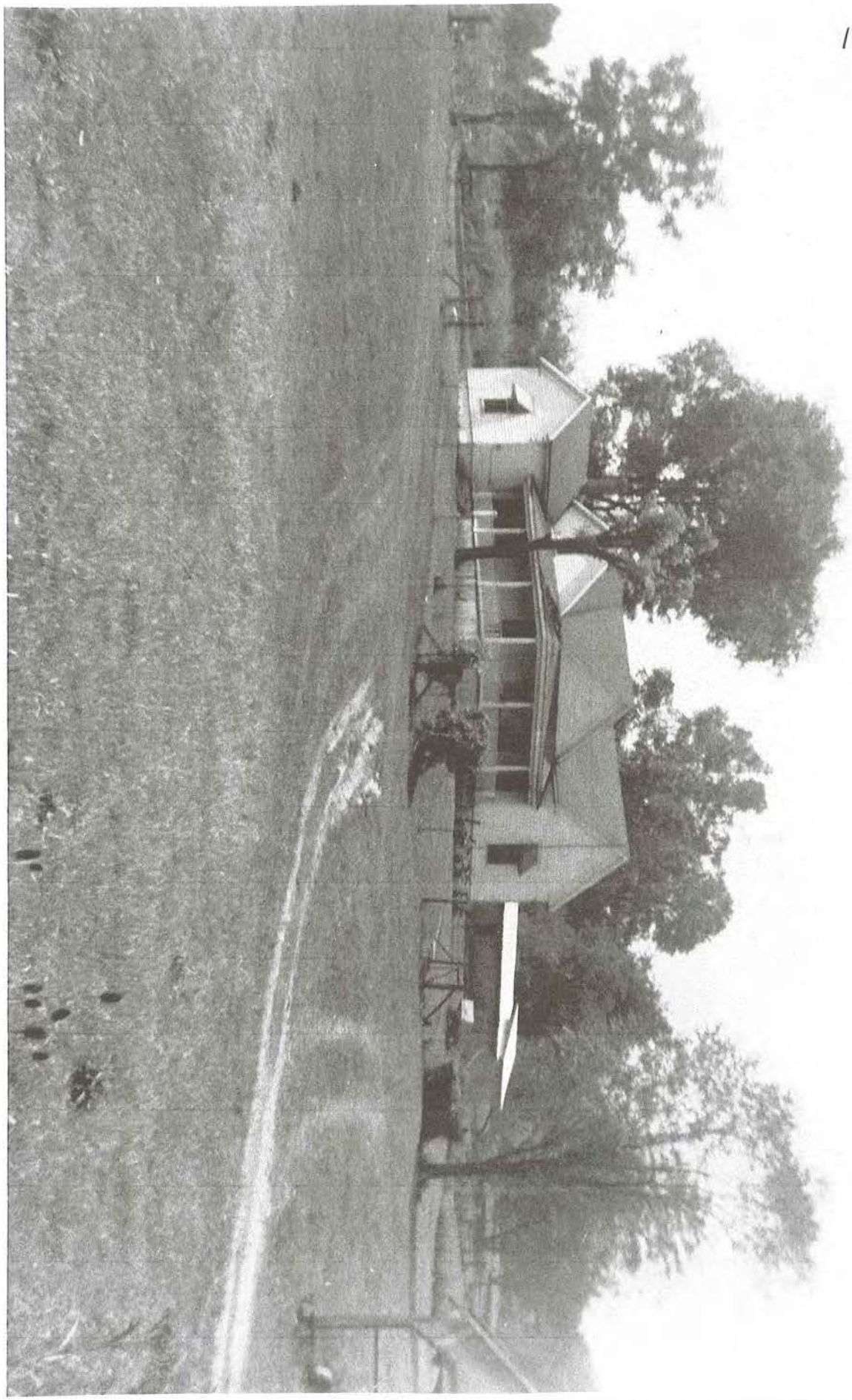
of Section 33, and
ers had been entered
by the above table.
until 1816, at which
ie fix the date of the
en the first lots were
on the land that had
first or second crop
entered the south-
e town was laid out,
t in the tract, as his
l to the county.

PLATTING OF THE VILLAGE.

On the 10th of April, 1818, the first day of the first meeting of the County Commissioners, the county seat was ordered laid off and was named "Bloomington." The County Agent was ordered to oversee the work. He was instructed to make the public square measure 276 feet, and to lay out lots 66x132 feet, and streets 82½ feet wide. The number of lots to be laid out was left to the discretion of the agent. The first public auction or sale of lots was fixed for the 22d of June, 1818, and the agent was instructed to advertize the sale in the *Western Sun*, of Vincennes; the Louisville *Correspondent*; the *Argus of Western America*; the *Western Eagle*, of Madison, and the *Liberty Hall*, of Cincinnati, which so far as known was duly done. Jonathan Nichols was appointed surveyor to lay out the town. The following entry appears upon the record of the County Board: "On motion of Bartlett Woodward, *Ordered*, that the agent of this county procure one barrel of whisky and have it at the sale of town lots in Bloomington." When it is remembered that the proceeds of this first sale amounted to the enormous sum of $14,326.85, it will probably be concluded by the reader that the action of the board was not misplaced—that is, on that day over sixty-five years ago. Of course many speculators bought lots. The complete list of those who bought lots at this sale is as follows: John Scott, D. Thompson, Christian Eppinger, John Keys, Arthur Harris, W. A. Beatty, W. P. Anderson, William Lowe, Robinson Graham, David Sears, Floyd Cummings, Samuel Coleman, James Borland, George Hedrick, W. D. Hoof, David Rogers, James Dunning, James Newman, Jonathan Rogers, Thomas Smith, B. Miller, W. D. McCullough, Jacob B. Lowe, Wm. Curl, Henry Wampler, Coleman Pruitt, Elias Goodwin, Abner Goodwin, Solomon Bowers, John Owens, Samuel Scott, Sr., Nathan Julian, Isham Sumpter, Hezekiah Woodford, Solomon Phillips, E. R. Maxwell, Benjamin Freeland, George Richey, David Matlock, Lewis Noel, Samuel Haslett, James Denny, John Buskirk, Zachariah Williams, Moses Williams, T. B. Clark, Eli Lee, Thomas Lee, William Hardin, Nelson Moore, Ebenezer McDonald, J. W. Lee, Aquilla Rogers, John Foster, Thomas Hadey, Granville Ward, James Dickens, Stephen S. Bigger, Susannah Lee, Jonathan Nichols, Reuben Fullen, Martha Brown, W. B. Brown, Joshua Howe and James Brown. The above were the only buyers on the 22d and 23d of June, 1818, the only two days of sale, but several of them bought several lots or even many lots. As stated elsewhere, the total proceeds of this sale were $14,326.85. The land upon which the new town was located had been secured from Jonathan and David Rogers and Robert Graham by the locating Commissioners. The Rogers Brothers were paid $1,200 for such land and Mr. Graham $900 for 150 acres soon after the first sale of lots. When the lots were laid out, there was growing upon a portion of them a crop of wheat and corn, which the Rogers Brothers were permitted to harvest without disturbance. At the first sale of lots, Jonathan Nichols was surveyor. He laid out 208 lots and was paid 30 cents each. Benjamin Parks, County Agent, was allowed $33.50 for whisky furnished at the sale. The whisky was obtained of Whisenand. Robinson Graham was chain carrier; Aquilla Rogers, chain carrier; John Owen, chain carrier. Lewis Noel was the "crier" or auctioneer. James Parks was clerk of

Enclosure: F

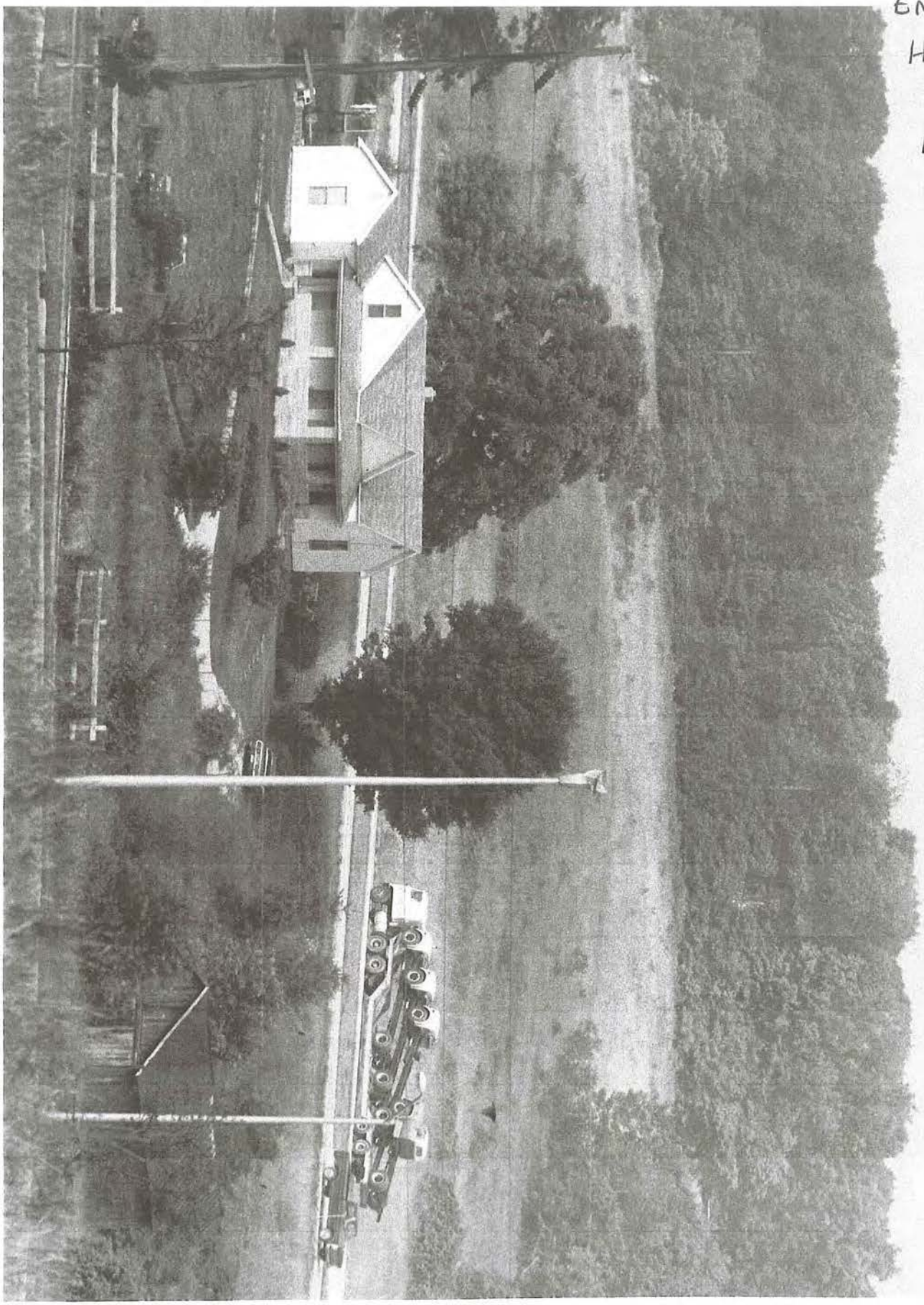
1956 –
Hedrick House



Enclosure: G

Hedrick House

1971-72



Enclosure: H
Hedrick House
2012

INDIANA DEPARTMENT OF TRANSPORTATION
Driving Indiana's Economic Growth

100 North Senate Avenue
Room N 642
Indianapolis, Indiana 46204

PHONE: (317) 232-5018
FAX: (317) 233-4929

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

Re: Draft Environmental Impact Statement (Tier 2) for the I-69, Evansville to Indianapolis project for Section 5 between Bloomington and Martinsville, Indiana. [FHWA-IN-EIS-12-01-D]

Dear Sir or Madam:

Enclosed is a copy (paper and/or DVD) of the Draft Environmental Impact Statement (DEIS) for the above referenced project. It is being provided for your review and comment. Copies provided to libraries are for the general public to view and receive information on the proposed project. We are requesting libraries keep these on display during the duration of the comment period. The formal comment period for this project is October 26, 2012 – January 2, 2013.

Tier 2 studies of the proposed extension of I-69 between Evansville and Indianapolis are being conducted in six sections, as determined in the Tier 1 Record of Decision (ROD) approved March 24, 2004. An individual Tier 2 DEIS and Final Environmental Impact Statement (FEIS) will be prepared for each of these six Tier 2 sections. The Evansville-to-Indianapolis project will connect to additional segments of the roadway beyond Indiana.

This study is conducted pursuant to the National Environmental Policy Act (NEPA) and the NEPA regulations issued by the Council on Environmental Quality (CEQ), 40 CFR Part 1500, and the Federal Highway Administration (FHWA) 23 CFR 771.

A corridor for the project was approved in the Tier 1 ROD. In Tier 2 studies, the focus shifts to issues associated with the selection of an alignment within the approved corridor, including more precise measurement of impacts, and the avoidance and mitigation of adverse impacts.

Various alternatives to complete the project in Section 5 are discussed in this DEIS. The comments received will be used in the development of a Section 5 FEIS.

Please note your comments should be submitted by **January 2, 2013** to the address provided on the title sheet of this Tier 2 DEIS. If you have any questions concerning this document, please direct them to the FHWA or INDOT contact persons identified on the title sheet of this document. The distribution of the Tier 2 Draft Environmental Impact Statement is made on behalf of the Federal Highway Administration in accordance with 23 CFR 771.

Sincerely,

Laura Hilden, Director
Environmental Services Division
Indiana Department of Transportation

Attachment(s)

I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

Section 5
DEIS Official Comment Period Form

NAME: Robert L. Cooksey

ADDRESS: 3870 Cooksey Ln. Martinsville, In. 46151

TELEPHONE: 765-342-3004 EMAIL:

DATE: 01/02/2013 CUSTOMER SERVICE REP. :

COMMENTS: Alternative 8 proposes to displace all residents of this area. There are about 60 acres in Morgan County with 5 residences; 4 homes, 1 trailer and 3 barns on Cooksey Lane. In Monroe County 1 trailer and approximately 65 acres; most of the acreage is farm land. This proposal will cause this land to not have and exit or entrance.

We believe that a road that would run parallel to SR37 from Cooksey Lane to Pine Boulevard would be less expensive than buying all the land, property and timber.

Sturgis Garage Robert C. Sturgis, owner 2810 Hensonburg Road, Bloomington, IN 812-340-2424
E-mail address : bobsturgis@sbcglobal.net

INDOT,

This letter is in regards to the most recent proposal that I have discussed with INDOT personnel related to the auxiliary road near my place of business. My business is Sturgis Garage and is located on Hensonburg Road near Vernal Pike and Hwy 37 interchange. The proposed location of this access road has changed several times since I was informed about it. Like many that are affected by the changes related to the I- 69 project, I have several concerns related to my business. I am told that the access road will be located to the east of my business and Hensonburg Road will become a dead-end road. I am troubled about not having a thoroughfare past my business. This could impact my customer's ability to locate and utilize our services. This decreased visibility for customers and potentially increased safety or crime issues as result of the dead-end road make this proposal lead me to believe that my business could be adversely impacted. Please keep me informed of any additional changes or updates. My family has done business at this location since 1975. I do not want to be negatively impacted by this auxiliary road.

Robert C. Sturgis

From: joanimimi@gmail.com
To: section5pm@i69indyevn.org
Subject: I-69 Website Contact Form Submission
Date: Thursday, December 20, 2012 9:10:24 PM

Contact Information and Request from Design & Construction for Section 5

Name:	Joan Middendorf
Email:	joanimimi@gmail.com
Street Address:	1010 W. 7th St.
City/State:	Bloomington, IN
Zip Code:	47404
Comments:	All comments from the Greater Bloomington Chamber of Commerce should be ruled out. The Immediate Past Chair of their Board of Directors is Lee Carmichael of Weddle Bros. Construction, builders of the highway. Of course they favor the construction! The President of James Madison University in Virginia, a graduate of IU Bloomington, told me recently that his city has a major highway and that the 10,000 trucks per day that traverse that highway produce noise and exhaust particles that lower the quality of life in Harrisonburg. Bloomington\'s quality of life is the \"product\" that we have to offer. Building major highways at this point in the global climate debacle is like investing in a canal in the 1820s.

From:	greenjjag80@gmail.com
To:	section5pm@i69indyevn.org
Subject:	I-69 Website Contact Form Submission
Date:	Friday, December 14, 2012 1:25:20 PM

Contact Information and Request from Design & Construction for Section 5

Name:	Jason Green
Email:	greenjjag80@gmail.com
Street Address:	2317 S. Quarry Ct
City/State:	Bloomington, IN
Zip Code:	47403
Comments:	I am not in favor of Section 5 alternative 8. I would rather I-69 be routed far East of town, and more preferably not at all near town, for the following reasons. 1. Weather and wind flows west to east -- this would preserve air quality. 2. There is no good way to traverse town west to east (or vice versa) without encountering residential and/or traffic. The current plan would increase that problem significantly for tourists and locals alike. 3. The plan, as it exists now, would have to construct over 2 prime limestone quarry areas where sinkholes could occur even after construction. These are the quarries by Tapp Road and at the 46 interchange. 4. The primary purpose of this interstate is international transport of hydrocarbons such as natural gas and refined oil. Thus, the liklihood of a catestrophic spill occuring in our area that affects our wildlife, homes, and businesses is enormous -- in fact, I would say it is just a matter of time before a spill occurs. 5. Increased traffic by Crane results in increased people realizing it has poor perimeter security and/or wondering what its purpose is. 6. To increase local business opportunities, a diversity of products needs to be offered. Interstates tend to unify products (i.e. chain restaurants that lead to obesity), whereas state and local roads tend to diversify them. 7. The federal government is planning to increase its presence on all interstate roads with activities similar to the TSA at airports. Do we really want to be dependent on federal funding and oversight just to endure nuissances, intrusions, and global influences? 8. Why does the speed at which you convey yourself matter more to society than the quality? The average age of a Bloomington resident is 21. They typically spend 4 years here to study, and then they leave. Building a highway increases the odds of brain drain -- I gaureentee you that. 9. The less we as a society rely

on energy to create economy, the more sustainable! and less reliant on government we become. Are not both goals the dignified path? 10. Bloomington just spent a fortune renovating Tapp road... and now you guys want to rip it up again.

I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

Section 5
DEIS Official Comment Period Form

NAME: John C. Cooksey

ADDRESS: 4000 Cooksey Lane

TELEPHONE: 765-342-2063 EMAIL: 9228@SCICAN.NET

DATE: 1-2-13 CUSTOMER SERVICE REP.:

COMMENTS: Alternative 8 proposes to displace all residents of this area. There are about 60 acres in Morgan County with 5 residences; 4 homes, 1 trailer and 3 barns on Cooksey Lane. In Monroe County 1 trailer and approximately 65 acres; most of the acreage is farm land. This proposal will cause this land to not have and exit or entrance.

We believe that a road that would run parallel to SR37 from Cooksey Lane to Pine Boulevard would be less expensive than buying all the land, property and timber.

Hamman, Mary Jo

From: Kathy Kardynalski <KKardynalski@hepn.com>
Sent: Friday, December 28, 2012 1:44 PM
To: 'MHamman@mbakercorp.com'; 'Julie.Thurman@mbakercorp.com'
Cc: Matt Mabrey; Mike Rampley; Bob Richhart; Chris Goffinet
Subject: FW: INDOT submittal
Attachments: Letter of Transmittal Hoosier Energy INDOT 12262012.pdf; Section 5 Plan Profile INDOT Preferred Alternative - Sheet 7 w comments.pdf; Section 5 Plan Profile INDOT Preferred Alternative Option A - Sheet 6A w comments.pdf; Section 5 Plan Profile INDOT Preferred Alternative Option B - Sheet 6B w comments.pdf

Sent on behalf of Matt Mabrey.

Thanks,
Kathy Kardynalski

From: Matt Mabrey
To: 'MHamman@mbakercorp.com'; 'Julie.Thurman@mbakercorp.com'
Cc: Matt Mabrey; Mike Rampley; Bob Richhart; Chris Goffinet
Subject: FW: INDOT submittal

Dear Ms Hamman and Thurman,

Please accept our comments concerning I-69 section 5 alternative 8. The paper copy was sent via FedEx, tracking number 794389243405. Feel free to contact me if you have any questions.

Matt Mabrey, Manager – Facilities Construction Project Manager
MANAGEMENT SERVICES DIVISION
HOOSIERENERGY REC, Inc.
7398 N. State Road 37
P.O. Box 908
Bloomington, IN 47404
Direct 812-876-0215
Cell 812-340-5055
Switchboard 812-876-2021
E-mail mmabrey@hepn.com

HOOSIERENERGY
RURAL ELECTRIC COOPERATIVE, INC.

Letter of Transmittal

December 26, 2012

Ms Mary Jo Hamman PE, Project Manager
Indiana Department of Transportation
60 N Commercial Park Dr.
Washington, IN 47501

Re: Comments on I-69, Alternative 8

Dear Ms. Hamman:

Please accept our comments regarding the proposed I-69 Alternative 8, section 5. As we understand, an option A and option B exists for the North Walnut St. interchange, more specifically shown on "Section 5: Plan and Profile INDOT Preferred Alternative Sheet 6A of 28 and 6b of 28".

Preface

Hoosier Energy needs to maintain the same level and quality of access we currently have to both our headquarters facility and to the Bloomington substation near Norm Anderson Road. Both locations have unique ingress and egress requirements including long and heavy loads that are necessary for Hoosier Energy to conduct business functions. Our ability to maintain the highest level of service to member systems and the 300,000 homes, farms and businesses they serve cannot be compromised.

The proposed layout of alternative 8 presents serious concerns for us at four locations along the proposed corridor:

I Headquarters Location

As shown in Alternative 8, The north-south "Hoosier Energy bypass" around the east side of our property was eliminated presumably in lieu of a two lane, bidirectional access road located immediately east and parallel to I-69, and directly in front our Headquarters facility. This configuration as shown will not allow suitable access for high, wide and heavy loads, and long vehicles like mobile substations that require a wide turning radius and sufficient length to exit our facility onto an access road. Specifically, our mobile equipment fleet consists of units that weigh up to125,000 lbs.; are up to 140' in length, 15' high and turning radius of 130'. It is difficult to envision how a vehicle with the described specification can egress onto a two lane, bi-directional access road built with standard width and shoulder dimensions. In addition, it appears regular access in and out of our Headquarters facility will also be greatly compromised by the current plan to the point we will be unable to continue to operate some business functions from our

current location. For example, the proposed right of way appears to encroach upon our safety and training facility as well as parking.

II North Walnut St.

In regards to accessing I-69 from the proposed access road, the proposed alternative is problematic in both options A and B (concerning North Walnut St. interchange). Option A, which consists of a full interchange at North Walnut St. would require our fleet vehicles to traverse south from our current location via access road a distance of 1 mile and then negotiate a 90 degree turn onto the interchange and then, if proceeding south, negotiate another 90 degree turn onto an access ramp. Both left hand turns, and the approach curve off of the south bound access road and, I-69 southbound access curve appear such that semi-trailer loads with maximum turning radius of 130 ft. could not be accommodated, or even possible. Further, we are concerned that the proposed configuration would be problematic for other traffic while our high and wide loads attempt to access the interchange and interstate.

Option B is even more restrictive as it appears there is only north bound I-69 access from the North Walnut St. interchange, and therefore if the load destination was south from our facility, the vehicle would need to travel 1.5 miles miles north to Sample Road interchange and then backtrack. Also, the same concern about short radius, 90 degree turns to accommodate high, wide and long loads exist at the Walnut St. interchange only in this option, it is the right hand turn.

III Sample Road

If the North Walnut St. Option B interchange option was selected, south bound loads would have to first travel north to the Sample Road interchange to access I-69. Under this scenario, we are concerned this configuration at Sample Rd. can accommodate our high, wide and long loads. More specifically, we are concerned about the first 90 degree left hand turn off of the access road, and then another 90 degree right hand turn onto the access ramp; and finally a hairpin curve to access I-69. Long sweeping radius curves are necessary to accommodate our loads.

IV Norm Anderson Rd.

The Bloomington substation is located near Norm Anderson Rd. Specific access is needed at the Bloomington substation to meet routine and emergency service requirements:

a. Access must facilitate INDOT permitted oversize loads with up to 140 ft. overall length and gross vehicle weight of 125,000 lbs. (comments b. through e. refer to 140' ft. overall length with gross vehicle weight of 125,000 lbs.).
b. Access from interstate to service road and service road to interstate for oversize loads and non-permitted vehicles.
c. Substation must be accessible from any proposed service road. The service road must have a west bound turnoff to access the substation that is capable of accommodating oversize loads.

d. Approach grade to substation must be suitable to facilitate oversize loads for resting at grade and turning radius. Proper deceleration lane to be provided from service road to access road.
e. Any barriers provided between the substation and the service road must be movable to allow emergency ingress and egress to the substation. Our access to the Bloomington substation cannot be delayed due to installation of the movable barriers.

Additionally, we have occasional needs to replace large transformers in the Bloomington substation and sufficient access must be provided. This transformer is transported via truck and it weighs 583,000 lbs., is 193' long, 18'4" high and maintains a turning radius of 190'. Driveable access for these loads from the nearest rail yard siding is needed (typically up near Indianapolis or Franklin). With some of the proposed overpasses, we may not have any way off the highway if our loads are too tall to go under the overpasses. The Chamber's Pike proposed overpass is an example; where would we get off the Interstate to get around this overpass?

Relocation of this substation is not an option due to the enormous cost as well as disruption to over 100,000 customers. In addition, this substation is shared by another utility which makes it even more impractical to consider relocation due to potential coordination issues.

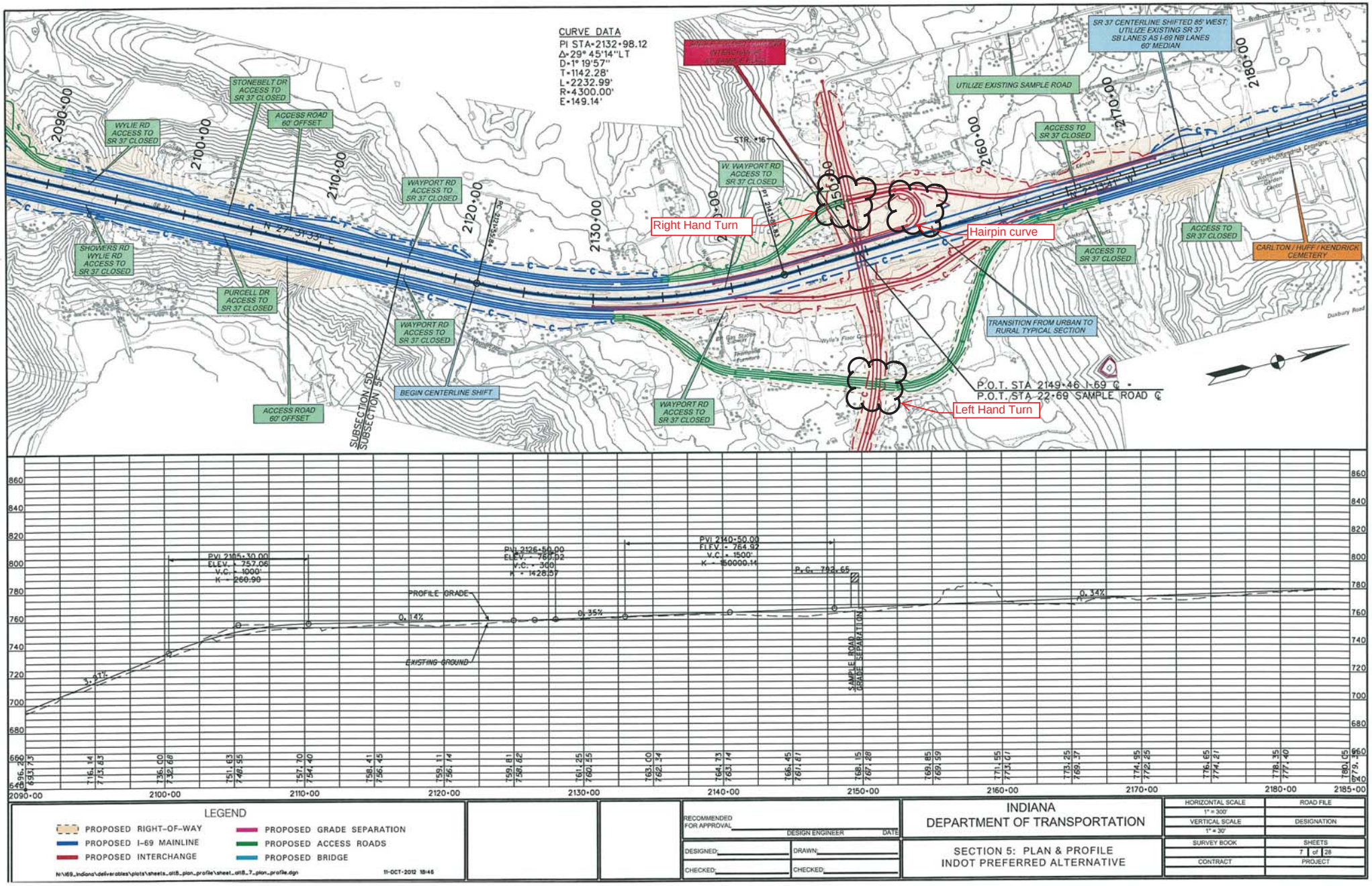
In summary, INDOT's plans, as they affect both our headquarters facility and our Bloomington sub-station, significantly reduce the value of those properties, possibly to the point where they have little or no use or value.

Please contact me at 812-876-0215 or mmabrey@hepn.com if there are questions about our preferences or if additional information is required.

Very Truly Yours,
Hoosier Energy REC, Inc.

Matt Mabrey, Facilities Construction Project Manager
Management Services Division

CC: Central File
Enclosures:
Section 5: plan and profile INDOT preferred alternative w comments Sheet 6A of 28
Section 5: plan and profile INDOT preferred alternative w comments Sheet 6B of 28
Section 5: plan and profile INDOT preferred alternative w comments Sheet 7 of 28



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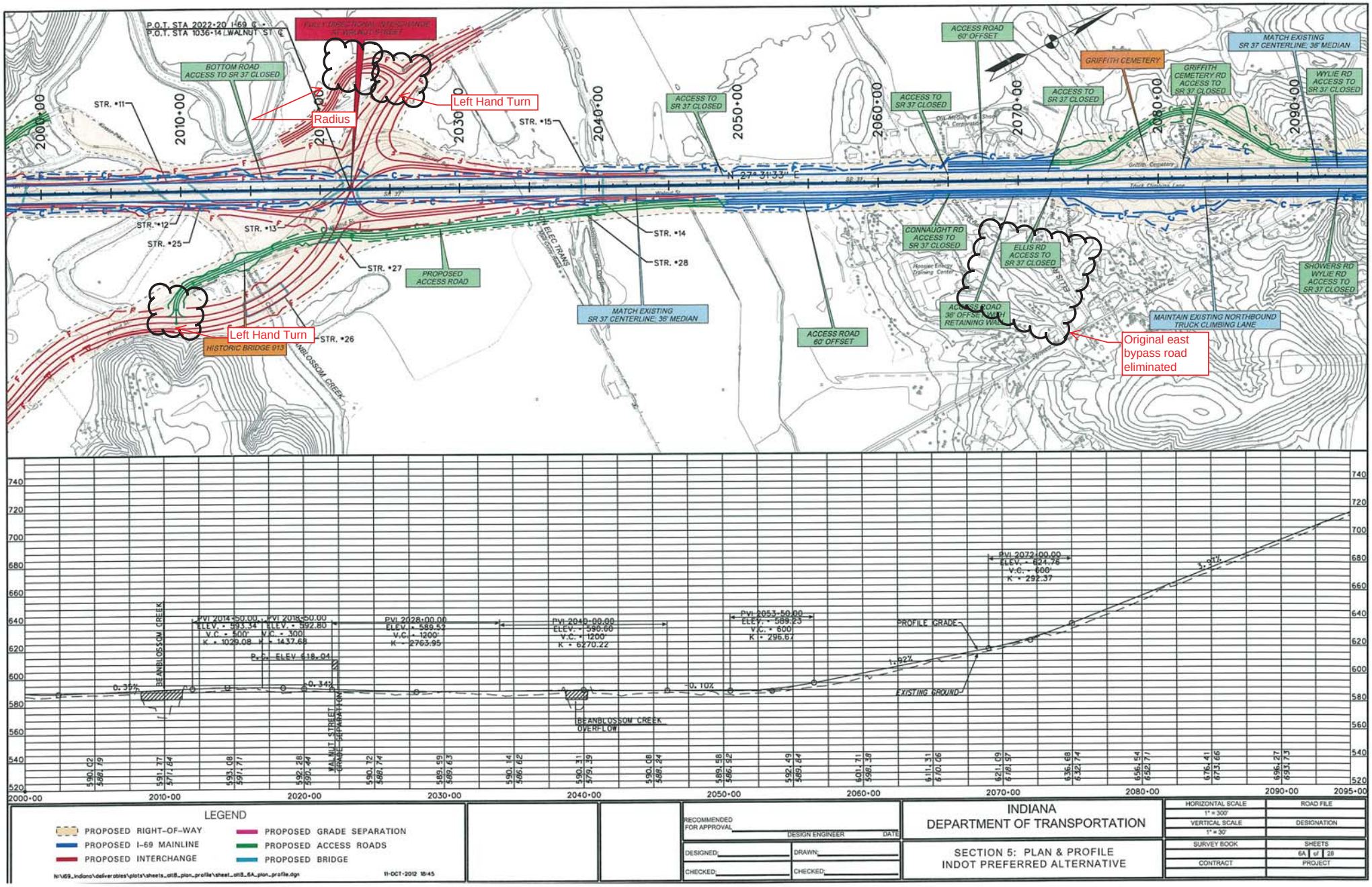
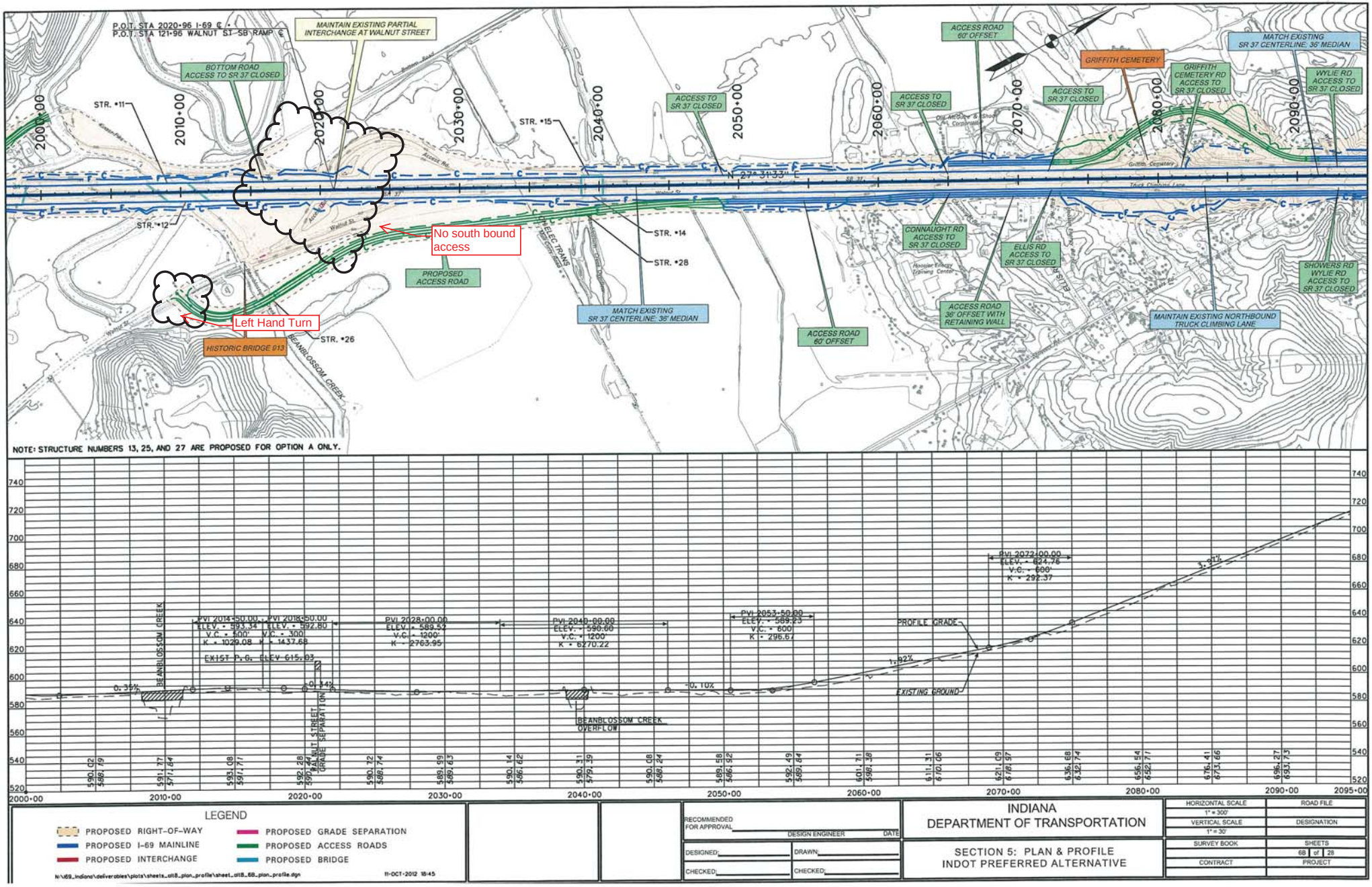


PI090-Mabrey-HoosierEnergy.pdf



PI090-Mabrey-HoosierEnergy.pdf

I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

Section 5
DEIS Official Comment Period Form

NAME: Charles W. Cooksey

ADDRESS: 3980 Cooksey Lane Martinsville IN.

TELEPHONE: 765-342-4264 EMAIL:

DATE: Dec. 21 2012 CUSTOMER SERVICE REP. :

COMMENTS: Alternative 8 proposes to displace all residents of this area. There are about 60 acres in Morgan County with 5 residences; 4 homes, 1 trailer and 3 barns on Cooksey Lane. In Monroe County 1 trailer and approximately 6.5 acres; most of the acreage is farm land. This proposal will cause this land to not have and exit or entrance.

We believe that a road that would run parallel to SR37 from Cooksey Lane to Pine Boulevard would be less expensive than buying all the land, property and timber.

PI091-Cooksey C...pdf

Bloomington, IN 47403

Section 5
DEIS Official Comment Period Form

NAME: Pierie Broganza

ADDRESS: 4120 Cooksey Ln Mont

TELEPHONE: 317-850-3515 EMAIL:

DATE: 1-2-13 CUSTOMER SERVICE REP. :

COMMENTS: Subject: Cooksey Lane

Alternative 8 proposes displacement of all residents of this area. We, the property owners, wish to propose our idea, as shown on the attached sketch.

Proposal:

Build a service road to run parallel to 37/69 from Cooksey Lane to Pine Boulevard, approx. one mile. This would eliminate the displacement of 11 families and minimize travel time to Godsey Road Exchange.

I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

Section 5
DEIS Official Comment Period Form

NAME: Barbara Leininger

ADDRESS: 3707 Judd Avenue #773

TELEPHONE: 812-825-7757 EMAIL: bglein@aol.com

DATE: 12-12-12 CUSTOMER SERVICE REP. :

COMMENTS: It has come to my attention that my home will be greatly affected by Section 5 of I-69. From the map that I saw at the project office, it appears that several houses and businesses will be "relocated" due to the construction, leaving my house at the end of the line with the rest of the houses left standing. This will also place me the closest to the exit ramp, the closest to the noise, the closest to the exhaust fumes, etc. Basically it looks like I-69 will be my backyard.

Since I have lived in my home, approximately 12 years, I have had a vacant lot next door affording me a nice wooded area next to my backyard as well as a "buffer area" between me and 37. Even with that, I do get some noise from 37, I can't imagine what it will be like if the current plan comes to

773 Pg 2

I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

Section 5
DEIS Official Comment Period Form

NAME: _____

ADDRESS: _____

TELEPHONE: _____ EMAIL: _____

DATE: _____ CUSTOMER SERVICE REP. : _____

COMMENTS: fruition. From what I can tell most of I-69 has not come this close to existing homes. If there are no other options, I would rather have the government purchase my house. The thought of having to live right next to an Interstate and exit ramp is so upsetting.

The health issues, noise, exhaust fumes, loss of enjoyment of backyard are so upsetting.

Please let me know what my options are. I would rather move than face the alternative.

Of course, I haven't mentioned the obvious that my house has probably lost value and may be impossible to sell.

Sincerely
Barbara Leininger

From:	pkchapman30@gmail.com
To:	section5pm@i69indyevn.org
Subject:	I-69 Website Contact Form Submission
Date:	Tuesday, January 01, 2013 5:47:10 PM

Contact Information and Request from Tier 2 Studies for Section 5

Name:	Kyle & Pamela Chapman
Email:	pkchapman30@gmail.com
Street Address:	7940 N.Thames Dr.
City/State:	Bloomington, IN
Zip Code:	47408
Comments:	While we applaud the choice of the path for the new I69 highway that will go past the Windsor Private homes, between Sample Road and Chambers Pike, the noise level experienced in our residential subdivision remains an ongoing concern. And with the construction of I-69, the noise level will likely increase in volume even more. Higher noise levels will have a negative impact on this peaceful neighborhood. Please consider noise abatement in this area to help improve the quality life and preserve our property values. And at a minimum, please do a noise study during times of high travel on Hwy 37.

I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

Section 5
DEIS Official Comment Period Form

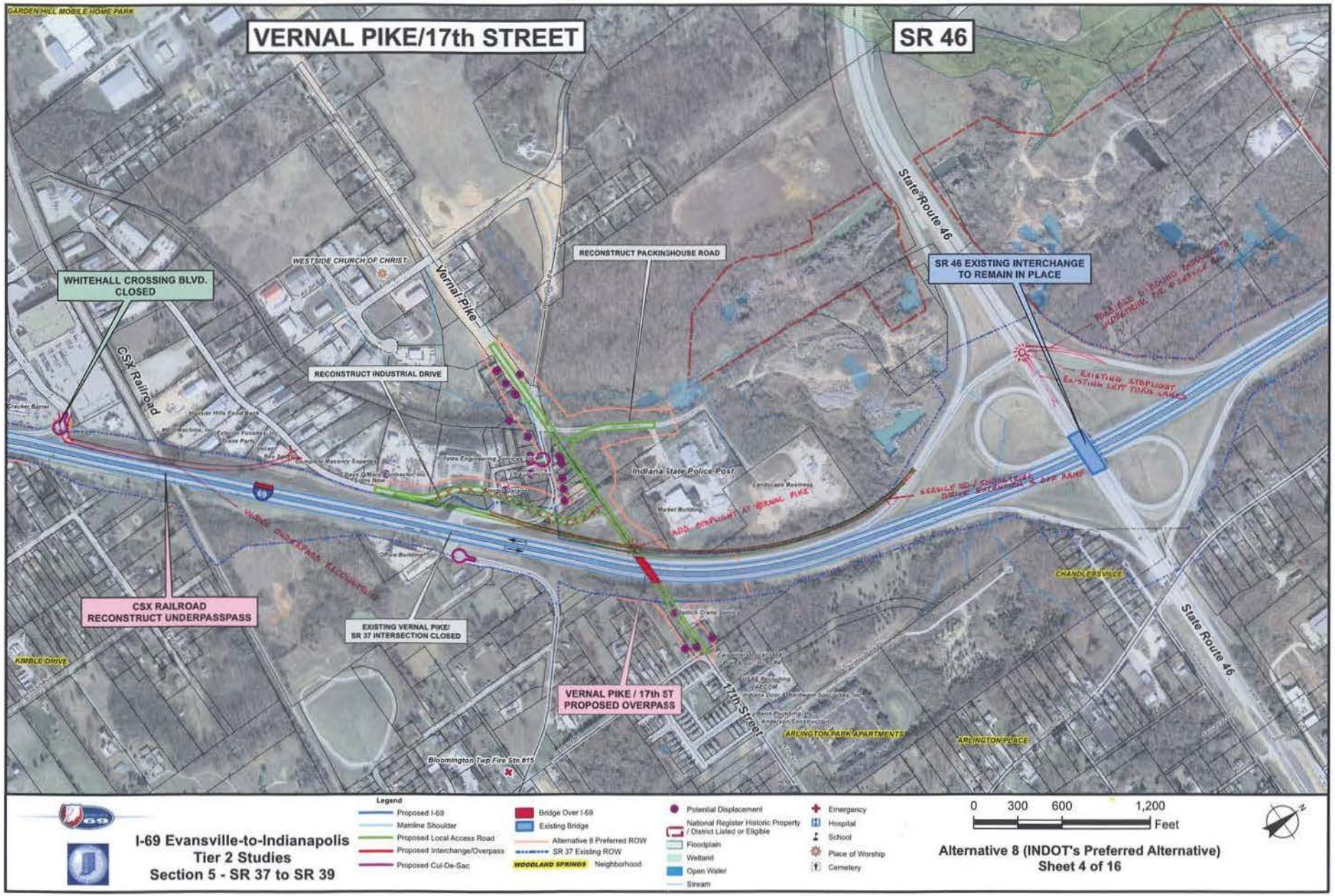
NAME: RICH GRIMES

ADDRESS: 2452 INDUSTRIAL PARK DRIVE BLOOMINGTON, IN. 47404

TELEPHONE: 812-336-7665 EMAIL: RICH @ GRIMESPOOLS.COM

DATE: 12/20/2012 CUSTOMER SERVICE REP. :

COMMENTS: PLEASE CONSIDER THE INDUSTRIAL DRIVE EXTENSION TO A SERVICE ROAD COMING OFF OF THE RAMP THAT GOES SOUTH BOUND FROM THE S.R. 46 INTERCHANGE - (SEE DRAWING ATTACHED)


VERNAL PIKE/17th STREET
SR 46
GARDEN HILL MOBILE HOME PARK
WESTSIDE CHURCH OF CHRIST
WHITEHALL CROSSING BLVD. CLOSED
CSX Railroad
Vernal Pike
RECONSTRUCT PACKINGHOUSE ROAD
RECONSTRUCT INDUSTRIAL DRIVE
SR 46 EXISTING INTERCHANGE TO REMAIN IN PLACE
State Route 46
Indiana State Police Post
CSX RAILROAD RECONSTRUCT UNDERPASSPASS
EXISTING VERNAL PIKE/ SR 37 INTERSECTION CLOSED
VERNAL PIKE / 17th ST PROPOSED OVERPASS
17th Street
KIMBLE DRIVE
CHANDLERSVILLE
ARLINGTON PARK APARTMENTS
ARLINGTON PLACE
Bloomington Twp Fire Stn #15
Legend
Proposed I-69
Mainline Shoulder
Proposed Local Access Road
Proposed Interchange/Overpass
Proposed Cul-De-Sac
Bridge Over I-69
Existing Bridge
Alternative 8 Preferred ROW
SR 37 Existing ROW
WOODLAND SPRINGS Neighborhood
Potential Displacement
National Register Historic Property / District Listed or Eligible
Floodplain
Wetland
Open Water
Stream
Emergency
Hospital
School
Place of Worship
Cemetery
0 300 600 1,200 Feet
I-69 Evansville-to-Indianapolis
Tier 2 Studies
Section 5 - SR 37 to SR 39
Alternative 8 (INDOT's Preferred Alternative)
Sheet 4 of 16

I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

Section 5
DEIS Official Comment Period Form

NAME: RICH GRIMES

ADDRESS: 2452 INDUSTRIAL DR.

TELEPHONE: 812-336-7665 EMAIL:

DATE: 12/20/2012 CUSTOMER SERVICE REP. :

COMMENTS:

THE NEW I-69 INTERSTATE HIGHWAY THAT IS GOING TO BE NEXT TO THE BIKE PARK (WAPEHANI) WOULD BE BETTER FOR THE SAVINGS TO TAKE 50' OF THE BIKE PARK TO EAST THAN REMOVE SEVERAL HOMES TO THE WEST AND SPEND CONSIDERABLY MORE MONEY.

Rich Grimes

I am William J. Cuttill, owner of the property located at 2812 S. Yonkers St., Bloomington, IN 47403. I spend winters (Nov.-March) in Florida. My Florida address is

William J. Cuttill
1452 Whisper Circle
Sebring, FL 33870
(863) 385-0722

Please contact me at the above address or phone during the November 1 through March 31 period with future updates.

I was unable to attend your presentation on Thursday, December 6, 2012, but my daughter, Michelle Webster, attended to represent my interests and concerns.

I need to clarify that I am not a lawyer nor have I spoken to an attorney about my concerns and issues. It is my hope that I can work directly with your office to resolve these concerns or if they cannot be resolved, arrangements can be made for the equable purchase of the property.

I have found interest with a recent Supreme Court 8-0 decision regarding owners property-rights in regard to temporary flooding of their lands. (The Tampa Tribune, December 5, 2012.) While flooding is not an issue with my property, I do see where the property-rights position of "taking" for which the constitution require compensation is relevant.

My concerns deal with three issues

#1 Water Run-off

Control of water run-off from the two properties adjacent to my property on the north needs to be fully addressed. The two homes facing Tapp Road directly west of Yonkers Street are slated for demolition to construct the approach to the Tapp Road overpass of I-69. The home at 3401 Tapp Road presents my greatest concern. This home's property directly flanks the footprint of my home. Also, the natural slope of this lot could direct run-off water into the foundation of my home. Currently, this is not a concern because the lot has been landscaped to direct water out onto the Yonkers curb. Also, Mr. Hancock has constructed a catch basin and drain line along the west side of his house to catch and direct water from the home adjacent to his on the west, around his home and then out to the Yonkers curb.

My concern is that in the construction and elevation of Tapp Road to create the overpass ramp; the 3401 lot's drainage pattern will be altered and the water run-off will flow onto my property and foundation.

The second home on Tapp Road to be removed, except for the east border, is less of a concern. Except for some 20 feet of the east border the remainder of this lot's water run-off flows southwest as it reaches my property and thus flows into the utility easement at the back of my property. But the east 20' border area of the lot has the potential to send water toward my

foundation. The drainage pattern for this area needs to be modified to eliminate the potential problem.

2 Traffic Noise

Lack of mechanisms to control traffic noise from both the Tapp Road ramp and the I-69 corridor will make living at the 2812 S. Yonkers Street residence intolerable.

I chose NOT to live directly on Tapp Road because I did not want to indure all the Tapp Road traffic noise. (Note: There was a house available on Tapp when I purchased the Yonkers property and the less traffic noise was a factor in choosing the Yonker's home.) Currently the traffic noise from Tapp Road is disbursed by the existing structures facing Tapp Road. This disbursement is audibly perceptible by the volume observed at Mr. Hancock's home and that at mine on Yonkers. Without these current disbursement elements my volume will be significantly greater.

With the removal of all the homes on Tapp Road from the current State Road 37 through the planned homes west of the Yonkers Street intersection along with the raised road bed for the overpass ramp, I will be subjected to an unaltered broadcast of hundreds of feet of traffic noise. This noise will be amplified as traffic accelerates up the ramp and as traffic decelerates down the ramp. The effects of this traffic day and night will be intolerable. Unfortunately, I cannot see any mechanism to mask or disburse the noise.

The second source of sound pollution will be the constant drone of traffic noise emulating from I-69 traffic.

Due to the elevated position of my home on Yonkers Street, I will have a clear, direct, unobstructed view of I-69 traffic. Unfortunately, this direct line-of-sight path also means a direct unobstructed corridor for sound to penetrate my home.

At the presentation on December 6th, it was revealed that with the proposed sound barrier to be constructed, it will not be possible to extend the barrier north far enough to protect the direct line-on-sight sound corridor between I-69 and my home.

Thus my home is in the unfortunate position to be attacked by traffic noise from 180 degrees via Tapp Road and I-69.

I truly fear for my physical health due to the continuous, penetrating traffic noise. I will be subjected to traffic noise 24/7, 365 days a year. I have read about the effect of sleep deprivation on one's body and being in my 70's, I fear the health effects this disruptive intrusive situation will have on my life.

I truly do not believe I will be able to continue to live at my 2812 S. Yonkers Street home. I also believe this situation will have a significant effect on the property value of the house. I am retired and living on a limited income. I do not see how I will be able on my own to sell the Yonker's home at a reduced value and then purchase a similar replacement home in

Bloomington. As to my house in Florida, it is a 26 year old mobile home, on a rental lot in a retirement park. It is an extremely modest retreat from the cold weather of Indiana, but not suitable as a year round home due to the high Florida summer sun and heat.

#3 Loss of Aesthetics, Privacy and Community

I have lived in this home 30 years. My home is comfortable and I enjoy the current view from my new front bay windows. I enjoy the spirit of community offered by my neighbors. All of this will be destroyed by what is planned.

It should also be noted that this is all happening off my front door verses my back door. This is an in-my-face attack and will have a serious effect on my life.

In the past five years I have been upgrading my home via a new roof, new deck, new windows, new siding and refreshing the pest treatment. I HAD planned to begin on the inside this coming summer. This will NOT happen now.

There is absolutely nothing good or positive I can find in what is happening to me due to I-69. I really need your serious consideration of my situation and consideration of some relief by the purchase of the 2812 S. Yonkers property.

Respectfully,

December 17, 2012

William J. Cuttill,

COMMENT SHEET

RE: **I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)**

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) LINDA GOODWIN
Address 3141 S. YONKERS ST., BLOOMINGTON, IN 47403
Phone (812) 336-2533 (Optional) Email – (Optional)
Organization / Agency (if relevant) _____ (Optional)

COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

I am writing concerning my house in Van Buren Park Subdivision SB near the Wapehani Mountain Bike Park.

Right now my house is scheduled to be displaced with others in Van Buren Park. I understand that my house would not be displaced if the City of Bloomington allowed a 50-foot strip of park-land to be used by INDOT so that Highway 37 did not have to shift to the west near me and the Park.

I am writing to say I prefer to stay in my home and hope the City will allow use of this land. There are various reasons for this. One is that because I still owe a significant amount of money on my home due to the need to refinance since my husband died, there is the worry I will not be able to afford to buy (Bid) another house (or condo) I would like or need.

(If more space is needed, continue on back.)

FROM: Name (PLEASE PRINT) LINDA GOODWIN

COMMENTS (Continued):

Second, change is hard for me, and due to my health problems and amount of work needed to move it would be very stressful (stressful). Third, I have indoor/outdoor cats (have had and like dogs, too), and it would change their surroundings. Fourth, I do not want to rent.

I realize the building of I69 in my backyard is not ideal either (i.e. the noise, building activity by workers, etc.) Also, that there will be change on Yankees St. with houses displaced and blocking of Yankees St. to overpass and I69, even if my house is spared.

So I will keep praying about this matter, and if I need to move, I hope I will get as much help as possible from INDOT, both financially and practically in moving and buying another place. But right now, I write to say again I prefer to stay where I'm at and have lived a long time since this is a possible option.

I hope my personal comments are of some help in the decision process. As stated in the Public Hearing papers, it would cost less with the no-shift plan.

Thank you.

Sincerely,

Linda Goodwin

(1)

I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

Section 5
DEIS Official Comment Period Form

NAME: John Mehalechko / HANNA Properties

ADDRESS: 3306 E. Mulberry Ct. Bloomington 47401

TELEPHONE: 812 322 3156 EMAIL: JOHNME3@Hotmail.Com

DATE: 12-19-12 CUSTOMER SERVICE REP. :

COMMENTS: Effected Property : 2536 W. Industrial Drive Retail Shopping Plaza. (Alternative 8 Sheet 4)

By eliminating Vernal Pike / I-69 intersection, to reach us, traffic coming from the north or south on I-69 must exit at St.Rd.46 or St.Rd.48 and circle around to Curry Pike then to Vernal Pike and essentially come back east to I-69. This property in theory has moved 6 miles from its original location.

The income value of this property is based solely on its direct access to Bloomington's main thoroughfare STRd 37 / I-69. The property may become essentially useless for retail leasing, which is what it was built for in 2005.

I have already lost one lease renewal, based on eventually not being able to access the one major thoroughfare thru Bloomington 37/I-69. This continues to pop up in lease negotations and talks with prospective leasors.

With out the suggested changes to the route proposal, I have outlined (Areas A-B-C-D) the property may become essentially useless for retail leasing, which again is what we built it for.

PI099-Mehalechko_HannaProperties.pdf

(2)

I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

Section 5
DEIS Official Comment Period Form

NAME: John Mehalechko / HANNA Properties

ADDRESS: 3306 E Mulberry Ct Bloomington 47401

TELEPHONE: 812 322 3156 EMAIL: Johnme3@Hotmail.com

DATE: 12-19-12 CUSTOMER SERVICE REP. :

COMMENTS: Although these proposed changes to (the Alternative 8 sheet 4) in No way replace Access to I-69, they would go A Long way in reducing the lost income value of this property, AND All Businesses ON W. Industrial Park Drive.

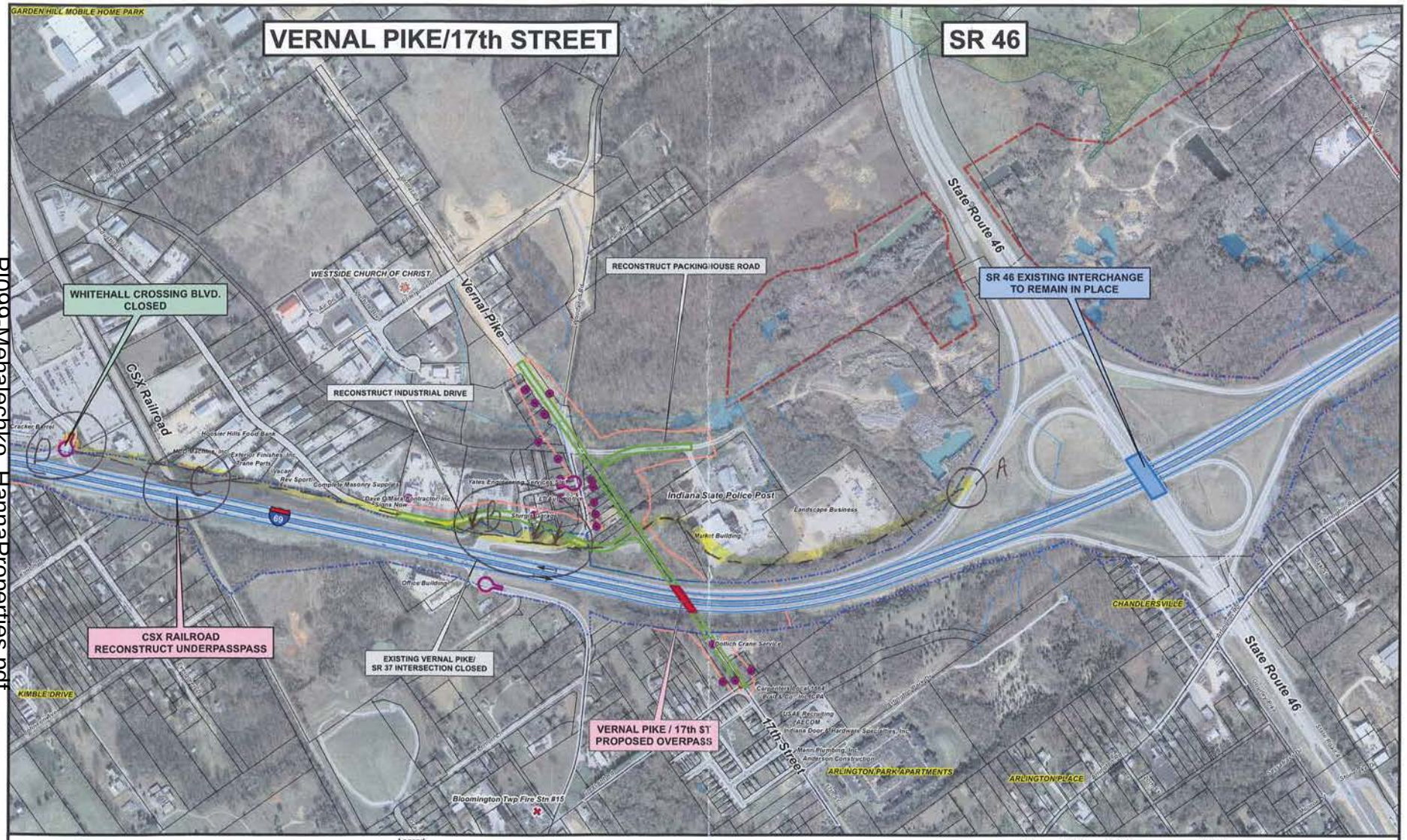
See attached MAP

AREA (A) To provide A more direct Access from North/south I-69. Put AN Access to Vernal Pike from the ST. Rd. 46 ramp to I-69

AREA (B) To Keep the New Industrial drive from over taking the front yard 2536 AND 2520 property. Route this section (hug) closer to I-69. The two ENTRANCES to 2536 will HAVE Less of A grade

AREA (C) Widen RAIL ROAD bridge to Allow Industrial drive traffic to flow south with out having to go 2 miles West to Access Curry Pike.

AREA (D) Tie in with AREA (C) put Access road in from Whitehall Crossing BLVD to W. Industrial Park drive. To Allow traffic to flow North + South from Vernal Pike to Whitehall Pike (3rd ST)



I-69 Evansville-to-Indianapolis
Tier 2 Studies
Section 5 - SR 37 to SR 39

Legend

- Proposed I-69
- Mainline Shoulder
- Proposed Local Access Road
- Proposed Interchange/Overpass
- Proposed Cul-De-Sac
- Bridge Over I-69
- Existing Bridge
- Alternative 8 Preferred ROW
- SR 37 Existing ROW
- WOODLAND SPRINGS Neighborhood
- Potential Displacement
- National Register Historic Property / District Listed or Eligible
- Floodplain
- Wetland
- Open Water
- Stream
- Emergency
- Hospital
- School
- Place of Worship
- Cemetery

0 300 600 1,200 Feet

Alternative 8 (INDOT's Preferred Alternative)
Sheet 4 of 16

I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

Community Advisory Committee Meeting
December 4, 2012

Section 5
DEIS Official Comment Period Form

NAME: Lisa J. Kinder

ADDRESS: 7900 N. Thames Drive

TELEPHONE: 812-935-5296 EMAIL: hoosierhelo@bluemarble.net

DATE: 12/8/2012 CUSTOMER SERVICE REP.:

COMMENTS: Sound Barriers I69 and Oliver Winery/Windsor Private

Please consider including sound barriers for the Windsor Private homes and the Oliver Winery. Oliver Winery has developed over the past 40 years into a thriving business concern that attracts vistors to come to the Bloomington community. Part of that success is attributed to the tranquil park-like setting. I believe this environment must be not only protected from the noise that will result from I69 but also, I believe I69 can actually help Oliver Winery grow & prosper. An attractive barrier that helps block sound while also promoting the visual appeal of a relaxed park environment would encourage visitors to stop and patronize Oliver Winery. Please consider a sound barrier perhaps a natural berm planted with pines & dogwoods. Something that does not obstruct the view of the winery from I69 but rather creates a pleasant view of the area while protecting the tranquil environment.

PI100-Kinder.pdf

I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

Section 5
DEIS Official Comment Period Form

NAME: RevSport!, Inc. Marion Reeves, President

ADDRESS: 2479 West Industrial Park Drive, Blgtn. 47404

TELEPHONE: 812 331-0400 EMAIL: MR@revsport.biz

DATE: 12-19-12 CUSTOMER SERVICE REP. :

COMMENTS:

PLEASE SEE ATTACHMENTS

1. COMMENTS

2. MAP

December 19, 2012 Attachment 1

Section 5 comments.

I-69 Project Office,

After attending the "Effect on Industrial Park Drive Businesses" meeting today at the VFW Post, I would like to lend my support to these access ideas that were brought up by the business owners that attended. I believe these proposals will be a step in the right direction to address concerns about access to our businesses by customers, employees and for fire protection.

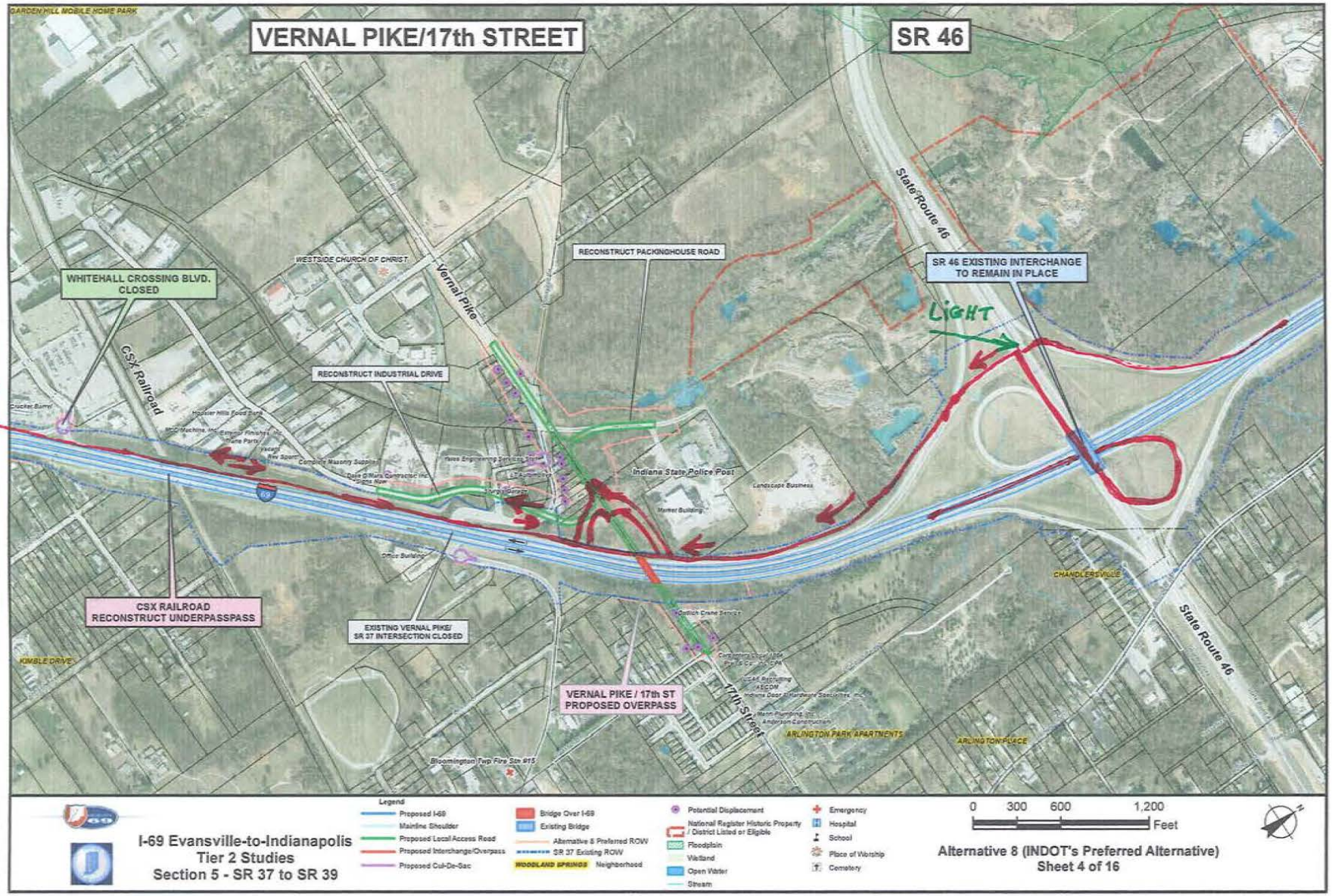
Proposals, map attached:
Starting at the traffic light at the SR 46 Interchange, connect the SR 46 to south 37 ramp to the above mentioned traffic light, then continuing onto the 37 south bound on-ramp, then onto a new access road running adjacent to I-69 all the way to Third Street. Industrial Park Drive and Vernal Pike would connect into this new access road.
This would give access for north bound I-69 by taking the SR 46 off ramp to the traffic light, turn left to exit onto the new access road. It would also give access for south bound I-69 by taking the SR 46 off ramp to the traffic light and onto the new access road. Connecting the new access road into Vernal Pike would give access from the east and west sides of I-69 via the planned Vernal Pike/17th Street proposed overpass.
Continuing the new access road to Third Street would give vital access from this key area, including quick response from the Third Street Fire Station. This would be more cost effective over crossing the railroad behind Kohl's, since by the map you are already proposing "CSX Railroad reconstruct underpass", you could just add an extra lane crossing over the railroad for the new access road, since you are reconstructing this area anyway.
The new access road could be one-way from the traffic light at SR 46 to Vernal Pike and then two-way from Vernal Pike to Third Street giving better access to the Industrial Park for fire protection from the Third Street Fire Station.

We would also like to have business name signs at the I-69 to SR 46 south and north off-ramps, at the SR 46 traffic light, at Vernal Pike and at Third Street. At this meeting we were told that was handled by Indiana Logo, are these signs planned by them or by your office? Who should we contact and when?

Concerning the Wapahani Mountain Bike Park, I favor the option of using the proposed fifty feet of the park. The trail could be set back and rerouted so I-69 does not have to be shifted.

Best regards, Marion Reeves.
President
RevSport!,Inc.
2479 West Industrial Park Drive Bloomington, IN 47404 812 331-0400 www.revsport.biz

ATTACHMENT 2



3RA ST.

PI101-Reeves-RevSports.pdf

From:	Betsythmp@aol.com
To:	section5pm@i69indyevn.org
Subject:	I-69 Website Contact Form Submission
Date:	Monday, December 31, 2012 2:02:39 PM

Contact Information and Request from Design & Construction for Section 5

Name:	Elizabeth Thompson
Email:	Betsythmp@aol.com
Street Address:	7336 North Wayport Road Thompson Furniture
City/State:	Bloomington, IN
Zip Code:	47408
Comments:	We are very concerned about Section 5 and its impact on our business, Thompson Furniture. Based on the plans presented on December 6, 2012 INDOT is planning to \"displace\" our smaller store on Wayport Road to make room for the frontage road. This was our initial flagship store and provides us with additional square footage which will be hard to replace, in addition to being in a high traffic area. We found out about the displacement through the newspaper at the same time we were advertising in the same paper a remodeling sale at this site. We have done considerable work to the site in addition to the advertising related to this site over the past 17 years. This will have a huge impact on our business, as people are already asking when we are going out of business, which hurts at both of our locations. Our second location on Highway 37 North is slated to lose considerable value, if not all its value as a retail location due to the placement of the frontage road and access to it based on the plan as presented. The plan shows our customers from the south driving past our location approximately 2 miles to exit onto Sample Road, then backtracking to our location, approximately 2 miles or more, just to reach us. Research shows and experience proves, this inconvenience and difficulty in access, will deter business and we foresee it definately hurting our business if not hurting it to the point of closing. The total round trip would be between 8 and 10 miles out of the way. Access by emergency vehicles would be hindered in the same way, greatly increasing response time. The present location of our emergency responders would result in several miles of additional travel out of the way to either access I-69 or the frontage road, to respond to our location. We have extensive investment in our advertising of both locations, including newspaper, radio, yellow pages and billboards (which will all have to be

replaced with new directions) and miscellaneous other sources. The plan shows a cul de sac next to this location, but does not account for the need for 53 foot semitrailers to turn around and access our loading dock area. We have as many as three semis arrive at a time, in addition to customers, and the plan does not address this issue. In addition, how the parking at this location will be affected is unknown, as is the ability for semitrailers to deliver easily to the building. The plan in general will certainly put us out of one location, and greatly affect or destroy business at our other location. If the access road connected at the College Avenue overpass or interchange, depending on what is decided, at least that would give the building on highway 37 a fighting chance, As it stands now, we perceive the road probably will put us out of business.

From: Hoosierkids@comcast.net
To: section5pm@i69indyevn.org
Subject: I-69 Website Contact Form Submission
Date: Monday, December 31, 2012 11:05:23 AM

Contact Information and Request from Design & Construction for Section 5

Name:	Stephanie Ems-McClung
Email:	Hoosierkids@comcast.net
Street Address:	3221 S Yonkers St
City/State:	Bloomington , IN
Zip Code:	47403
Comments:	Hello I am a home owner in Van Buren Park and I\'m commenting on the 2 proposals surrounding the Tapp Rd and 2nd St interchanges. I would like to state that the preferred route (sheet A) is an excess and inefficient use of tax payers money to protect a small portion of a public park that in the end will not lose use of the land. This route will spend an extra $5.4 million of tax payers hard earned money in an already tough economy, will cause excessive disruption of traffic to redo the 2nd St bridge and to move the highway 55 feet west, and not to mention disruption to Van Buren residents for having to move major utilities consisting of a gas main and power corridor. Furthermore, this route will likely cause the displacement of an additional 7 families in the Van Buren neighborhood. While the preferred route A causes more disruption and confiscation to our property than route B (we are not one of the planned displaced homes), I feel much more strongly that route A is financially irresponsible to the public and to the neighborhood as a whole than to our personal property. Thank you for taking my comments seriously as I think I69 will be a benefit to the community. Sincerely, Stephanie Ems-McClung

From: danieleusalmon@yahoo.com
To: section5pm@i69indyevn.org
Subject: I-69 Website Contact Form Submission
Date: Sunday, December 30, 2012 11:21:52 PM

Contact Information and Request from Tier 2 Studies for Section 5

Name:	Daniel Salmon
Email:	danieleusalmon@yahoo.com
Street Address:	4080 State Rd. 37 South
City/State:	Martinsville, IN
Zip Code:	46151
Comments:	Dear Mary Jo Hamman, We live at 4080 State Rd. 37 South,Martinsville. If you are looking at the Tier 2 Studies-Section 5- SR37 to SR39, Alternative 8 (Indot\'s Preferred Alternative) Map-sheet 14 of 16. We live two lots south of the New Testament Baptist Church. Both the Proposed Local access road and the Alternative preferred road will go over our well.,and both roads would also go through our septic field These two concerns would not allow us to function in our home. These two planed roads will also leave us very little front yard.With all of our concerns we strongly appeal to you to buy our home. We would greatly appreciate a reply to this comment so we know you have received this message. Concerned Home Owners, Dan and Marybeth Salmon
Subscribe:	YES

From: Outdoorsygal711@yahoo.com
To: section5pm@i69indyevn.org
Subject: I-69 Website Contact Form Submission
Date: Saturday, December 29, 2012 10:43:19 AM

Contact Information and Request from Design & Construction for Section 5

Name:	Felice Cloyd
Email:	Outdoorsygal711@yahoo.com
Street Address:	3810 W. Arrow Ct.
City/State:	Bloomington, IN
Zip Code:	47403
Comments:	I live in Van Buren Subdivision near Tapp Rd and hwy 37 in section 5 of the proposed I 69. There is a proposed overposed at that intersection. I would like to see that overpass have a pedestrian and bike path. Just down the road on Tapp road is the Clear Creek trail-a multipurpose path. If there is a bicycle and pedestrian path on this overpass than those of us living on the west side of 37/69 will be able to make use of that trail. This will really open up the possibilities for many people to use a bike or walk to the trail with out having to worry about getting hit by a car. This would be so much safer!

From:	TomAhler@gmail.com
To:	section5pm@i69indyevn.org
Subject:	I-69 Website Contact Form Submission
Date:	Wednesday, December 26, 2012 10:20:27 PM

Contact Information and Request from Design & Construction for Section 5

Name:	Thomas Ahler
Email:	TomAhler@gmail.com
Street Address:	9343 Greenslope Ct.
City/State:	Fishers, IN
Zip Code:	46038
Comments:	Currently, the partial interchange at Indiana State Road 37 and North Walnut St. in Monroe County provides limited access for residents who live in the area north of the City of Bloomington. Interstate 69 having a full interchange at North Walnut St. will provide greater access to that area.

Hamman, Mary Jo

From: Flum, Sandra <SFlum@indot.IN.gov>
Sent: Thursday, December 27, 2012 6:49 AM
To: Hamman, Mary Jo
Cc: dgoffinet@blainc.com
Subject: Fw: Interstate 69 Section 5 DEIS

Fyi
Sandra Flum
317-650-9237

----- Original Message -----
From: Tom Ahler, Jr. [mailto:tomahler@gmail.com]
Sent: Wednesday, December 26, 2012 11:29 PM
To: Flum, Sandra
Cc: Cline, Michael B (INDOT)
Subject: Interstate 69 Section 5 DEIS

Hi Sandra,

I want to submit my comments for Interstate 69 Section 5 DEIS.

Currently, the partial interchange at Indiana State Road 37 and North Walnut St. in Monroe County provides limited access for residents who live in the area north of the City of Bloomington.

Interstate 69 having a full interchange at North Walnut St. will provide greater access to that area.

Hopefully, the entire Interstate 69 route between Evansville and Indianapolis will be completed and open to traffic between 2020 - 2022

Thanks,
Thomas Ahler

Bloomington, IN 47403

Section 5
DEIS Official Comment Period Form

NAME: Sharon R. Cooksey

ADDRESS: 3980 Cooksey Lane

TELEPHONE: 765-342-4264 EMAIL:

DATE: 1/2/13 CUSTOMER SERVICE REP. :

COMMENTS: Subject: Cooksey Lane

Alternative 8 proposes displacement of all residents of this area. We, the property owners, wish to propose our idea, as shown on the attached sketch.

Proposal:

Build a service road to run parallel to 37/69 from Cooksey Lane to Pine Boulevard, approx. one mile. This would eliminate the displacement of 11 families and minimize travel time to Godsey Road Exchange.

Sharon R. Cooksey

I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

Section 5
DEIS Official Comment Period Form

NAME: R Elaine Culp

ADDRESS: 4110 Cooksey Ln Martinsville, IN

TELEPHONE: 765-342-6310 EMAIL: eculp48@yahoo.com

DATE: 1-2-2013 CUSTOMER SERVICE REP. :

COMMENTS: Alternative 8 proposes to displace all residents of this area. There are about 60 acres in Morgan County with 5 residences; 4 homes, 1 trailer and 3 barns on Cooksey Lane. In Monroe County 1 trailer and approximately 65 acres; most of the acreage is farm land. This proposal will cause this land to not have and exit or entrance.

We believe that a road that would run parallel to SR37 from Cooksey Lane to Pine Boulevard would be less expensive than buying all the land, property and timber.

I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

Section 5
DEIS Official Comment Period Form

NAME: Jeff Hanna

ADDRESS: 1655 Whisnand Road

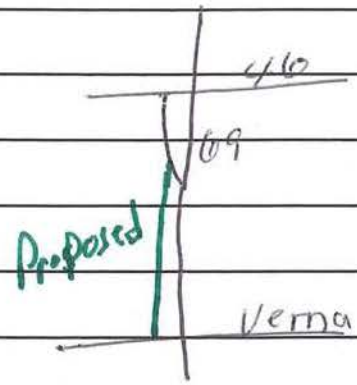
TELEPHONE: 3395856 EMAIL: Xcavatingcorp@aol.com

DATE: 12/20/12 CUSTOMER SERVICE REP.:

COMMENTS: * In favor of taking part of Wappihanni Park for section south of 2nd street

* In favor of major interchange at the present Ramp a walnut street on north side At least maintaining what we have with up grades.

* Vernal Pike. needs a better access in at least. the Proposed will be a nightmare



* Sample Road interchange is a waste

January 2, 2013

Mary Jo Hamman
Michael Baker Jr. Inc.
I-69 Section 5 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

With only a brief review of the lengthy Section 5 DEIS document, I submit the following comments regarding the DEIS in general and Alternative 8 in particular. In summary, I believe the proposed alternative is short-sighted and short-changes Monroe County in response to impacts this new Interstate will have on the community. Design decisions are clearly motivated by minimizing cost at the expense of quality, suitability, and durability for the long-term. We would not have built this highway according to the preferred alternative specification 10 years ago when it was conceived and we should not be building it this way now.

A.) General concerns:

1.) Exhausting the existing SR 37 ROW –

While using the existing SR 37 right-of-way is laudable, using up the existing corridor is short-sighted. One of the significant failings of interstate planning as now performed by INDOT and FHWA is the establishment of a 20 year planning horizon done in a manner that does not accommodate expectations beyond that horizon. This approach is a perversion of system lifecycle design practice that can only lead to far more expensive remediation of future problematic situations.

Such a practice is appropriate in situations where the facility is expected to be decommissioned by the time the plan interval expires, i.e. the system plan horizon is the entire lifecycle of the facility, or where demand for facility use can be demonstrated to never exceed the horizon forecast. Neither of those situations exists for an interstate facility that will be operationally sustained for the indefinite future.

Failing to acknowledge expanded facility use beyond the horizon can only result in excessive future cost to acquire right-of-way for expansion, either by expanding the existing corridor or by establishing a new corridor. Consider how different our situation would be if the current SR 37 corridor did not have capacity for additional travel lanes. Even more important are the expansion needs of interchanges as traffic increases. Future free flow interchange designs necessary to accommodate expected urban traffic increases beyond the 20 year horizon will be very expensive and the prior failure to acquire the necessary ROW is even now limiting current design alternatives.

Given our terrain, as highlighted in the Tier 1 study, there are no other corridor opportunities of this magnitude in Monroe County. Failing to properly size the corridor now, especially the interchange areas, for a sustainable future will result in a failed interstate network segment beyond the current plan horizon. Establishing a plan horizon for sustainable systems does not mean we can ignore system demand growth and response capability after the current horizon is reached.

On December 19 at a Chamber of Commerce sponsored meeting, Sam Sarvis asked if we wanted to increase capacity by outward expansion or inward use of the existing median. The question was asked in the context of a discussion of median as grassy strip or concrete barrier. Those present generally favored the grassy median for aesthetic reasons but were concerned about a lack of information concerning the actual impact on existing structures. The critical issues is not a question of grass or no grass, it is a question of future capacity to deal with a growing community and the primary north/south travel corridor. Too often the major policy decisions are hidden by technical questions that assume a particular policy. I have serious concerns regarding the policy initiative to sacrifice future capacity and quality for short-term cost reduction. Our community will be poorly served by this policy.

2.) Free flow ingress/egress at major interchanges –

As identified in the options for major interchanges in Monroe County, including the 'preferred alternative', no free flow opportunity exists for a left turn onto I-69. All left turn movements onto the interstate in urban areas will require traversing two signals, one approaching the bridge and another at the left turn point. The draft does mention a single point interchange design alternative but indicates signal delays are longer at a single point interchange and none are planned, except possibly at North Walnut Street. The 'preferred alternative' would even remove the north side existing entrance/exit loop pair at 2nd Street.

We are already experiencing peak hour congestion at the 3rd and 2nd street SR 37 intersections caused by the traffic signal delays at short distances. We cannot expect this congestion to be reduced by more interstate traffic using either the existing intersections or those proposed by the 'preferred alternative'. The implementation of our local comprehensive plans expects traffic flow through these critical intersections to be hassle-free for motorists so that residing west of I-69 is not perceived as a significant liability.

The SR 46 interchange is likely to see the most change over time because of access to Indiana University, our largest employer, to the North Park development, probable location of a future hospital complex, and to the northwestern portion of Monroe County where residential growth around Ellettsville will continue to be significant. None of the current alternatives upgrades that intersection to provide free flow for left turns south or north from SR 46. Now is the time to provide those opportunities in an area already planned for major economic development activities.

I understand the desire to complete Section 5 at minimum cost to taxpayers. However, shifting the burden of cost to local residents and businesses does not promote economic development for

us – it simply drains resources for years to come as we ameliorate the impacts of spending too little up front.

3.) Traffic modeling per Annex GG –

Annex GG states that the methods utilized result in mean square errors of 50% to 60% for collector roads and local roads in rural and study urban areas, indicating that the traffic model offers little assurance of traffic load on any of these roadways going forward. (MAPE values are more encouraging for rural areas but less so for urban areas.) Lacking that assurance, the impact of road closures and shifting traffic loads is essentially unknown and speculative at best. In addition, Annex GG states that truck traffic data was implied rather than counted and that only daily traffic assignments were produced. Peak load data was not used or projected, which may account for the lack of attention to current congestion at peak hours for the SR 45 and SR 48 intersections with SR 37.

B.) Specific concerns:

1.) Fullerton Pike and TIF support –

At the Fullerton Pike interchange, previous alternatives consumed land on the southeast corner of the intersection that is included in the Fullerton Pike TIF area. This TIF was created to enable funding for planning of a major improvement to east-west traffic flow at the south edge of Bloomington that would connect Fullerton Pike, Gordon Pike, and Rhorer Road into a continuous roadway with expanded capacity. The TIF was not considered sufficient to construct the project but would provide funds for planning and engineering in the near term in expectation of a major commitment from the I-69 project associated with the new interchange at Fullerton Pike.

Having taken the initiative, we now find that the extent of the I-69 commitment is scaled back under the justification that Monroe County has created a TIF to accomplish that task and I-69 project support is no longer needed. Nothing could be further from the truth. Monroe County is not going to be able to complete this project without Federal and State funding. Removing the I-69 participation may well eliminate the project as a viable opportunity. Improving Fullerton Pike to Rockport Road only exacerbates the inadequacy of access to Bloomington from the southwest portion of the county going forward, resulting in the expenditure of additional local tax revenue to upgrade roadways. Until we complete the BMCMPO Long-Range Transportation Plan update, the roadway infrastructure in this area is uncertain.

And to add insult to injury, many of the interchange alternatives remove land from the TIF that could generate some of the very funds so essential to the continuation of this effort by Monroe County. An earlier draft did identify an interchange as part of Alternative 5 that provides the most support for the Fullerton Pike project by placing the ramps on the north side of Fullerton Pike with an intersection on the east side of I-69 at a location suitable for extension across the road into the TIF area. Among the alternatives this interchange configuration does the most to support development of the TIF area and thereby provide support for the entire Fullerton Pike project. The 'preferred alternative' actually removes about 2/3 of the most desirable parcel in the TIF from development. Without TIF support it is doubtful that the southern thoroughfare will be

constructed in the next 20 years. The project is too expensive for local resources or a major share of matching funds given other needs.

The 'preferred alternative' bridge structure and approaches at Fullerton Pike consume more land and existing home and businesses than necessary. Lowering the mainline surface a few feet would allow a shorter west end approach distance and save 4 homes, 1 church and a half-dozen businesses from relocating. (Here as elsewhere, the expense of mainline roadbed modification to accommodate the local situation for residents and businesses is considered excessive when compared to the value of those other entities. Such an analysis is another perversion of system design trade-off decision-making where inadequate evaluation techniques lead to pre-determined results.) Lowering the bridge height also improves the east end approach modifications necessary on Fullerton Pike.

2.) The kluge at Tapp and 2nd -

While I appreciate the need for proper spacing of interchanges on high-speed interstates, the lack of sufficient space for interchanges that would otherwise be necessary to support existing traffic loads should not result in suboptimal solutions. The split diamond approach may meet the technical requirements as a means to serve traffic on both Tapp Road and 2nd Street but it fails to meet a common sense usability criterion for motorists. A 'preferred alternative' option for this intersection complex closes three roads and consumes 33 residential properties. This is an unacceptable loss to our community when other options exist.

We could take the same funds and provide better connectivity and usefulness by modifying Leonard Springs Road, location of recent interest in pedestrian safety, and Weimer Road to be fully functioning collectors for the same north-south traffic with elimination of the Tapp Road interchange component, saving about two dozen homes, while still adding a Tapp Road overpass. Unfortunately, this option is unlikely because of the closed corridor approach to the design of the I-69 corridor. Again, narrowing design options prematurely results in far less than optimal choices and the better solutions to adequate interstate access and impact mitigation are hindered by the constraints of I-69 conceptualization.

This split diamond alternative means that a northbound motorist exiting I-69 for Walmart will need to negotiate 3 stoplights before exiting the interchange and a southbound motorist exiting I-69 for a medical clinic on Tapp Road also will need to negotiate 3 stoplights before exiting the interchange. At present, both motorists encounter 1 stoplight on the same trip.

Obstacles like these imposed on existing routes are the reason why motorists modify travel patterns to avoid interstate induced congestion. Now, the primary use of SR 37 is local traffic. As that corridor becomes more difficult to negotiate, motorists will seek other routes even if the route consumes nominally more time, again placing addition burdens on local roads for which the community has little response capability. I have already mentioned that the traffic modeling approach does a poor job of predicting traffic on collector and local roads proximate to the I-69 corridor.

The 2nd Street intersection must accommodate bicycle and pedestrians, preferably on the south side of the interchange. Safety at this intersection for these modes of travel must occur. Many of us have witnessed families with strollers negotiating the road side to cross SR37 in heavy traffic - pedestrian use is common and a failure to safely accommodate that traffic as part of any I-69 construction is unacceptable.

3.) 3rd Street bridge –

This bridge should be rebuilt or retro-fitted with bicycle and pedestrian accommodation but few options appear to exist. An interesting trade-off is found for the intersection where 8 homes on the west side of I-69 will be removed unless the City of Bloomington agrees to placing about 50 feet of the Wapahani Bicycle Park into the interstate ROW, thus allowing the 3rd Street to remain as is, i.e. providing no bicycle and pedestrian accommodation. So, by sacrificing the homes and retaining the park land we can get a new bridge and perhaps bicycle/pedestrian accommodation. We need an alternative that saves the homes and provides bicycle/pedestrian accommodation east-west at the interchange. The adequacy of Section 5 for the next 20 years is already doubtful from many perspectives, particularly those utilizing alternative modes of transportation. Rather than enhancing the corridor capacity of local east-west traffic, including non-automobile modes, the 'preferred alternative' further restricts east-west movement by forcing vehicles, cyclists, and pedestrians to a few interchange locations.

4.) Gates drive access –

While we have always been under the impression that the SR 37 access to the Whitehall Crossing shopping center was temporary, we also have been under the impression that its presence has significantly reduced traffic load at the intersection of 3rd Street and Gates Drive. Our expectation has been that this access to SR 37 could be replaced with a direct connection of Gates Drive to Industrial Boulevard and improved free flow movement from SR 37 to Gates Drive along 3rd Street. Unfortunately, the screening alternatives simply eliminate a useful traffic access point that reduces congestion and then fail to mitigate the induced traffic congestion elsewhere.

I have been unable to find any information in the DEIS regarding the impact of closing the Whitehall Crossing SR37 access. What is the usage now and where will those vehicles be accommodated? Are you simply assuming that traffic displacement will shift to 3rd Street, increasing the burden already evident for that roadway?

5.) Vernal Pike –

This SR 37 intersection is consistently among the highest accident intersections in Monroe County. It is specifically identified as having an increased risk potential by the Tier 2 Section 4 FEIS. It is a major access point along SR 37 that must close because of the interchange distance criteria for interstates. But traffic along Vernal Pike cannot be eliminated because of the large service area for this collector roadway. Two bridging alternatives are presented in the DEIS – one over and one under I-69. Either of these structures present difficult challenges. An underpass is likely to encounter significant stone deposits and would require an extension of 17th street and upgrade of the connection to the existing Vernal Pike or extensive modification of Vernal Pike

and service to property that includes the Lemon Lane site. The underpass may retain more homes than the overpass but the eastern approach is limited by recent development along 17th Street. The overpass has a steep gradient on the west approach, reaching the county road standard of 8%. This grade on a significant east-west roadway will encumber extra winter clearing efforts, particularly since the State Police Post will need to traverse this grade. Given the urgency to mitigate the increased risk at the SR 37 intersection after Section 4 opens, the replacement of this intersection with overpass or underpass must be the highest priority for Section 5 construction. The 'preferred alternative' overpass seems appropriate although lowering the mainline roadbed to reduce bridge height and extending the approach further to the west could lower the grade for improved winter use and be more user friendly for trucks in this industrial employment area.

6.) INDOT Garage and Acuff Road –

Does the INDOT Garage access to I-69 remain? If so where are the decal/accel lanes accommodated? Is a cross-over provided? Where are the Acuff Road cul-de-sacs to be located?

7.) Kinser Pike and North Walnut –

During the Tier 1 studies, Monroe County and the City of Bloomington carefully examined the alternatives for interchanges at both Kinser Pike and North Walnut Street. Both are now served by access to SR 37 although the use of the Kinser Pike intersection is much less than North Walnut Street.

Kinser Pike is a favored bicycle route leading into the Bean-Blossom bottoms and northwestern Monroe County. On the east side of that SR 37 intersection the City of Bloomington had identified an employment area opportunity and even authorized sanitary sewer for the area but has seen far more residential development than commercial development as a result. On the west side of the intersection is sparse residential development with little opportunity for more development because of the terrain. In addition, the Maple Grove Historic District lies to the west across Stouts Creek. The 'preferred alternative' provides an overpass for Kinser Pike. However, the improvements beyond the west approach extend beyond the structure over ¼ mile, consuming 2 additional residences. I am unable to find evidence supporting this extended work on Kinser Pike. Why is it warranted? Does it have something to do with the partial interchange option at North Walnut Street or the new bridge on Bottom Road (#45)? If so, can it be eliminated if a full interchange or other satisfactory Bottom Road access from I-69 is provided?

The North Walnut Street SR 37 access is the gateway to Bloomington with North Walnut Street being the primary point of access to the north side of town and Old SR 37 connecting to Bethel Lane going east to New Unionville and SR 45. There is not a comparable access to eastern Monroe County from Kinser Pike. By placing the 'preferred alternative' option full east-west/north-south interchange at North Walnut Street current access is maintained and an opportunity to enhance connectivity along Maple Grove Road to the north side of Ellettsville is gained. Otherwise all Ellettsville traffic heading north on I-69 must use the left turn lane at SR 46 or travel north on several county roads to the Sample Road interchange. The full interchange option retains the gateway to Bloomington and provides access both east, via Old SR 37 and Bethel Lane, and west, via an enhanced Maple Grove Road and Bottom Road connection. Using

the North Walnut Street interchange alternative does require improvement of West Bayles Road to provide safe connectivity with Kinser Pike – another future local expense unless included as a necessary consequence of the North Walnut interchange location and funded as part of that interchange.

Another possible resolution to provide adequate east-west travel and sewage treatment plant access for septage haulers is to upgrade Sample Road west of its proposed I-69 intersection to provide direct access to Bottom Road near Maple Grove Road. Monroe County acquired a critical ROW for this connection several years ago but is unable to fund that project. With the new interchange a Sample Road, the connection to Bottom Road would provide a viable opportunity for interstate access while retaining east-west connectivity. The North Walnut partial interchange could continue to service local traffic bound to and from Indiana University and neighborhoods on the north side of Bloomington.

8.) Access roads for northern Monroe County –

The existing ROW use for frontage roads across the Bean-Blossom valley and north through Monroe County is equivalent to the consumption of the ROW through Bloomington and results in the same concern for long-term viability of the corridor as the sole route. Because of the terrain, we have very few north-south roads in northern Monroe County. Fortunately we have relatively sparse population in northern Monroe County as well but the ridge top occupied by SR 37 is the most heavily populated and can be expected to increase in development intensity within the next 20 years. This corridor also has significant commercial use. With Sample Road as the only cross-over point in the 7 miles between North Walnut Street and the county line, all of the traffic generated by these properties must use the frontage roads and for some, travel many extra miles each east-west trip.

The specific configuration of the frontage roads also places traffic going in opposite directions separated by a concrete barrier. While this situation is similar to most collector and arterial road traffic, the speed differential and on-coming traffic on both left and right will result in distinctly different driving conditions. Local regular users of this frontage road configuration will adjust to the resulting pattern but new users may find the situation alarming and confusing.

The reduced travel lane and shoulder width on these adjacent access roads increase risks of accidents. Where is the trade study analyzing the trade-off between cost of construction and value of losses resulting from induced accidents over the plan horizon?

Why does the west access road extend over 1 mile south of the Sample Road interchange to service only two businesses and a home site when most of the homes are removed to make way for the access road in the first place? Access to Griffith Cemetery should not be a multi-million dollar expense for tax payers. The same questionable service is found in the east side where connectivity from Showers Road north is provided to the interchange but the homes along the route are removed. What purpose does building an access road for removed homes serve? Wylie connects to Old SR37 and back to Sample Road less than a mile north.

9.) 5% grade –

During the final review of Section 4 the issue of 5% grade alternatives was thoroughly examined and ultimately rejected because the study cited as justification was found to be mis-represented in the report. A similar finding must be identified for Section 5 and therefore the only justification for 5% grade in any I-69 Section is simply construction cost. Apparently the added cost of fuel over the plan horizon required to be consumed because of the steeper grade is not to be considered as a public expense. This trade-off of current public construction expense for long-term fuel expense for the public should be a factor in the decision process, as should the increased emissions from engines under more stress climbing the steeper grade. The use of existing grades is done simply to save cost during the completion of I-69. There is nothing about the physical nature of these roadway sections worthy of exception from the new roadbed standard of 4%.

One consequence of the 5% grade is the need to add a truck lane to accommodate the slower moving traffic. While this lane already exists in the 5% locations in Monroe County, the adjoining frontage roads do not. The result is that in these uphill cuts additional material must be removed to accommodate the frontage road next to the truck lane for a total ROW width of approximately 238 ft., unless the grassy meridian is reduced from 60 ft. to 20 ft. of pavement with a concrete barrier strip. That will have the effect of 13 traffic lanes rising out of the Bean-Blossom bottoms toward Martinsville – a very rural interstate concept indeed.

This extensive ribbon of concrete will transform Bloomington and Monroe County from the Gateway to Southern Indiana to the Gateway to Central Indiana. This may be a perspective shift welcomed by a few but it is generally an unwanted change for many, many more.

10.) Sample Road –

While it is appropriate to place an intersection at Sample Road, it is necessary to analyze the usability of the east-west roadway to serve as a collector over the plan horizon and the cost of providing adequate collector capacity going forward. A partial interchange at North Walnut Street will place addition burden on Sample Road both east and particularly west (Please see comments about improvement to Bottom Road under item 7 above.). The urban diamond form on the east side does conserve real estate but may not be suitable in the long-term as the location of the northern-most interchange in Monroe County. Development along the corridor and adjacent lands will continue and become more intense as the Mitchel Plain becomes saturated with development. The resulting demand at Sample Road is unlikely over the 20 year plan horizon but is unavoidable over the long-term. The land between the Interstate ramps and the frontage roads should be purchased now for future use.

11.) Chambers Pike area –

For every alternative scenario, residents of western Washington Township and eastern Bean-Blossom Township are going to experience significant changes to travel patterns and longer travel times because access to SR 37 is now several more miles away. An additional complication will be caused by periodic flooding in the Bean-Blossom valley that makes some preferred routes impassable.

12.) Liberty Church –

Some portions of this interchange are in the floodplain and moving the interchange north would avoid the floodplain and reduce disruption to existing homes and businesses.

C.) Other questions:

1.) ROW recovery –

What happens to existing INDOT ROW that is not utilized for I-69, particularly at the 2nd Street interchange? Is it retained as INDOT property, turned over to City or County government, or sold to private parties?

2.) ADT values –

In Table 3-13 the meaning of the entries with two values is not explained. For example the entry for Fullerton Pike Alternative 8 is 14,000 / 10,500 and for Alternative 7 is 13,600 / 10,700. What is signified by each number, why are they different, and why are the pairs different? It seems that different data is being used for each alternative but no explanation is given as to why or what is different. The interchange configuration is identical.

Respectfully,

Richard A. Martin
3775 North Hinkle Road
Bloomington, Indiana

I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

Section 5
DEIS Official Comment Period Form

NAME: Jerry E McDaniel

ADDRESS: 4110 Cooksey Ln Martinsville In

TELEPHONE: 765 626 2653 EMAIL:

DATE: 1-2-2013 CUSTOMER SERVICE REP. :

COMMENTS: Alternative 8 proposes to displace all residents of this area. There are about 60 acres in Morgan County with 5 residences; 4 homes, 1 trailer and 3 barns on Cooksey Lane. In Monroe County 1 trailer and approximately 65 acres; most of the acreage is farm land. This proposal will cause this land to not have and exit or entrance.

We believe that a road that would run parallel to SR37 from Cooksey Lane to Pine Boulevard would be less expensive than buying all the land, property and timber.

Swickard, Eric

From: daperez1234@yahoo.com
Sent: Friday, December 28, 2012 1:58 PM
To: section4pm@i69indyevn.org
Subject: I-69 Website Contact Form Submission

Contact Information and Request from Design & Construction for Section 4

Name:	Dennis Perez
Email:	daperez1234@yahoo.com
Street Address:	4250 South Falcon Drive
City/State:	Bloomington, IN
Zip Code:	47403
Comments:	To whom it may concern, I am concerned about the impact that using Fullerton Pike as the Bloomington southern interchange will have on the surrounding residential neighborhoods. Furthermore, the increase in traffic in accross the entrance to Batchelor Middle School will create a dangerous situation for the many walkers heading to school from the Eagleview and Clear Creek neighborhoods. It would seem that Old 37 or Tapp Road would be better choices as the residential impact is less in both of those cases.

Hamman, Mary Jo

From: Swickard, Eric <ESwickard@blainc.com>
Sent: Thursday, January 03, 2013 10:18 AM
To: daperez1234@yahoo.com
Cc: section5pm@i69indyevn.org
Subject: RE: I-69 Website Contact Form Submission

Mr. Perez,

Thank you for your message to the I-69, Evansville-to-Indianapolis Project web site. Your comments will be forwarded to the appropriate project staff and carefully considered.

The comment period for the Section 5 DEIS concludes January 2, 2013. In compliance with the requirements of the National Environmental Policy Act (NEPA), all comments received during the DEIS comment period are considered on an equal basis. All 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 5 DEIS.

ERIC SWICKARD
Transportation Planner
Bernardin, Lochmueller & Associates, Inc.
3502 Woodview Trace
Suite150
Indianapolis, IN 46268
317.222.3878 x246
317.503.7455 Mobile
317.222.3881 Fax
eswickard@blainc.com

www.blainc.com

From: daperez1234@yahoo.com [mailto:daperez1234@yahoo.com]
Sent: Friday, December 28, 2012 1:58 PM
To: section4pm@i69indyevn.org
Subject: I-69 Website Contact Form Submission

Contact Information and Request from Design & Construction for Section 4

Name:	Dennis Perez
Email:	daperez1234@yahoo.com
Street Address:	4250 South Falcon Drive
City/State:	Bloomington, IN
Zip Code:	47403
Comments:	To whom it may concern, I am concerned about the impact that using Fullerton Pike as the Bloomington southern interchange will have on the

surrounding residential neighborhoods. Furthermore, the increase in traffic in accross the entrance to Batchelor Middle School will create a dangerous situation for the many walkers heading to school from the Eagleview and Clear Creek neighborhoods. It would seem that Old 37 or Tapp Road would be better choices as the residential impact is less in both of those cases.

I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

Section 5
DEIS Official Comment Period Form

NAME: MICHAEL B BIGLER

ADDRESS: 5515 TURKEY TRACK ROAD

TELEPHONE: 765-342-0497 EMAIL: DADBIGLER@GMAIL.COM

DATE: 12-30-2012 CUSTOMER SERVICE REP. :

COMMENTS: Alternative 8 proposes to displace all residents of this area. There are about 60 acres in Morgan County with 5 residences; 4 homes, 1 trailer and 3 barns on Cooksey Lane. In Monroe County 1 trailer and approximately 65 acres; most of the acreage is farm land. This proposal will cause this land to not have and exit or entrance.

We believe that a road that would run parallel to SR 37 from Cooksey Lane to Pine Boulevard would be less expensive than buying all the land, property and timber.

Michael B Bigler

COMMENT SHEET

RE: **I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)**

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) Larry & Hilde McConnaughy
Address 6550 Conjaught Rd. Bloomington 47404
Phone (812) 876-6456 (Optional) Email larry@mcconnaughy.com (Optional)
Organization / Agency (if relevant) _____ (Optional)

COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

(1) The current right-of-way for the state, opposite my property, is at the fenceline, parallel to the highway. When the current 4 lane was constructed in 1970, a "temporary" right of way was granted to the state to facilitate construction of a new entry road into my property. There was no transfer of property to the state at that time or later.

(2) The projected 2 lane access road in front of Hoosier Energy lies close to the north bound lane of I69 but veers to the east along the McConnaughy property. If this section could adhere to the road as close as the section fronting the Hoosier Energy land, it would require less appropriated right of way along the McConnaughy property, saving the pond and keeping traffic further from the McConnaughy residence. If the Spruce trees which were planted 40 years ago to alevate the traffic noise can be replaced, this will be a positive approach.

(If more space is needed, continue on back.)

Mr. Larry McConaughy
6550 Connaught Rd.
Bloomington, IN 47404

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FOREVER

Mary Jo Hamman
Michael Baker Corp.
Section 5 Project Manager
PO Box 8464
Evansville, In. 47716

47716848484

COMMENT SHEET

RE: **I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)**

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) CARRIE VANNIEUWENHZE
Address 2116 W INDUSTRIAL PARK DR.
Phone (812) 929.0675 *(Optional)* Email
CVANNIEUWENHZE.METAUGUSNPRI@GMAIL.COM *(Optional)*
Organization / Agency (if relevant) METAUGUS NPRI *(Optional)*

COMMENTS: (Note: Comment period concludes on January 2, 2013. *Please write legibly so that we can read your comment. Thank you.*)

I would like to suggest that you add another alternative for your planned expansion on I-69 section 5. Our business would greatly benefit from an access road going south from the SR 46 traffic light (which allows motorists to turn left onto SR 37) and merge with Industrial Park Dr. There is nothing on that stretch of land that would preclude the process and would allow greater entry into the various the businesses located on Industrial Park Dr. I work as a lab coordinator for Metaugus NPRI and we are extremely concerned about the response times of our emergency personnel should an accident happen. We house chemicals on site here that our researchers use that can become volatile even hazardous. In preparing our companies chemical hygiene plan and making sure we are compliant with OSHA regulations it is imperative that emergency, fire and safety and HAZMAT personnel have easy entry in the event of some major accident. We are keenly aware of this and have to be!! I would also propose that the Whitehall Crossing Blvd. open to allow both an entry and exit point to this location. Both of these options would be more cost effective and provide a reasonable amount a security and align with our safety concerns. There is a gas company as well as a school located in this group of businesses so safety concerns for the children and employees that work in this park should be foremost in the thoughts of the developers. Access is crucial! Response time imperative. We want to promote Bloomington as a place to do business. As our laboratory/company grows we need an easier entrance into this facility. We want to encourage growth and expansion. I did not see any plans for this particular area where we reside that would allow that to happen. I think it will cause many to loose potential clients because they will need to travel out of their way to get here with the current proposals in place.

Please consider the options presented as our primary concern here at Metaugus is the safety of our employees, surrounding businesses and residents.

nutritional chemistry
METAUGUS
Natural Products Research Institute
2116 W Industrial Park Drive
Bloomington, IN 47404

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Mary Jo Hamman, Michael Baker Corp
Section 5 Project Manager
PO BOX 8464
Evansville, In 47716

47716846464

COMMENT SHEET

RE: **I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)**

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) MOSIE McCAMMON
Address 3702 W. MAPLE LEAF DR.
Phone (812) 334-3033 (Optional) Email m.mccammon@comcast.net (Optional)
Organization / Agency (if relevant) _____ (Optional)

COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

1. Let me begin by saying that I HAVE BEEN opposed to this project. I think we ought to fix the roads that we HAVE. I HAVE considered it to be a waste of "taxpayer money". However, it is here and I hope it will be finished in a proper fashion — not in a cobbled up fashion because of lack of funds.

2. I am a willing seller. Because of the proximity of the construction, moving utilities and the noise level during construction and after, we do not want to be here.

3. I cannot agree with the decision to bypass the Bloomington Bike Park & Trail. I have lived here for 10 years and I have never seen a bike on that. It has been explained to me but I do not agree. How can you justify spending an additional 5.4 million dollars of "taxpayer money" for a lake & bike trail?

(If more space is needed, continue on back.)

FROM: Name (PLEASE PRINT) Mobie McCammon

COMMENTS (Continued):

4. I would like I69 to become a toll road. Let the people who use it pay for the upkeep of the road. Some people will never use the road, yet our tax money will be used to maintain the road — not fair.

5. I would like to compliment the staff who conducted the public hearings and who work in the I69 office for their professionalism and helpful guidance.

Mobie L. McCammon
3702 W Maple Leaf Dr.
Bloomington, IN 47403

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MARY JO HAMMONDS, MICHAEL BAKER CORP.
SECTION 5 PROJECT MANAGER
PO BOX 8464
EVANSVILLE, IN. 47716

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COMMENT SHEET

RE: I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) JAY CONNAUGHTON
Address 2116 W INDUSTRIAL PARK DR
Phone (812) 929.0675 *(Optional)* Email Jay.metaugus@yahoo.com *(Optional)*
Organization / Agency (if relevant) METAUGUS NPRI *(Optional)*

COMMENTS: (Note: Comment period concludes on January 2, 2013. *Please write legibly so that we can read your comment. Thank you.*)

Metaugus which is located in Cedartown, Georgia started in 1988 and is an FDA registered custom product development and contract manufacturing company. In September of this year I launched Metaugus Natural Products Research Institute located on 2116 W Industrial Park Dr. in Bloomington, IN. This division of Metaugus focuses on nutritional chemistry and provides research, clinical trials and development for the chemical, nutritional and flavor and fragrance industries. I've assembled a small team that includes three PhD chemists, one research chemist with 20 years in the industry, a lab coordinator and an I.U. professor who consults for us. Our researchers work with chemicals daily, some of which are hazardous. Due to our research, safety is paramount to our facility as we maintain OSHA compliant standards within our building. Of chief concern is the recent news I received regarding the proposed plans for the expansion of I-69, primarily section 5. (The corridor between Martinsville and Bloomington). Our lab coordinator attended a meeting in which 8 alternatives were distributed for the area on which my facility resides. As we see it there needs to be more alternatives for the safety and well-being of not only our employees but the surrounding businesses as well. I propose that you offer and access road. The access road would start from SR 46 at the traffic light that allows motorists to turn left or south onto what is now SR 37. If you had an access/frontage road that ran alongside SR 37 it could then merge with Industrial Park Dr. There is nothing historical, residential or protected in that small stretch of land there. There needs to be access for first responders should an accident or emergency occur, the current proposals do not appear to address this. Additionally, I would propose opening Whitehall Crossing Blvd. which is currently closed as this would provide another access/exit point north to Industrial Park Dr.

(If more space is needed, continue on back.)

FROM: Name (PLEASE PRINT) JAY CONNAUGHTON

COMMENTS (Continued):

As Metaugus NPRI grows we foresee the need to have even greater access to our facility as vendors and clients come in, which none of the current plans address. Currently the alternatives in place do not address any businesses that reside on Industrial Park Dr. and their ability to expand. Growth is a good thing for the city of Bloomington and not providing the necessary access/exit points to these businesses will stifle growth for this area. As President of Metaugus my chief concern is the safety of our employees and the surrounding businesses. As we see the issues at hand the response time will only increase for first responders and we all know how critical those first few minutes are in any type of emergency. Please review my suggestions as I believe it is the best solution for all concerned not only from a retail and growth perspective but for the safety and well-being of all concerned.

nutritional chemistry
METAUGUS
Natural Products Research Institute
2116 W Industrial Park Drive
Bloomington, IN 47404

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Mary Jo Hamman, Michael Baker Corp.
Section 5 Project Manager
PO Box 8464
Evansville, In 47716

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COMMENT SHEET

RE: **I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)**

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) Northside Christian Church
Address 3993 N Prow Road, Bloomington IN 47404
Phone (812) 332-5400 *(Optional)* Email northsidecch@comcast.net *(Optional)*
Organization / Agency (if relevant) _____ *(Optional)*

COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

Northside is a growing church with a congregation of 300+. We average 5-10 visitors per Sunday. Most of the congregation accesses the Church from Acuff road and 100% from Prow Rd. With Acuff Road slated to close the attendance at Northside will suffer causing a decrease in offerings and the ability of the Church to function.

In addition several buisness' will be affected by the closing of Acuff. 1) Meadows Hospital, 2) Cook medical supply, 3) Bloomington North High School with all related activities 4) Northside Christian Church, 5) Life Church, 6) Calvery Baptist Church, 7) Shepard Weslyn Church 8) limestone quarry, 9) State Highway garage, 10) Several homes and condominiums, 10) Parking areas for I U overflow parking. Acuff and Prow Roads are always busy with school buses, delivery trucks, and personal vehicles. With Acuff closed getting to any of these buisnesses will take additional time + effort. This will show itself in longer response times for emergency

(If more space is needed, continue on back.)

FROM: Name (PLEASE PRINT)

COMMENTS (Continued):
ambulances, fire trucks, State police, Bloomington police, monroe county police and State Highway trucks.
Alternate ways to get to these necessary buisnesses are narrow two lane, curvy & hilly roads (Arlington Rd, Kinser Pike, Acuff Road). All of the additional traffic on these roads will result in accidents & mortality.
The financial impact on Northside will be huge if access to Acuff from 37/69 is closed. Not only will a decrease in attendance cause a financial hardship for Northside but property value will also decrease making it impossible to relocate.
A recent survey of the Congregation at Northside proved that a majority of attendees are concerned with the extra hardship of getting to Church.
We are asking that you reconsider making Acuff road directly accesable to 37/69

Northside Christian Church
3993 N. Prow Rd.
Bloomington, IN 47404

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From the USPS
Justice
FOREVER

Mary Jo Hamman
Section 5 Project Manager
PO BOX 8464
Evansville, In 47716

47716846464

COMMENT SHEET

RE: **I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)**

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) DAVID + CHERYL LEHMAN
Address 3065 N. PROW ROAD
Phone (812) 336-2491 (Optional) Email earthdrops@earthlink.net (Optional)
Organization / Agency (if relevant) HOMEOWNERS (Optional)

COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

① We will be denied the full enjoyment of our property, that we have owned for 15 years, because of the noise pollution caused by the upgrade to I-69 that will increase traffic upto 4 times what we have now during all hours of the day. Our trees help now for 5 months of the year but, a sound barrier should be built so we people that own property adjacent to the Road and homes less than 100 yards away can enjoy our environment without the constant Roar from trucks and cars next door at all hours of the day.
② With the blocking of so many enterances to the future I-69 the extra traffic will be pushed on to small local Roads that were never expected to carry the volumn. Prow ROAD north of us is very narrow and a safety hazard already. Also the access north of the Ind. 46 bypass that will have to be utilized

(If more space is needed, continue on back.)

FROM: Name (PLEASE PRINT) DAVID + CHERYL LEHMAN

COMMENTS (Continued):
by 1000's of people, has no deceleration lane to get off 46 on to Monroe St. + Grimes Lane, which is dangerous now and will become much more dangerous with the huge increase in traffic volumn forced there by I-69.
③ North Walnut access to I-69 should be a full interchange to allow access from and to all directions, anything less would be substandard and limit access.
④ Vernal Pike and Kinser Pike should both be full interchanges to allow better access to and from I-69. Vernal Pike is an especially busy intersection that backs traffic up 20-30 cars at a time, at various hours of the day.
⑤ We also believe that I-69 should not be a "toll Road" of any sort. It should be paid for with current & future State and Federal funds and not built substandard requiring extensive funds to repair and maintain in the future both near and further down the line. A toll Road would make the disruption of I-69 much worse for the thousands of citizens that live up and down this corridor.

Any questions? Let us know. Thank you.

L

Mr. David Lehman
3065 N Prow Rd.
Bloomington, IN 47404

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From THE TOP 5 Freedoms FOREVER

Mary Jo Hamman
Michael Baker Corporation
Section 5 Project Manager
P.O. Box 8464
Evansville, IN 47716

47716846464

December 12, 2012

Ms. Mary Jo Hanman
Michael Baker Corp.
Section 5 Project Manager
P.O. Box 8464
Evansville, In 47716

To Whom It May Concern:

RE: Section 5, By Pass Interstate 69
around west side of Bloomington, In

I have written a letter to the editor of the H.T. and it's been published. I spoke at the public meeting at the Monroe County Fairgrounds.

But my suggestion seems to fall on deft ears. I have enclosed a rough diagram of an improvement idea that I believe warrants consideration.

Bruce Storm
406 E. Audubon Rd.
Bloomington, In 47408
Cell phone: 812-327-2222
E-mail: BSTORM6@hotmail.com

present configuration

STOP LIGHTS

Present 37

Vernal Pike West

Suggested straight route through new underpass

Vernal Pike coming from center of Bloomington Downtown

WEST

make vernal pike straight through E & W and eliminate the horrible turns at present intersection

SOUTH

① Install either a 3 way stop sign
② Install a traffic light with left turn green arrow for traffic traveling east to west on vernal Pike to give them access to 69 going south

proposed cross over vernal pike

NORTH

EAST

..... present bad configuration to cross 37 to vernal pike

SAME stop could be on east side on vernal accommodate ... to

(3 way sign)

This Vernal Pike and 37 (now 69) is such a very heavily used access and thorough fare from inner city traffic trying to get to the west side and to avoid Third Street, which is already bumper to bumper traffic.

Your proposed underpass gets the traffic through going East and West — which will help — BUT the number of inner city people using this intersection to get to the Westside Shopping Centers and to get access to go north on 37 (69) is a very large number of people. Please just give us access ramp to go north from Vernal Pike and please, please give us an access ramp to go south to alleviate congestion on 3rd St. & 37.

I know that budget is always a consideration. However, I'm not suggesting a full blown intersection. Please consider just two access ramps. There would be no egress from 69 to Vernal Pike but just having engress ramps would alleviate much congestion and be a very positive contribution to the traffic flow.

Thank You!

Bruce Storm,
Local businessman
and resident for
46 years in Monroe County.

Bruce Storm
406 E. Audubon Dr.
Bloomington, In 47408

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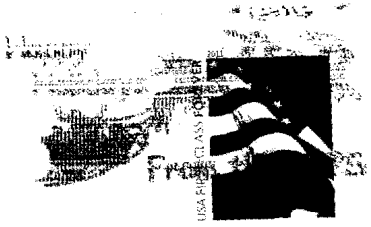

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E-Mail: bstorm6@hotmail.com
322 E. Fourth St., Suite 1, Bloomington, IN 47408

Ms. Mary Jo Hanman
c/o Michael Baker Corp
Section 5 Project Manager
P.O. Box 8464
Evansville, In 47716

Hamman, Mary Jo

From: aeelsner@indiana.edu
Sent: Wednesday, January 02, 2013 11:28 PM
To: section5pm@i69indyevn.org
Subject: I-69 Website Contact Form Submission

Contact Information and Request from Tier 2 Studies for Section 5

Name: Ann Elsner

Email: aeelsner@indiana.edu

Street Address: 4017 S. Crane Ct

City/State: Bloomington, IN

Zip Code: 47403

Comments: The recent death of a pedestrian crossing Rhorer Road to get his mail emphasizes why the Gordon Pike/Rhorer Road needs to be rethought. Those of us who live in the established neighborhoods through which a major arterial is planned are concerned about the safety of school children who must cross this road to reach Batchelor Middle School and Jackson Creek Middle School. We are also concerned about the noise and pollution in an otherwise quiet, hillside village atmosphere. There is a reason that most cities with similar elevation changes choose to build roads around this terrain, even in regions with less preciptation. An alternative is to make a fly-over ramp, with a frontage road connecting to That Road and Second Street, where there is sufficient right of way to bring in cars, and existing roadways because the terrain permits this. I must also add, as an employee of IU, I inquired about the univeristy status of this road, and they are neutral. Thus, claims at the first public meeting that IU was a driving force behind this road were not accurate at that time. There has been no communication that IU has generated an interest in having a road so far south. This is unrelated to their hospital plans, at least at the time of these meetings, since their plans are farther north.

Subscribe: YES

I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

Section 5
DEIS Official Comment Period Form

NAME: Mike Kiser

ADDRESS: 2115 W. Industrial Drive

TELEPHONE: 812-323-7165 EMAIL: mkiser@chapmanlakeinstrument.com

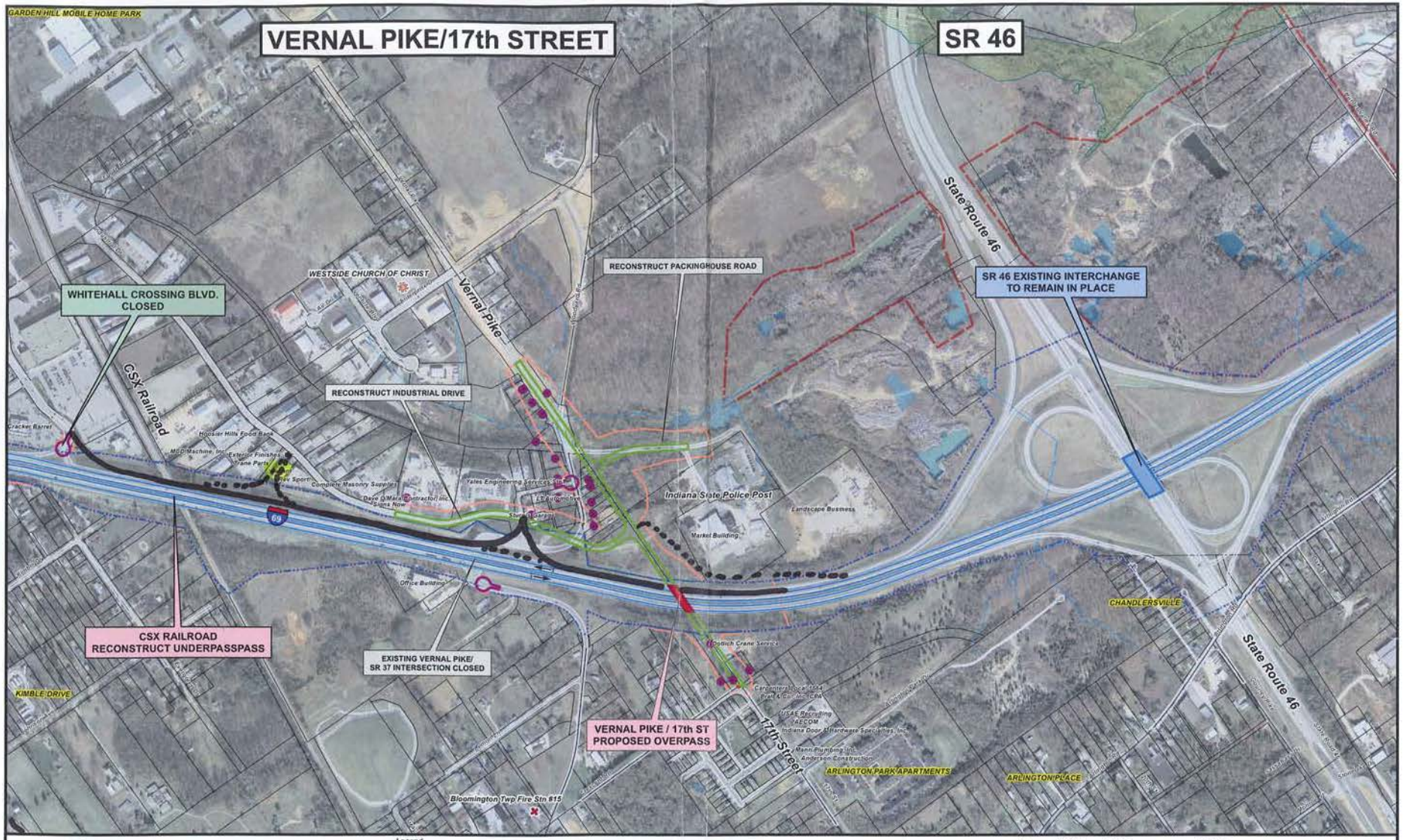
DATE: 1-2-13 CUSTOMER SERVICE REP.:

COMMENTS: The proposed changes at the intersection of Vernal Pike and 37/69 are going to have a very bad effect on those of us who do business on Industrial Drive. Property and business values will fall significantly because of the isolation these changes will cause.

At a recent meeting, two fellow business owners made suggestions that would reduce this isolation considerably. One idea was to construct a short frontage road between Industrial Drive and Whitehall Crossing Blvd. This could be done by adding two lanes to the new bridge over the CSX Railroad. Another idea was to provide an exit from southbound 37/69 just east of the state police post that would either go under Vernal Pike to Industrial Drive, or would turn westward to end at the intersection of Vernal Pike & Industrial. The simplest solution would be a grade RR crossing from the Industrial Drive cul-de-sac to the streets that exist on the other side of the tracks. But apparently the R.R. won't permit that.

Please do something! We don't want to be isolated!

Thank You



I-69 Evansville-to-Indianapolis
Tier 2 Studies
Section 5 - SR 37 to SR 39

Legend

- Proposed I-69
- Mainline Shoulder
- Proposed Local Access Road
- Proposed Interchange/Overpass
- Proposed Cul-De-Sac
- Bridge Over I-69
- Existing Bridge
- Alternative 8 Preferred ROW
- SR 37 Existing ROW
- WOODLAND SPRINGS Neighborhood
- Potential Displacement
- National Register Historic Property / District Listed or Eligible
- Floodplain
- Wetland
- Open Water
- Stream
- Emergency
- Hospital
- School
- Place of Worship
- Cemetery

0 300 600 1,200 Feet

Alternative 8 (INDOT's Preferred Alternative)
Sheet 4 of 16

Bloomington, IN 47403

Section 5
DEIS Official Comment Period Form

NAME: RICHARD BALES

ADDRESS: 901 E. BRYANTS CREEK Rd.

TELEPHONE: 765-342-4090 EMAIL:

DATE: 1/2/13 CUSTOMER SERVICE REP. :

COMMENTS: Subject: Cooksey Lane

Alternative 8 proposes displacement of all residents of this area. We, the property owners, wish to propose our idea, as shown on the attached sketch.

Proposal:

Build a service road to run parallel to 37/69 from Cooksey Lane to Pine Boulevard, approx. one mile. This would eliminate the displacement of 11 families and minimize travel time to Godsey Road Exchange.

I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

Section 5
DEIS Official Comment Period Form

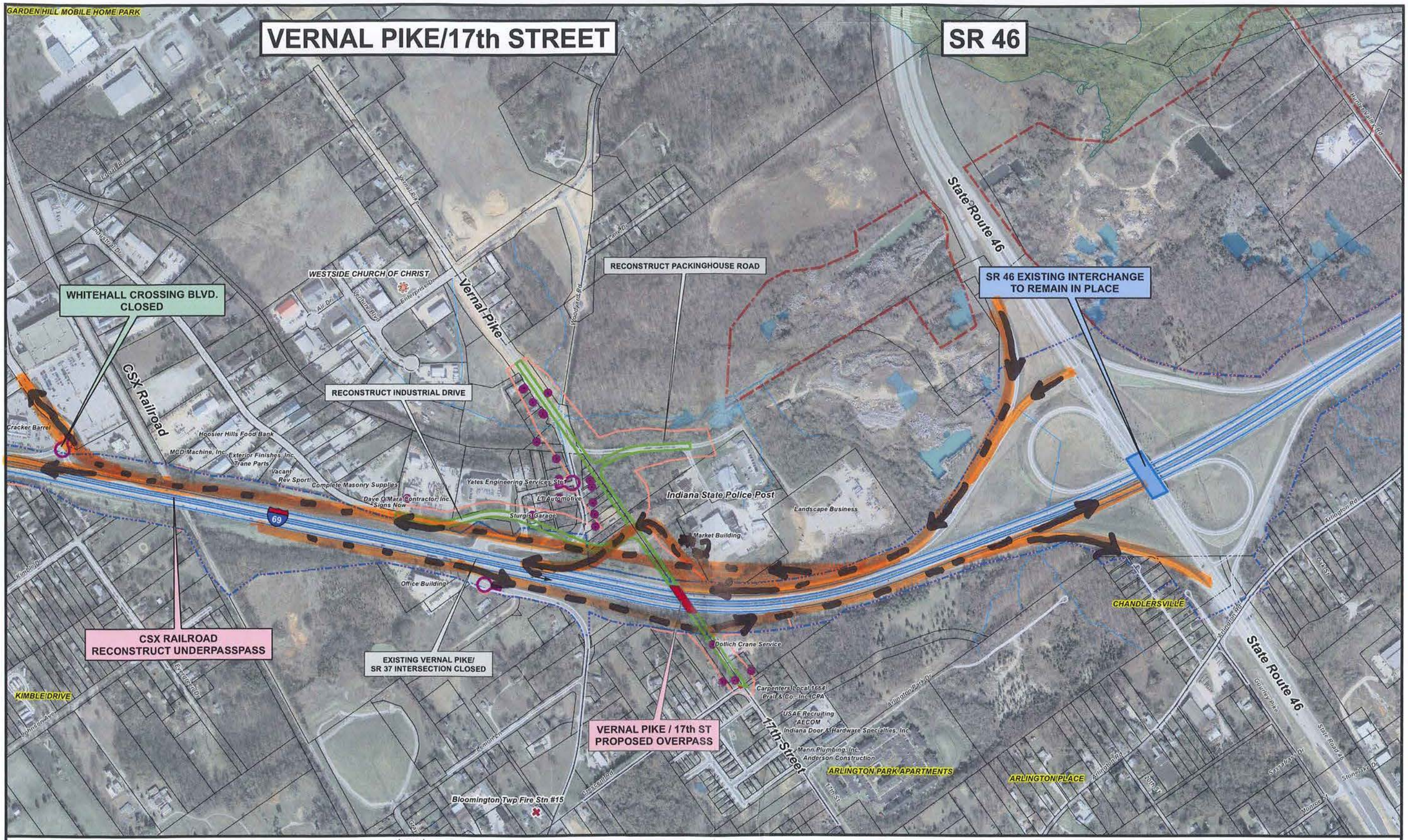
NAME: Michael Dyer - ECS INC

ADDRESS: 2476 W. Industrial Park Drive, Blgtn IN 47404

TELEPHONE: 812-336-4411 EMAIL: mdyer@ecs2way.com

DATE: 12/31/12 CUSTOMER SERVICE REP. :

COMMENTS: 17th & Vernal Pike Intersection.
You can make 17th Street over 69 or underpass. With ingress/degress lanes on each side. An Access Road can go from 17th Street South going over the CSX Railroad and connect to the Whitehall Crossing Blvd which is closing. This will help traffic going into Lowes, Cracker barrel & others by not using the 3rd Street exit. * I thinl it would be very important for the State Police Post to have Access to 69 in Both directions. This would give business in Industrial Park Access both ways as well as help overall Traffic flow Not Bottlenecking up the 3rd Street exit. OPTION #2 would give Access to 69S from 17th Street if Access at the Whitehall Crossing exit is to close to 3rd street exit. But still Continue the Access Road one way to Go to lowes or Cracker Barrel.



Legend

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0 300 600 1,200 Feet

I-69 Evansville-to-Indianapolis
Tier 2 Studies
Section 5 - SR 37 to SR 39

Alternative 8 (INDOT's Preferred Alternative)
Sheet 4 of 16

ECS inc.
stomer Service to New Heights

C COMMUNICATION SYSTEMS, INC.

INDIANAPOLIS IN 460

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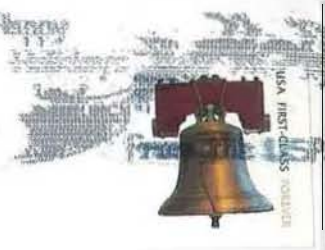


I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington IN 47403

474035141

NDUSTRIAL DR BLOOMINGTON, IN 47404 • 812/336-4411 FAX 812/339-2355

maps Rockport

I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

Section 5
DEIS Official Comment Period Form

NAME: Larry R. Eads

ADDRESS: 4914 North Kinser Pike

TELEPHONE: 812-333-2269 EMAIL: LARRY2DE@AOL.COM

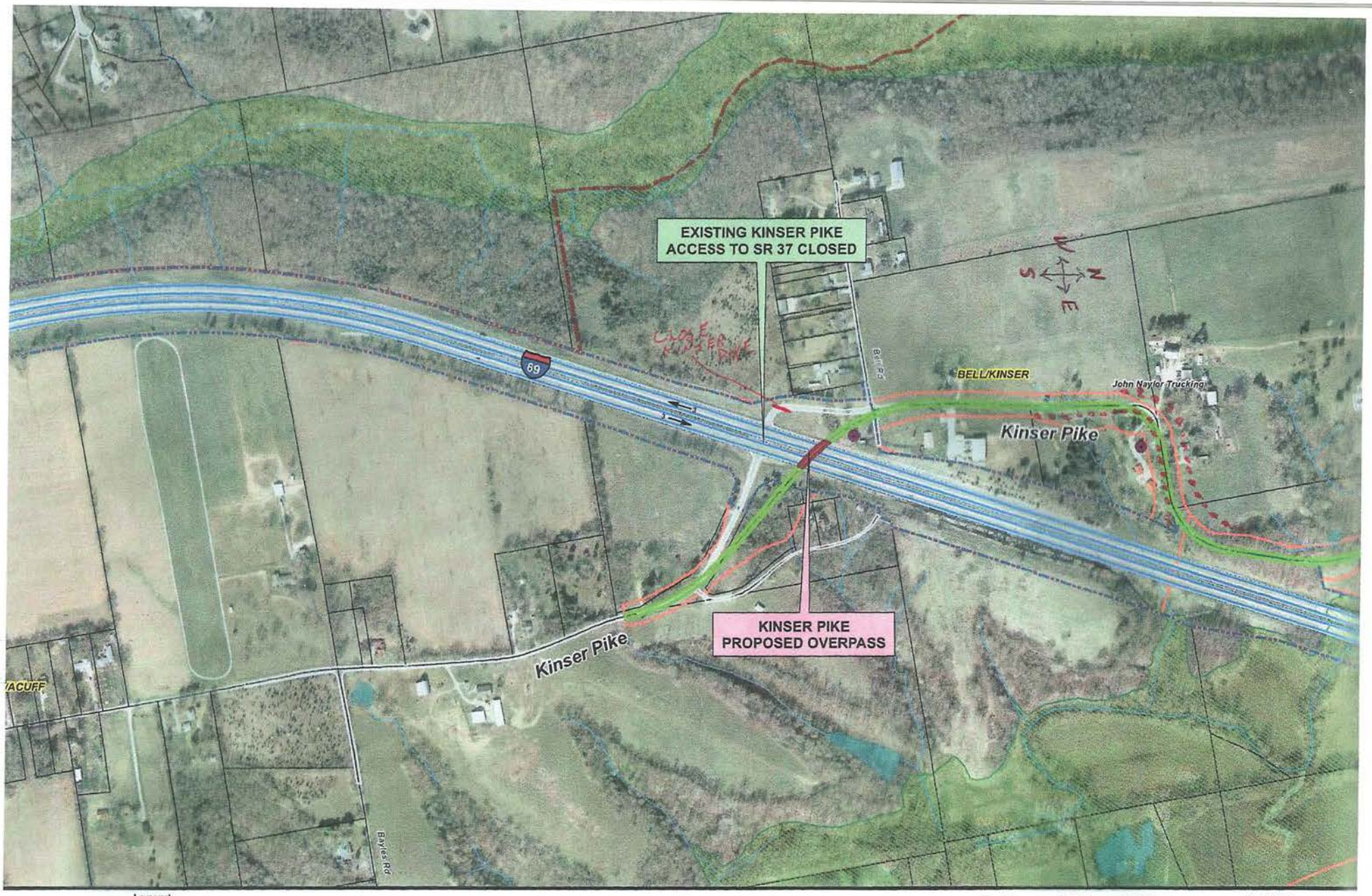
DATE: 1-3-2013 CUSTOMER SERVICE REP. :

COMMENTS: Here are suggestions which seem more compatible:

Option #1 - Close Kinser Pike on the south end - use the money saved on building the overpass and land acquisition on the Kinser Pike - Bottom Road exchange.

Option #2 - Move the new ROW to the north on my property towards 4919 N. Kinser Pike. No one has lived in that house for about three years. My deed shows that I own some of the property on the other side of the road.

I would like to talk to some one about this. I need more information on this so I can go forward.



Legend

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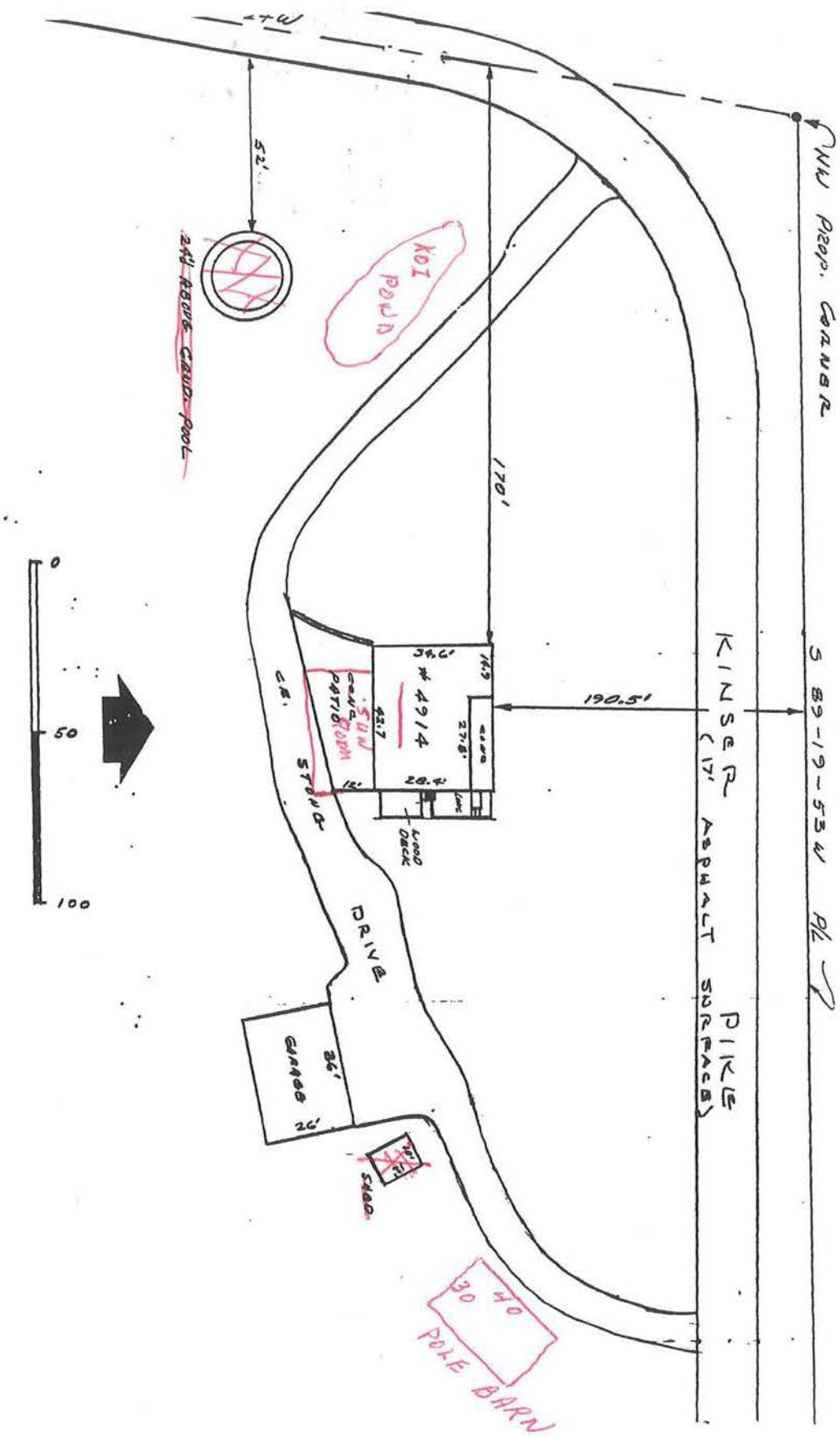
0 300 600 1,200 Feet

ianapolis
SR 39

Alternative 8 (INDOT's Preferred Alternativ
Sheet 6 of 16

RED DOTTED LINE - NEW ROW



NAY NOR
4914

ROBERT C. SIPES
REGISTERED
No. 9016
STATE OF INDIANA

Signed:

1/1/13

note: I can attest to great numbers of deer at Breeden, Burch, Harmony & Rockport. (I am a night time traveler & know firsthand of over population of deer in SW-Monroe County)

COMMENT SHEET

RE: **I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)**

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) DONNA LENTZ FERREE
Address PO Box 15 Stanford IN 47463
Phone (____) _____ *(Optional)* Email _____ *(Optional)*
Organization / Agency (if relevant) _____ *(Optional)*

COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

I thought the purpose of eminent domain was to allow-necessary-for public good-taking of land. This started out with 2-3 business people in Washington, IN-because they saw the need for a SW-Highway-through their area. Because they couldn't get support for a highway (which I'm not arguing was needed) they attached the idea to the FEDERAL Interstate System to achieve their goals. They worked extensively through the Chamber of Commerces to persuade others of possible economic gains.

Monroe County was pushed to agree with an Interstate-when "IT REALLY SERVES NO PURPOSE" for the larger community. It was pushed through Chamber of Commerce, political media power and the Bloomington Herald Times wanted it. It was never what the larger community wanted-only a circle of people who wanted what they wanted for their personal gain & accolades.

Far to many people-to many people-have

(If more space is needed, continue on back.)

FROM: Name (PLEASE PRINT) Donna Lentz Ferree

COMMENTS (Continued):

lost their homes and heritage property and the landscape is rugged - with some of highest ridges in Monroe County being plowed through - that the rural setting and lifestyle of hundreds of people is being affected by something a few people with power wanted. The landscape will be dramatically altered forever. And its a shame! + Deer population is great @ every country road crossing of I69 (Herds of 15-20 each road every night.)

I thought the purpose of interstates is to move traffic - especially cargo trucks the quickest, most effient route from point A to point B. And to avoid going through established communities as much as possible. This interstate is ripping through the heart of our county.

With the push for smaller vehicles - especially in Bloomington - I see a great conflict with merging local traffic with cross country truckers. We depend on 37 for daily travel.

Evansville to Crane was on flat farm land with ability to keep straight smooth movement of vehicles. TAKING this interstate in many curves & through rougher terrain only to consume IA37 - makes NO SENSE. Especially considering the impact on so many peoples private lives. & comprimising local travel safety.

This interstate needs to travel North to I-70 (no matter what Lugar says) and absorb into an East/West trucking route - before pouring into 465. (And will put N/S I69 travellers closer to Indianapolis Airport.) 465 is a nightmare as it is - how in the world could any more - especially trucking traffic be added? Stop now & reconsider bigger picture here. Please.

Doesn't Evansville really want to get to Indy more than Bloomington anyway?

PO Box 15
Stanford 47463

Mary Jo Hamman
Section 5 Project Mgr
PO Box 8464
Evansville, Indiana 47716

47716846464

COMMENT SHEET

RE: **I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)**

TO: Mary Jo Hamman, Michael Baker Corporation
Section 5 Project Manager
PO Box 8464
Evansville, IN 47716

FROM: Name (PLEASE PRINT) Roberta Mann
Address 9145 N. Mann Rd.
Phone (812) 876 1384 *(Optional)* Email _____ *(Optional)*
Organization / Agency (if relevant) _____ *(Optional)*

COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

Please see printed comments.

(If more space is needed, continue on back.)

COMMENT SHEET

RE: I-69 Section 5: Bloomington to Martinsville (SR 37 south of Bloomington to SR 39)

TO: Mary Jo Hamman, Michael Baker Corporation
Section Project Manager
PO BOX 8464
Evansville, IN 47716

FROM: Name: Roberta Mann
Address: 9145 N. Mann Rd, Bloomington, IN 47404
Phone: 812-876-1384 E-mail: faye1053@yahoo.com

COMMENTS:

Dear Mary Jo,

I hope the holidays have treated you well! Thank you for the opportunity to comment on the Section 5 I-69 project. The purpose of this letter is to provide some information on my property prior to the start of the project.

My property, at the address above, provides a watershed for the existing State Road 37. A large ravine on my property is bisected by a pond dam which also serves as my driveway. There is a state owned drainage pipe that feeds the pond on one side, and another that feeds a small stream on the other side of the dam.

The south side of my drive with a large ravine and stream was once a pond as well. However, sedimentation from the highway drain continually filled the pond, eventually leading to a collapse of the dam many years ago. The north side of my drive is what is probably now considered a marsh or some other form of wetland. However, this too was once a vibrant pond providing a home to ducks and geese in the spring. It also was filled with sediment from a drainage pipe from Highway 37.

The drainage pipes that feed these two areas have long been eroding and washing out. The sediment, trash, and other debris from the highway eventually make it to the pond or the ravine. This has caused quite a bit of damage to the watershed and quite a bit of additional work for me.

I am not an engineer but I understand that INDOT will follow a written Storm Water Pollution Prevention Plan (SWPPP) during construction. If I understand this correctly, this plan should address any soil erosion onto my property during construction.

My concern at this time is the ongoing sedimentation and drainage that the new Interstate will pose after construction is over. As I mentioned, there is a ravine between my home and the highway bisected by my driveway. The additional volume of water, sediment, and trash from the highway has the potential to harm my property and its value.

Before plans are finalized for the area, I would very much like to discuss these issues with personnel who will be engineering the drainage plans. It is my hope that we can review the current drainage situation and develop a plan that will serve the needs of the new Interstate, frontage roads, and exits, along with addressing the proper use and care of the wetlands on my property.

Thank you again for this opportunity to voice my concerns and provide comments.

Sincerely,
Roberta Mann
Roberta Mann

Roberta Mann
9145 N. Mann Rd.
Bloomington, IN 47404

INDIANAPOLIS IN 460

31 DEC 2012 PM 1 L

Happy Holidays
forever

Michael Baker Corporation
c/o Mary Jo Hamman
P.O. Box 8464
Evansville, IN 47716

RECEIVED
JAN 11 2013
BLA - EVANSVILLE

47716846464

The Idle Zone Inc.
3490 State Road 37 South
Martinsville, In. 46151
765-349-9565

November 16, 2012

To Whom It May Concern:

This is a follow-up letter for the consideration of an early buy out under the Hardship Acquisition Policy. From our letter dated October 21, 2009. We are in financial trouble. The economy is getting a little better, but it is very hard to make it with paying double taxes.

We have talked to a couple more realtors and they all say the same thing. It will not sale because of I-69. Talking to property owners all around us have been contacted by investment company's. But we have not had one call because it is going right over us.

Our request was denied in 2009 because of not sure were the route was going. Now the preferred route is alt. #8 and it does take us out. Also the city and county wants it here.

In saying this we would like to talk to you A.S.A.P. Because we are in a time sensitive spot. We are in our slow period (winter). Things are not time sensitive now. But late spring or early summer would kill our business if we were to move. We hope to stay in business if we can financially. If we do move there are thing that have to happen fast for us. We have to find a place or build to suit us but also we have to contact our distributors. To make sure we can sell their products. In our field (marine) we have territory's . So we would like start this A.S.A.P. So if or when we move it will not be in peak season.

We would like to start looking in December, but it is hard to if we don't know the amount we are getting. We don't want to start calling our distributors. But we are afraid they might start looking for other dealers in our territory. Also we don't want them to think we may not reopen.

We would appreciate a quick response to this letter. Because time is important for the survival of The Idle Zone Inc.

Thank you,

Craig Smith Secretary
The Idle Zone,Inc.

INDIANA DEPARTMENT OF TRANSPORTATION

PUBLIC HEARING

I-69 EVANSVILLE TO INDIANAPOLIS, INDIANA

Tier 2 Draft Environmental Impact Statement (DEIS)

Section 5: Bloomington to Martinsville

(SR 37 South of Bloomington to SR 39 South of Martinsville)

* * * * *

December 6, 2012

6:30 p.m.

Monroe County Fairgrounds Auditorium

5700 West Airport Road

Bloomington, Indiana 47403

* * * * *

CROSSROADS COURT REPORTING
Renee R. Dobson, RMR
9733 Sable Ridge Lane
Terre Haute, IN 47802
812-299-0442

I N D E X O F E X A M I N A T I O N

P R O C E E D I N G S

MR. RICKIE CLARK: If I could have everyone's attention, we're going to go ahead and get started with our formal presentation. We see that folks are still making their way inside of the auditorium. We have plenty of seating. So, please, by all means come in.

I'd like to welcome everyone this evening. My name is Rickie Clark. I'm with the Indiana Department of Transportation, very happy to be here this evening, very happy that you've chosen to spend an evening with us this evening to learn about developments of the I-69 Evansville to Indianapolis Tier 2, Section 5 study.

Hopefully, this evening you've had an opportunity to visit our display area, talk with our project representatives, ask questions, pick up materials and handouts, review some of the display board materials in our open house area. I will mention that during our formal presentation there will be someone manning our open house display area. If there are questions that you have in regard to the information that you will see in the next couple of minutes, we do have someone on staff to man our open house area.

Again, we're very happy to be here this evening, very happy that you're here with us to learn about developments in this project milestone. In terms of the format this evening, we've prepared a PowerPoint presentation to highlight, if you will, the details of the Section 5, Tier 2 study to go over the highlights of the study, if you will. What you'll see here in the next several minutes, there will be a lot of information. One of the challenges is when you have a Tier 2 type study is to -- in this type of format to highlight the important material that is inside of that document. We've tried to do that in our formal presentation this evening. However, after the presentation, there may be still questions that you might have. And so certainly after our formal presentation this evening, we will have representatives available in the open house area to point out areas of emphasis, perhaps clarify points that might have been highlighted in the presentation this evening.

Also, I'll mention our project website is an excellent repository where information can be accessed, maybe viewed. So certainly if you see information presented here this evening, and

perhaps after the meeting you get home; you'd like to log into your computer, you can access the information that's being highlighted this evening as well.

So, again, we are very, very happy to have you here this evening. Following the formal presentation this evening, we will transition into our public comment session. Certainly when INDOT holds a public hearing in this fashion, there are essentially two purposes. Certainly the first purpose is to disseminate project information; but the second purpose and the most important purpose is to solicit input, solicit comments, solicit feedback in regard to the project. So certainly after the formal presentation this evening, we will transition into our public comment session; and I'll talk a little bit more about that comment session after the formal presentation this evening.

Hopefully, during the open house session everyone had an opportunity to pick up a copy of our informational handout. If for some reason you didn't have an opportunity to pick up our handout, we do have additional copies of the project handout available in the auditorium in the tables

located in the very back. It highlights our presentation this evening, and then also details the ways that you can submit comments for inclusion into the official public record.

As I mentioned, we'll have a public comment session following the PowerPoint this evening; however, there are other options that will be available to you to submit a comment, and those options are highlighted within the handout information.

So, again, we've prepared a formal PowerPoint presentation. Following the presentation we'll transition into our comment session.

At this time there are just several individuals I'd like to introduce for you at this time. To my right we have Mary Jo Hamman who is the project manager with Michael Baker. You'll hear from Mary Jo in just a few minutes. Michael Baker, they are the firm under contract with INDOT developing design plan, environmental documentation as part of their project with INDOT, and Mary Jo will be giving our formal presentation in just a few minutes.

Also to my right we have Tom Seeman who is the I-69 project manager with the Indiana

Department of Transportation. Thank you, Tom.

And then also with us this evening we have Rick Marquis who is the Acting Division Director for the Indiana Division of the Federal Highway Administration, so we thank you, Rick, for being here as well.

Our panel, they will be here at the front of the auditorium throughout the duration of the PowerPoint presentation and most certainly throughout the duration of our public comment session that will follow immediately after the presentation, so we'll talk a little bit more about the public comment session once the PowerPoint presentation has concluded.

So at this time, again, I would like to say welcome to everyone, very happy that you're here this evening. And with that as an introduction, I am going to reintroduce Mary Jo Hamman to take us through some of the highlights, if you will, of the Section 5, Tier 2 study. Mary Jo?

MS. MARY JO HAMMAN: Thank you, Rickie. Good evening. As Rickie mentioned, I'm Mary Jo Hamman. I'm the project manager for the I-69 Section 5 portion of the project. Michael Baker is the firm I represent, and we've been hired by INDOT to help

develop the studies included in the Environmental Impact Statement.

The purpose of the meeting this evening is to present a summary of the Tier 2 Draft Environmental Impact Statement that was published for Section 5 that was published back in late October. We'll also review some of the various features of the preferred alternative that's identified in the Draft Environmental Impact Statement.

Most importantly, as Rickie mentioned, we are very much interested in the feedback that you're willing to share with us tonight and throughout the comment period. And as he mentioned, there's a couple of different ways to do that. We'll refresh with that at the end.

Section 5 is an upgrade of existing State Road 37 between Bloomington and Martinsville. We're upgrading that from the facility that's out there today to interstate standards using some of the existing highway facility. The section is about 21 miles in length and runs from right around Victor Pike at the south end of Bloomington to just short of the State Road 39 interchange in Martinsville.

State Road 37 is currently a median-divided highway with partial access control, which means in some locations we do have drives and local roads that intersect with State Road 37. There are a few places where there are interchanges more in urban Bloomington. As we convert it to an interstate, the only way you'll be able to access the interstate is through an interchange.

The studies that we're working on are done under the umbrella of the National Environmental Policy Act that was put in place back in 1969, sometime referred to as NEPA. It does provide for a balanced approach to decision-making. We look at a wide variety of impacts to both the human and natural environment and always in concert with looking toward providing a safe and efficient transportation system. It does also afford us an opportunity to look at other regulatory requirements with respect to permits when we get to the construction phase.

When we look at what we want to accomplish with the Section 5 portion of I-69, we're looking at performance goals, which include improving accessibility, reducing congestion, and improving safety throughout the corridor. Improved travel

time and safety needs increase in access to regional development centers, business markets and more efficient distribution of commercial goods.

With regard to safety, the total number of crashes that are expected to be experienced in Morgan and Monroe County in the year 2035, which is the year that we're analyzing, are expected to decrease by 300 as compared to if we did nothing to upgrade the facility. And with respect to economic growth, the development goals, look at how transportation might enhance economic development.

The Tier 1 Record of Decision for the overall I-69 project was approved back in 2004 and defined a 2,000-foot-wide corridor that we analyzed. In 2005 there were three alternatives that were identified to look at upgrading State Road 37 through Bloomington and south of Martinsville, and then in 2007 we refined those to carry two forward.

In early 2012 many of you joined us back in April of this year. We had introduced at that point two additional alternatives in which we were looking at reusing as much as State Road 37 as we could. As a result of that, it does impact -- I'm

sorry -- it reduces the impacts to both the costs and impacts to natural resources.

Table 1 in the handout, for those of you who have already picked one up, or those who want to get one at the end, gives a brief overview of what the differences are between the alternatives that were studied in the Draft Environmental Impact Statement. And I guess I also wanted to reinforce that the comments that we receive here tonight and throughout the comment period will help us refine the preferred alternative that's identified in the Draft Environmental Impact Statement as we move forward with the next part of the environmental process, the Final Environmental Impact Statement and the Record of Decision.

With alternatives 4 and 5 we use those as a starting point. Those were introduced back in April. With alternative 6 and 7, and then with alternative 8, which is the highway that we talked about that we would be looking at, we were looking at costs; but the costs were reduced by narrowing right-of-way. Instead of taking a strip of land from every property along State Road 37, we looked at staying within the existing right-of-way wherever possible. We're using as much of the

existing pavement footprint that's out there today and to use -- reuse the bridges that are out there today to the extent possible.

To achieve this, the alternatives that we looked at, certainly with the preferred look at expanding where we need to add capacity to the inside of what's already out there today. It does allow the use of concrete barriers, retaining walls and guardrail. It does reduce impacts to homes and businesses when we take that approach and also significantly reduces cost.

An example of the reuse is in the area here shown on the map. We are planning to reuse the existing bridge on the Indiana Railroad just south of 3rd Street. We're looking at reusing the 3rd Street interchange. The wider alternatives associated with the 3rd Street interchange had replaced both of those bridges and encroached on an apartment complex, had a couple of additional home relocations, and impacted five additional businesses. So, again, where we could, we looked at minimizing those as part of the preferred alternative.

The -- another benefit that came about as a result of reusing that existing structure was a

reduction in the impacts to some of our natural resources: streams, wetlands, floodplains, forests and farmlands.

I wanted to give you a quick overview of what's included with respect to access in the preferred alternative. We are looking at an overpass at Rockport Road. That would be newly constructed. A new interchange at Fullerton Pike. An interchange that serves both Tapp Road and 2nd Street and State Road 45. Again, that would be new. Reuse of the existing State Road 48/3rd Street interchange, a new overpass at Vernal Pike that would be located slightly north of where the existing intersection is today. And the interchange with State Road 46 stays pretty much intact, and the overpass at Arlington Road would be reused as well.

As we move a little further north in the suburban part of the corridor, we're looking at an overpass at Kinser Pike. We've got two different options that are included in the preferred alternative at Walnut Street, and I'll talk about those a bit in more detail here in a minute. A new interchange at Sample Road, an overpass at Chambers Pike, and a new interchange at Liberty

Church Road/Godsey Road up in Morgan County.

With respect to travel lanes throughout this stretch, we are looking at evaluating impacts for what we think we're going to need in the design year, which is 2035, through the urban area all the way up to Sample Road. We've analyzed impact for as many as three lanes in each direction. INDOT will be looking at when the actual demand is there for the addition of the third lane. So at this point we're not sure when that's going to take place, but all of the impacts have been evaluated based on the full construction of three lanes all the way up to Sample. North of that, the traffic demand only requires the two lanes that are out there today.

The new bridges that we've identified as we talked here would be designed with accommodations for bicycle and pedestrian shoulders and/or sidewalks. Where we are reusing existing bridges, we'll make those provisions to the extent possible on that existing structure.

Another thing that's important to point out as we move into the suburban and rural part of the corridor, we do have a number of, again, local roads and driveways that tie directly into State

Road 37. I mentioned the only way you'll be able to get on and off the interstate is through an interchange, so in those areas we're looking at constructing local access roads, in some cases piecing together segments of roadways that are already out there, in some cases providing new roads for that. We've got a few that are identified here. And these are displayed in more detail in the map room and the community building, so I would encourage you to look there as well. But there's certainly north of the Walnut Street area, again, as you -- a little further to the north up around the Sample Road area in each direction, looking at construction of access roads through there and then further into the -- into the area just south of Morgan, Monroe Forest, and once you get north of the forest as well, tying into the Liberty Church interchange area.

At Walnut Street we do have two options that are included in the preferred alternative. One addresses Federal Highway guidance that looks at providing what we call full interchanges for any new interstate facility that's being built. Full interchange would be accommodating for all four directions of travel at an interstate -- or I'm

sorry -- an interchange. You can get on and off in both directions. It would -- again, as a result of the additional construction here, we would have additional impacts and costs associated with that. The ramps that we would be providing that aren't there today carry about 1,400 vehicles per day, which is about 10 percent of the traffic that we anticipate using that interchange. This option does come at a cost to both construction cost and impacts to our natural resources in the area. It's about $45 million more to construct the interchange with all four legs at this location and, again, increases impacts to the streams, wetlands, and floodplains in the area and puts additional development pressure in this area as well.

Option B is the proposal to maintain the existing partial interchange that we have out there today. It does provide for southbound exit movement off of 37. It would provide that similar movement for I-69 and a northbound entrance movement. It does reduce impacts and costs. For example, wetlands are reduced by 4.3 acres with Option B as compared to Option A, and impacts to the floodplains are 26 acres fewer in this option than they would be with the full interchange.

Federal Highway does need to review the justification for this type of an interchange facility, so we're particularly interested in input from the community as to whether or not a partial interchange would continue to meet your needs and your thoughts about impacts to the -- both costs and impacts to the natural resources in the area.

With respect to costs, Preferred Alternative 8 with the full interchange, so that would be Option A, the full interchange at Walnut Street is estimated in the Draft Environmental Impact Statement at $546 million.

With Option B, the partial interchange, we're looking at an overall cost of $500 million. Specific to that, the construction costs associated with those options are $332 million and $365 million respectively.

Development costs that are identified here include design, right-of-way, utility relocations, administration costs, and mitigation for some of the impacts that we have to the natural resources.

One thing that's important to remember, as they've done for previous sections of I-69, INDOT continues to look for innovative design and funding options that will allow them to advance the construction of I-69. For example, for the previous sections that have been completed, 1 through 3, the construction costs or the

costs associated with those sections actually turned out to be about 25 percent less than what was published in the Draft Environmental Impact Statement.

Pavement is a big part of the building of any new road. Within the Draft Environmental Impact Statement, the document that we've prepared, it assumed that we would be completely replacing the pavement. As we continue with our studies, we're looking at the merits of reusing the existing pavement that's out there today. It's really quite in good shape. We're going to be able to use quite a bit of that as the base for new I-69. That will help reduce costs and also help reduce construction time as we make that conversion.

Another cost-savings consideration that we're looking at is, again, building that additional lane when the demand is approaching rather than building the entire thing all at one time. So all of those things as well as other cost-savings measures that are suggested as part of the comments we receive from you tonight and throughout the comment period will be evaluated and documented as we move from this stage to the Final Environmental Impact Statement.

A number of environmental evaluations that have been done throughout the life of this project, when we look at these, we look at ways to, first of all, avoid them,

any of the environmental resources that are out there. When we can't avoid, we look to minimize the -- the use of those resources. And when we're not able to avoid, we also look at mitigation for the impacts that we have to the natural resources.

With respect to community impacts, potential displacements have been estimated in the Draft Environmental Impact Statement. The preferred alternative is at the low end of the range and all the categories that we've got listed here on this slide.

Displacements and right-of-way purchases really don't get finalized until we move to the final design part of the project, but it's important to note that anybody who does fall into a situation where we would need to relocate them would be eligible for compensation and assistance under the Uniform Act. INDOT has representatives available from the real estate division in the map room. If you are in a situation where you may be one of those potential displacements, certainly please feel free to stop by and check with them.

Other community impacts that we anticipate are changes in access in the way you move around from Point A to Point B. We do have another display in the map room that specifically talks about access throughout

the corridor. We have been coordinating with businesses and local emergency service providers throughout the corridor and will continue to do that as we move forward in the study looking at those changes and access as well.

And then one last thing to note, we -- I mentioned this earlier. When we're looking at the reuse of existing structures as compared to building new, on all new structures we are looking at providing for some type of bicycle/pedestrian accommodation. For those structures that we're reusing at this time, we're looking to maximize the room that's out there today.

Another area where we've got particular interest and input from the community, Wapehani Mountain Bike Park is down in the Tapp Road area. It is a publicly-owned park, which affords it kind of a special protection under the Department of Transportation Act. And because of this protection, we've actually shifted the preferred alternative through this section, so it's slightly off of where the existing pavement is today. It avoids the park completely, but it results in seven residential displacements, impacts the three commercial parking areas, and impacts to a significant set of utility lines that runs along the highway. It adds about $5.4 million to the overall construction cost and

does require the reconstruction of the 2nd Street bridge. As a result of that, though, will be impacts to traffic and construction as well.

Reducing impacts requires us to look at the potential of park property acquisition. It would be very similar to what's shown for Alternative 7 in this area. Takes about a 50-foot strip of the park. Federal Highway could consider allowing INDOT to move forward with that based on consultation with the City of Bloomington and input from the community as to how you guys feel about that kind of a trade-off. So another thing that if you're so inclined, we'd certainly appreciate some input from you on that.

Noise analysis, we had 65 areas that we studied as part of the environmental with respect to noise. Three of those potential areas meet the Federal Highway Administration criteria for reasonableness and -- reasonable and -- sorry -- reasonable and feasible criteria. The first area is found between Fullerton and Tapp on the west side of the highway.

The other two areas are on either side of Bloomfield Road/2nd Street on the east side of the highway. For all the residences in those areas that would be affected, we've actually sent out a survey earlier this month -- I guess -- I'm sorry -- November -- asking for

input about how folks would feel about noise barriers in those areas. That's part of the overall process. INDOT works with communities to determine whether or not they have an interest in the noise barrier. If you did receive one of those surveys, you're certainly welcome to leave it with us tonight or mail it back in to the address that was included with that or drop it off at the project office as well. I should also mention that we do have a special area for noise specific to these sites here over in the community room.

Other resources that we look at, cultural resources. Throughout the entire corridor we've looked at cultural resources, and it shows that Preferred Alternative 8 has either no effect or no adverse effect to any of the -- any of the resources that are eligible or on the National Register of Historic Places.

With respect to water quality -- I'm sorry -- water resources, since most of the project is within the State Road 37 footprint, many of the water resources are already impacted by State Road 37. It is also important to note, though, that regulations and permits will be required for any construction over any of those water resources and will be bound by the constraints of the permits.

With respect to maintaining clean air, INDOT is committed to that, and we use EPA methods to demonstrate that the project will not negatively impact air quality. There is additional agency coordination that's ongoing as we move forward into the next stage of the environmental studies.

With respect to endangered species, there have been many studies done throughout the Tier 2 efforts looking at endangered species, Indiana bat among others, and that coordination continues on with the resource agencies.

About 12 miles of our 21 miles fall within karst terrain, which most of you are probably pretty familiar with living in this neck of the woods. Highway projects in karst terrain have some very specific requirements that were developed and documented in what's called a "Memorandum of Understanding." They look at controlling stormwater runoff from the highway and addressing other water quality concerns. INDOT uses that "Memorandum of Understanding" as we move forward with any construction -- design and construction throughout these types of areas. And in the case of I-69 Section 5, about 70 percent of the karst features that are impacted by this project are within State Road 37 as it exists today.

With respect to public involvement and outreach, this has been an ongoing process. We've had quite a few folks involved in providing us with information about how the proposed plans would affect the community. Some of those are mentioned here. We would very much like to express our appreciation for those folks who have been along with us providing us the information in which we documented in the Draft Environmental Impact Statement. We would certainly encourage you to continue with that input as we move forward.

I'll also offer -- Rickie mentioned that we do have a project website. It's shown up here on the screen. All of the PowerPoint presentation from here tonight and the maps that are in the display room will be available on the website yet this evening. We do have maps obviously in the community room. We'll have them available in the project office as well. We are just down the road, so we'd be happy to entertain questions from that venue as well.

And then just to kind of close up, what's next? The comment period for this stage of the environmental study through the Draft Environmental Impact Statement runs through January 2nd of 2013. All of the comments that we receive become part of the documentation that's

in the Final Environmental Impact Statement. All of those comments that we receive are reviewed and analyzed. They help us -- the input that you give us as part of this process helps us refine this preferred alternative, and all of that will be documented in the Final Environmental Impact Statement and the Record of Decision as INDOT then moves forward.

And, again, a couple more ways about with respect to providing comments, Rickie is going to open up -- open this up here in just a few minutes to public comment opportunity. We do have the comment sheets that were included in the back of your handout as you came in. You can either leave those with us tonight or mail them back in. You can provide them via the I-69 website or mail them to me at the address here on the screen.

And with that, I'll turn it back over to Mr. Clark. Thank you.

(POWERPOINT PRESENTATION CONCLUDED)

MR. RICKIE CLARK: Thank you, Mary Jo. I appreciate that very much. I know we went through quite a bit of information in a very limited amount of time. However, the purpose of the presentation was to provide a summary, if you will, highlighting the different aspects of the Draft Environmental Impact Statement. As Mary Jo

just mentioned, and as I alluded to at the very beginning of the presentation, certainly the purpose of the public hearing this evening is to solicit your comments, your feedback, information from you so that that information can be incorporated into the decision-making process. As Mary Jo mentioned before, as part of the production of the Draft Environmental Impact Statement, under Next Steps, there's a Final Environmental Impact Statement that will be developed and produced. And certainly the public comments that we receive this evening, that we hope to receive over the next several weeks as the comment period extends until January 2nd, all of those comments will be captured, entered into the official public record and then utilized as part of the decision-making process as the project continues to develop.

Now, at this time I'd like to transition into our public comment session. Certainly, hopefully many of you, in the very first page of your handout you notice there are several options that were available to you to present comments this evening. The comment period that we are transitioning into at this time, we are soliciting

verbal comments, statements for the official record.

Certainly, we realize that many of you will have very specific questions in regards to the material that was just presented over the last several minutes; however, we would ask respectfully that you hold onto those specific questions. We will have representatives in our display area, the map room, the community room to certainly address those individual questions one-on-one. However, the purpose of the comment session is to solicit comments and statements for the official public record.

Is our sign-in sheet --

MS. PEGGY JAMES: They're right here.

MR. RICKIE CLARK: As I was mentioning, during the comment session we're soliciting comments for inclusion into the record. I will mention that during the comment session all comments are being recorded. They are being captured by our stenographer who is to my left. In the event that we have individuals who would like to comment or perhaps comment privately, the stenographer will be available even after the comment session this evening to certainly capture

public comments, any verbal comments for those who don't necessarily feel comfortable presenting those comments in public to our audience this evening.

So at this time I am going to move our cart up front. Now, many of you probably attended the meeting that we had here last spring, and many of you probably have attended previous I-69 meetings and probably are familiar with the process and protocol during our public comment session. But for those who aren't familiar, I want to take just a moment to kind of explain what is going to happen over the next several minutes. And, yes, I did bring our stoplight with us.

During the comment session certainly we are soliciting, and we welcome comments, statements for the public record. In an effort to accommodate all of our speakers this evening, and in an effort to ensure that we have enough time for all of our presenters, all of our speakers this evening, we are instituting a time limitation for each speaker, a time limitation of two minutes per speaker. And, again, this is so that we can ensure that everyone who would like to participate has an opportunity to do so. We will use this

traffic light to help us keep track of our time and help all of our speakers keep track of their time.

If we can have the green light, please. As I read off names on our speaker sign-in sheet, we have two podiums to my left and to my right that are available for speakers. The option is yours which podium you prefer to use. But when it is your turn to present your comment, you can utilize the microphone and the podium.

At the beginning of the two-minute period you'll see the green light. That is your signal that it is your time to speak, present your comment.

At one minute, 30 seconds, you should begin to see a yellow light. The yellow light will signal that you have approximately 30 seconds to begin to conclude to wrap up your comments.

At two minutes you will see the red light. All of us are familiar with the red light. At that point in time we would respectfully request that you conclude your comments at the end of that two-minute period so that we can open the floor to the next speaker on our speaker schedule.

And so we're going to utilize our traffic

light this evening to help us guide time throughout the comment session. And, again, for speakers who don't feel comfortable presenting their comments publicly, the stenographer will be available after the comment session to gather additional comments.

Or if you have additional comments beyond the two minutes that has been allotted per speaker, which sometimes happens, then certainly the stenographer will be available at the conclusion of the formal comment hearing. So if you have additional comments, if you'd like to have on the record, then we'll make the stenographer available to you at that time.

If I can get the sign-in sheets here. . .

All right. And, again, even if you present a comment this evening, certainly the other options are available to you, email, the website, the comment forms, and the informational handouts of all of those comments are equally weighted. They're all going to be evaluated. They will all be fully considered as part of the decision-making process, so it's just another option available to you to present comments this evening.

At this time we will move forward. And what

I'd like to do is for anyone who was present during the last meeting, we'll probably call off a series of names, three or four names at a time so that I'll call off a series of names so that speakers can begin to make their way from the auditorium area or in the bleachers area, start making their way toward either podium that's available to you.

As is the case with any Indiana Department of Transportation public hearing, we always like to afford an opportunity to our elected public officials who have signed in as speakers, we would always afford them an opportunity to present their comments first and foremost, and then we'll transition for our general audience this evening.

So our first speakers, our first elected public officials to sign in on our speaker sign-in sheet this evening will be Andy Ruff, Bloomington City Hall; also, Cheryl Munson, Monroe County Historic Preservation Board. And I'm not showing an additional elected public official. But if there are elected public officials who perhaps did not have an opportunity to sign in, if they would begin to make their way toward either podium at this time. The two public officials, the elected

officials that I have, Mr. Andy Ruff, and then also Cheryl Munson were the two elected officials to sign in as speakers.

However, there may be additional elected public officials who have requested an opportunity to speak. I would just respectfully request that they start making their way toward the podium.

Ms. Munson, I believe the floor is now yours, ma'am.

MS. CHERYL MUNSON: Thank you. A bit of confusion. In January, I will be a new member of the Monroe County Council, and so I signed up tonight to speak as an appointed government official for the Monroe County Historic Preservation Board. And many of you may have heard me speak before. I've spoken many times in opposition to Section 4, and tonight I wish to speak and urge construction of Section 5 because of public safety concerns and because of connectivity concerns for people commuting from the county into Bloomington; but that doesn't mean that everything is good and well with historic resources in Section 5. Our Board has prepared comments in detail, and we disagree with several findings. We concur with many others I should

say. Let me just tell you the points of disagreement. We disagree that there is no adverse effect on four important districts. These are the Maple Grove Road, National Register of Historic Places Rural District, the Hunter Valley Historic Landscape District, the Reed Historic Landscape District, and the North Clear Creek Historic Landscape District. The latter three are all significant for their importance -- Did I just run out of time? Oops! -- for their importance to the history of the limestone industry. And the effects will be -- caused by construction will be the erection of concrete barriers and steel guardrails, and we think this will be a terrible visual impact that could be alleviated by using traditional methods of barriers called quarry bluffs. Thank you.

MR. RICKIE CLARK: Very well. Very well. Thank you, ma'am. Thank you, Ms. Munson, for those comments.

Mr. Ruff, the floor is now yours, sir.

MR. ANDY RUFF: Our local paper, the Herald Times, recently wrote that the obligation of the State is to finish State Road 37 north to Indianapolis. But it's -- the project isn't

anywhere close to State Road 37 yet, so that's a premature obligation. The obligation now is to do the right thing for the citizens of Indiana. It's been obvious for a long time that the State cannot meet basic transportation and safety needs for Indiana and build this hugely expensive I-69 project, and now the governor and INDOT have been admitting it. And this recent call for novel funding, public/private partnership funding idea is just ultimately in some way or another needs tolls. The really big problem starts with staggering onward with Section 4, which still is not close to being built yet. It's the most costly and damaging section, and most of those costs and damages have not yet been realized. In building it to State Road 37 and then stopping there creates real problems for 37 users. That's the main artery for the entire region.

So quit praying for a miracle and step back and see if you can develop an actual plan, not a wish list, but a real plan that funds transportation needs for the State, the thousands and thousands of bridges that need attention, the regular repair and maintenance of existing roadways and addresses real safety needs instead

of bankrupting our State's transportation funds for decades to come just for the one hugely expensive highway. Stop at Crane. Have a road that serves Crane, to Evansville, to I-64. Quit throwing good money after bad in Section 4 and avoid the much worse situation of stopping at State Road 37. Thank you.

(APPLAUSE)

MR. RICKIE CLARK: Very well. Very well. Very well. Thank you, Mr. Ruff.

Are there additional elected public officials who perhaps did not have an opportunity to sign in this evening? Elected public official?

(A MAN COMES FORWARD)

MR. RICKIE CLARK: You'd like to use this podium?

UNIDENTIFIED GENTLEMAN: Yes.

MR. RICKIE CLARK: Okay. We're flexible.

UNIDENTIFIED GENTLEMAN: My fellow Americans, welcome. It's good to be here, and it's good to be reminded that we are, despite our differences, all members of this great country and that we are here because of our pride in this fact.

Mary Jo, welcome. Baker Associates were the engineers for the Corridor 18 study. I've been

involved in the I-69 debate for 20 years. In 2003 I had taken their study and had done an analysis of the national I-69. I gave my results in the press release that showed that the I-69 as it's proposed is going to be 84 miles longer than existing highways from Canada to Mexico. At the time the Federal Highway Administration said that my findings were premature speculation.

So now it's nine years later. We haven't heard response yet to my findings about this, and they can't respond to it because what I was saying then was the truth. If what they were saying telling us that we needed a shortcut, this new highway, was a lie, what was the truth? And at that time I began another study. What I do is study plans. And I was studying the U.S. plans for its nuclear material, its future, and this is an analysis of Barack Obama's Blue Ribbon Commission for America's Nuclear Future. The two main contractors for the United States, SAIC Corporation and USA Repository Services, have recently built plants at the west Crane gate along I-69. And is this the real reason why we are getting I-69 through our community?

(APPLAUSE)

MR. RICKIE CLARK: Thank you, sir. Thank you, sir, for those comments. Appreciate that very much. Interesting view from the angle there.

Any additional elected public officials who would like an opportunity to participate and have their comments captured, recorded and entered into the official public record this evening? Certainly want to afford an opportunity to our elected public officials at this time.

(NO RESPONSE)

MR. RICKIE CLARK: Very well. Then we will transition and continue to move forward with our general speaker schedule sign-in sheet this evening. As I mentioned, I will call out several names at a time so that way our speakers have an idea of their order and when they are going to present their comments and can begin to make their way toward either podium this evening.

Our first five speakers to sign in on our speaker schedule this evening will be Christy Gillenwaker, Liz Irwin, Thomas Tokarski, Jim Murphy, and Joe Baker -- excuse me -- Joe Barker. Joe Barker. Again, our next five speakers will be Christy Gillenwaker, Liz Irwin, Thomas Tokarski, Jim Murphy, and then also Joe Barker. Our first

five speakers, if they can begin to make their way toward the front, I'm going to -- I apologize.

Ma'am, the floor is now yours.

MS. CHRISTY GILLENWATER: Yes, thank you. Thank you. Christy Gillenwater with Hoosier Voices for I-69 and the Greater Bloomington Chamber of Commerce. First of all, I want to thank this good turn-out tonight, individuals for taking their personal time to be here tonight and to our friends at INDOT and fellow contractors here who are also helping with this important project.

Both the Greater Bloomington Chamber of Commerce and Hoosier Voices for I-69 have supported this project for numerous years, obviously for the economic value we believe it will bring to southern Indiana, the important jobs. Obviously, in these economic times jobs are very imperative, and this section of our state, we believe, will definitely benefit.

We do know, and we're sensitive to the fact that a number of individuals and businesses are going to be impacted by this interstate, but hope that the greater good for our entire state, for the safety of our travelers, whether it be for

business or for pleasure, can also be taken into account. And we have on the Chamber side convened a number of community leaders to discuss the specific details of, in particular, Section 5 as it impacts our community and appreciate those who are coming to the table with thoughtful input on how we can really maximize the opportunities of the interstate and at the same time minimize the changes for community residents, so we're very sensitive to those elements and look forward to our continued partnership with INDOT and the contractors and addressing community needs. This is obviously vitally important as we move forward that our key issues are addressed. So on behalf of both organizations thank you for your cooperation. Thanks.

(APPLAUSE)

MR. RICKIE CLARK: Very well. Thank you, ma'am, for those comments.

Our next speaker will be Liz Irwin. The floor is now yours, ma'am.

MS. LIZ IRWIN: Thank you very much. I work for the Chamber of Commerce, but I've only recently started working for the Chamber of Commerce; and I've been a supporter of this

highway for many years. I came to school here in Indiana for IU from the East Coast, and I have to say that we look at highways very differently out on the East Coast. There is much more congestion; and so when a new highway is built, we see that as a positive thing. I think it's really great to see Indiana looking forward and seeing what the future will bring; and I think this highway is going to be very important for our state, and it's also going to be very important for our community. It's going to increase economic development opportunities, and I think it will improve safety from everything that I've seen in the Draft Environmental Impact Statement and other studies.

I think Bloomington needs this highway. As we have seen, Section 1 through 3 is already open for business. Section 4 is on the way, and that will bring increased traffic to our area. I think it's very important that we make sure that Highway 37 is upgraded and is able to handle the traffic that we are being brought by Sections 1 through 4. The highway will add capacity to our own area, and it will make it safer. I think we have an opportunity and an obligation to make this highway the best that we can for this community, and I

applaud the efforts that are being taken to make that happen. Thank you.

(APPLAUSE)

MR. RICKIE CLARK: Very well. Thank you, ma'am, for those comments very much.

Our next speaker will be Thomas Tokarski followed by Jim Murphy and then also Joe Barker in our group of first five speakers.

Mr. Tokarski, the floor is now yours, sir.

MR. THOMAS TOKARSKI: It's time for a time-out on I-69. Many things have changed since this highway was proposed 22 years ago. We live in very different circumstances. Indiana cannot maintain the roads and bridges it already has. Highway funding sources are in decline and expected to stay down. Hundreds of millions of tax dollars have been spent on studies with predetermined outcomes and whose results are not credible. Extortion was used to force communities to bend to INDOT's will. Shoddy construction, lower standards and failure to follow rules and regulations are rampant. Governor Daniels instructed INDOT to throw out the rule book when it came to building I-69, and that is what is happening.

Meanwhile, state and federal oversight agencies are unwilling or unable to regulate I-69 construction due to political pressure.

Climate change is real. 2012 is among the warmest years on record. Hundreds of billions of dollars in damages have occurred due to frequent and violent storms, droughts and floods. As I-69 encourages more traffic, it contributes significant carbon emissions and exacerbates climate change. Clear-cutting forest is exactly the wrong thing to do when the loss of forests worldwide is a major problem contributing to climate change and loss of species.

It is clear that there is not enough money to finish this highway. As a result, the economic models used to predict growth of jobs and growth fail. The presumed economic benefits, which were never very significant, will be much, much less.

On the other hand, air, water, light, and noise pollution will increase. Congestion will increase. Our highways will become more dangerous with more accidents and fatalities.

And finally, an unprecedented number of citizens have spoken out against this highway in a democracy. That should mean something. It is

never too late to stop doing the wrong thing. Let's call a time-out and reconsider this entire project in light of today's circumstances, not the situation as it was in the 1950s. Much has been lost. There is still much to say.

(APPLAUSE)

MR. RICKIE CLARK: Mr. Tokarski, thank you, sir. Very well. Very well.

Our next speaker will be Jim Murphy. Mr. Murphy, the floor is now yours, sir.

MR. JIM MURPHY: Thank you. There are many things to consider with this highway. I'm a supporter of Section 5 of I-69. The number one thing that comes to my mind is safety. Twenty-three years ago this month, tragedy struck my family, automobile accident that killed my mother, sister, and brother-in-law. My one-year-old nephew survived. The driver of that vehicle that hit them was from Evansville, Indiana. If this highway was built then, he would not be on these small, narrow roads. My family would be here today. So safety has been mentioned several times. This is of the utmost importance.

This is not a new terrain highway. We're using existing infrastructure, so it lessons the

burden. However, there is burden on private property, but it's minimal. I have a few concerns myself of which I will send you those concerns and my suggestions, recommendation.

I-69 is coming. There are people that are still debating and trying to stop this, but it's obvious that just a few miles southwest of here, a quarter mile from my father's land in Greene County, but that's okay because it's better access for him to get to Bloomington. This will create construction jobs and enhance long-term jobs and economic development, and in this economy and in these times and with the uncertain future that's a positive thing for us all.

I'm hopeful that Monroe County, the representatives of Monroe County, will step forward and work with you so that we all can benefit from this highway and not work against you. They represent us, and we need to have the best possible infrastructure in place so we can all benefit from it. Thank you.

(APPLAUSE)

MR. RICKIE CLARK: Very well. Very well. Thank you, sir, for those comments.

Our last speaker in group -- the first

grouping of five will be Joe Barker. Mr. Barker here? Okay. Perhaps he might have stepped out.

Then our next five speakers who have signed in this evening for an opportunity to speak will be David Griffith, Ron Brown, David and Cheryl Lehman, Jim Shelton, and then Mike Kiser. Our next five speakers who have signed in this evening will be David Griffith, Ron Brown, David or Cheryl Lehman, Jim Shelton, and then also Mike Kiser will be in our next grouping of five.

Again, before our next five speakers, as they're making their way toward the podium, I'd like to thank our first five speakers for their comments. I'd like to thank our audience for their respect and courtesy paid to all those speakers. I will mention that our map room is open and available for those who might have specific questions or would like to visit our map room. We have representatives who are manning the map room at this time and certainly would be able to answer any questions that you might have. So, again, our next five speakers: David Griffith, Ron Brown, David or Cheryl Lehman, Jim Shelton followed by Mike Kiser. Is Mr. Griffith here?

We're very appreciative of our audience this

evening for their respect and courtesy paid to all of our speakers as they presented their comments this evening. We're very, very appreciative of our audience this evening.

Mr. Griffith, the floor is now yours, sir.

MR. DAVID GRIFFITH: Hello. Glad to come out tonight and show support for I-69. I live in an area that's been forgotten about for decades in Evansville, and tonight I made it in less than two hours between Evansville to Bloomington. I mean, that's phenomenal, and it's going to get even better. We're talking about 105 miles. And it's good for the communities, Washington, Petersburg, those communities, just that area.

It's easy to get to Chicago. We've got U.S. 41 for that. That's what it was designed for in the first place. It was never really, you know, -- really made for Indianapolis to get to Evansville. And 41 is a great highway, and it goes through eight states, the major highway. It doesn't help us get to Bloomington. And I like coming to IU basketball games and football games, and I've done that through the last decade, so -- but it's not easy. But this is a shot in the arm with what's taken place so far. The first three

sections has given us a shot in the arm. And we're just here to share with you that just we don't want to be forgotten about, and that's what's happening to Evansville and that region down there. So this is all southern Indiana. Thank you.

(APPLAUSE)

MR. RICKIE CLARK: Very well. Very well. Thank you, Mr. Griffith, for commenting.

Our next speaker on our schedule will be Ron Brown. Mr. Brown, the floor is now yours, sir.

MR. RON BROWN: State Road 37 serves as a barrier separating the west side of Bloomington from the rest of the city. It is so difficult to bicycle from one side of State Road 37 to the other that most people do not do it. Those that do usually take a long way around using Vernal Pike on the north side or That Road on the south side. The many people who live in the housing along Vassillate (PHONETIC) Drive have no way of walking across State Road 37. The solution to the problem is a properly placed bicycle bridge between 2nd Street and 3rd Street. Only 10 percent of riders are comfortable with riding in traffic with bike lanes and similar facilities.

It should be pointed out that there is no safe design that will get a bicycle past the curved entrance and exit ramps on 3rd Street bridge or 2nd Street bridge. These ramps are nonstopped with no seeing around the corner. A car will turn into a cyclist on an exit ramp. An entrance ramp places a cyclist between lanes of traffic.

The greatest equalization of a bicycle route that crosses State Road 37 would come from people who live in the many homes west of Bloomington. Another large group of users would be people who want to get from central Bloomington to the low traffic areas west of Bloomington.

I foresee a route from the far west side to downtown using low-volume streets, separated paths, and a bicycle/pedestrian bridge getting heavy use. The City of Bloomington has a goal to become a platinum-level, bicycle-friendly community by 2016. It will deserve that platinum level only if it has this bicycle/pedestrian bridge.

(APPLAUSE)

MR. RICKIE CLARK: Very well. Very well. Thank you, Mr. Brown. Thank you for those comments.

Our next speaker to sign in would be David and Cheryl Lehman. Got two names on the same line. Is there a David or a Cheryl Lehman signed up as a speaker?

(NO RESPONSE)

Perhaps not.

Very well. Then our next speaker on our schedule will be Jim Shelton. Mr. Shelton, sir, the floor is now yours.

MR. JIM SHELTON: Thank you. Good evening. Thank you for this opportunity to come out and learn the details of Section 5 and also to provide input. As someone who supported Crane for over 40 years, I am very encouraged that Section 4 is being built, and I look forward to being able to travel safer and easier road to the Crane Naval Support Activity as well as to the West Gate Certified Technology Park.

But I'm concerned that when that's finished at the end of 2014 that the impact on State Road 37 is going to possibly be negative. We're going to have a lot more traffic, and the road right now is not ready, especially places like Vernal Pike, which can barely deal with congestion now. It's almost unsafe now.

So I think we need to identify the safety concerns on 37 and start working on them so that 37 is ready for the increased traffic at the end of 2014 when Section 4 is done.

And then as to Section 5, I'm encouraged you were able to work out access to the Southern Indiana Medical Center on Tapp Road in spite of its being so close to 2nd Street. And I think that option needs to be maintained as you go through this process to provide access to that medical center.

I also encourage you to maximize bike pad access across I-69 as much as you can. It's very important to this community, as you heard the previous gentleman say, and it's something we really need.

And then lastly, I think personally the partial interchange option with Walnut Street is the best option. It serves our local requirements and minimizes the environmental impact on the wetlands in that area.

So thank you very much for the opportunity to provide input.

(APPLAUSE)

MR. RICKIE CLARK: Thank you very much.

Thank you for those comments. Very well. Very well.

Our last speaker in our second grouping of five will be Mike Kiser. Next speaker will be Mike Kiser. Is Mr. Kiser here?

(NO RESPONSE)

Perhaps he might have stepped out.

Very well. Then we will move forward with our next five speakers on our schedule this evening. Our next five will be Glenn Carter, followed by Elizabeth Venstra, followed by Helen Davis, followed by Kevin Enright, and then also Melvin Maxwell. Our next five speakers -- let me repeat that -- will be Glenn Carter, followed by Elizabeth Venstra, Helen Davis, Kevin Enright, and Melvin Maxwell, our next five speakers this evening on our schedule.

Mr. Carter, the floor is now yours, sir.

MR. GLENN CARTER: Hi. My name is Glenn Carter. I sit on the Citizens Advisory Committee to the NPO; and my biggest concern is dumping interstate traffic onto an unimproved 37, and I'm afraid that that is nothing less than a cynical attempt to lobby for funding for an unfunded Section 5 by traffic death. Doubling or tripling

the traffic and the traffic consisting of heavier trucks and -- and at higher speeds not expecting traffic controls such as stoplights is likely to more than double the number of casualties on that road, which will give INDOT a lobbying strategy to scream bloody murder to the state legislature and the federal government to provide funding for Section 5. I think this entire highway is being done over the objections of a lot of people instead of using existing I-70 to State Road 41 to benefit very few people, and I would urge people to consider the fact that there is still no money identified for Section 5 before we consider anything. The money is simply not there. And so no interchanges can be built, and nothing else can be done without any funding. Thanks.

(APPLAUSE)

MR. RICKIE CLARK: Very well. Very well. Thank you, sir. Thanks, Mr. Carter.

Our next speaker on our schedule will be Elizabeth Venstra. The floor is now yours, ma'am.

MS. ELIZABETH VENSTRA: Thank you. I would like to say, first of all, that I do not assume that INDOT will actually complete the I-69 project given the problems with the funding that have been

identified, and I don't believe that INDOT should complete the I-69 project. I think Mr. Ruff summed up the matter quite well. Don't build Section 4.

That said, if Section 5 is built, I believe that the 2nd Street and 3rd Street bridges need significant improvement for bicycle and pedestrian safety. I would urge you to include sidewalks. Whether the 3rd Street bridge is replaced or not, pedestrians need sidewalks to safely cross those. I don't consider a shoulder to be a pedestrian accommodation, and I would also like to support the bicycle bridge that Mr. Brown mentioned.

Now, I believe that all of those things are necessary to cross the barrier that is the highway under whatever number. We need these accommodations for 37, and we need them if it becomes I-69. Really, these are the most important forms of transportation for the future.

Talking about looking toward the future, I foresee car traffic actually declining relative to other modes of transit. As Bill McKibben says, we need to leave two-thirds to four-fifths of the oil that's been tapped for development in the ground if we're going to avoid going over two degrees

Celsius of global warming. Google Bill McKibben and do the math. And if you do the math, I-69 doesn't make sense.

(APPLAUSE)

MR. RICKIE CLARK: Very well. Very well. Thank you, ma'am. Thank you.

Our next speaker on our schedule will be Helen Davis. Ms. Davis here?

(NO RESPONSE)

Okay. Perhaps she stepped out.

Very well. Then our next speaker will be Kevin Enright.

UNIDENTIFIED GENTLEMAN: He spoke.

MR. RICKIE CLARK: Okay. How about Melvin Maxwell? Mr. Maxwell?

(NO RESPONSE)

Okay. Very well.

Then our next five speakers to sign in on our schedule this evening will be Scott Wells, followed by Bruce Storm, followed by Melissa Schiff (PHONETIC), Tim Maloney, and Jodi Pope.

Let me repeat those five names again. I have Scott Wells, followed by Bruce Storm, followed by Melissa Schiff (PHONETIC), followed by Tim Maloney, and then also Jodi Pope, our next five

speakers to sign in this evening requesting an opportunity to present their comments for the official public record.

At this time, Mr. Wells, the floor is now yours, sir.

MR. SCOTT WELLS: Thank you very much. My name is Scott Wells. I liked the presentation. Only one glaring fact I didn't see. Where is the money? You had no funding source. And I kept looking for that, and that's the whole problem. Without money -- I used to be on the county council. You got to have money to make things happen. No, I didn't see where a penny of it is coming from. Unless you can guarantee a funding source to complete the project to Indianapolis, why is Governor Mitch Daniels and INDOT wasting more of our precious taxpayers dollars to plan I-69 at this point?

When you look at the history of this thing, this guy started with the NAFTA Treaty in 1992. You got six corridors. One of them goes through Indiana. The problem is they want an interstate. If they knew what we know now that they don't have the money to complete the interstate, and you got, like Ms. Jennings (PHONETIC) says, you got four

lanes from 37 from Bloomington to Indianapolis, that qualifies as an interstate, I guarantee if you go back to 1992 and show them, they wouldn't have guaranteed you any money to get this project started because it's supposed to be an interstate, which is fiscally constrained; but you violate that. You have no money to complete the project.

Ms. Jennings put this thing on antibiotic steroids, $3.8 billion for major move money. It's all gone. Every bit. Right here. Miles to go. Out of cash. How are you going to complete the project?

We've got a major problem here, and this is what I'm worried about is the safety issue. We have four roads that are failing right now in the crossroads, and we've got four stoplights within five miles between Victor Pike and That Road where you're going to tie in here. And from your own numbers you've got an increase more than doubling the trips of traffic to 25,000 more trips of travel on 37. One-third of that is trucks.

And what I'm lastly worried about is are we going to be held hostage here as our body bag count goes up? We've got to get revenue to complete this project. But I think it's terrible

to put this community at a safety factor, and you have not showed one penny how you're going to pay for this project. Thank you very much.

(APPLAUSE)

MR. RICKIE CLARK: Very well. Very well. Thank you, Mr. Wells.

Our next speaker on our schedule will be Bruce Storm. Our next speaker this evening will be Bruce Storm. Sir, the floor is now yours.

MR. BRUCE STORM: Hello. My name is Bruce Storm. I'm a small businessman in Bloomington since 1967. My wife and I have sporn 19 children and grandchildren who have lived and loved this community, and we don't want to do anything to jeopardize it.

But I'm going to tell you that as an active realtor in this county, I have my ear to the ground. And contrary to what public opinion appears to be, my ears to the ground -- and I think I speak for the silent majority of people in this county -- and we applaud INDOT for the tremendous amount of work that they have put forward to bring us a safe and sound highway to this community.

(APPLAUSE)

Every country -- every place in this country that is viable economically has an infrastructure system that is good; and southwest Indiana needs this highway, and Bloomington needs it. And thank you from those of us who don't go to every meeting and criticize you for everything that you try to do.

Now, 19 kids and grandchildren have contributed to the traffic congestion in this county, so I think we need to understand. The money will come because this project is too important for it not to come at some point, but we are in a planning session of this highway now. We need to keep that in perspective. Let's plan the highway the way it should be. The money will come eventually.

My specific point tonight is Vernal Pike. There's an underpass plan for it. I know it's in the middle of two big intersections. They can't have another cloverleaf. But there needs to be -- as you go under the bypass, there needs to be an egress to the south so that you can get to the shopping centers, and an egress to the north so the inner city that comes down Vernal Pike can go north on 37 or 69 and to the shopping center. We

must have that includement on Vernal Pike.

MR. RICKIE CLARK: Very well. Very well said. Thank you very much, Mr. Storm. Thank you.

(APPLAUSE)

MR. RICKIE CLARK: Our next speaker to sign in on our speaker schedule will be Melissa Schiff. Ma'am, the floor is now yours.

MS. MELISSA SCHIFF: Hello. My name is Melissa Schiff. I am opposed to this, but I feel powerless to stop it. So what I'd like to speak about are the concerns to displaced businesses and property owners. I would like to request consideration that allocations of funds be made to advocates so that property owners could have an advocate who is not just a member of the process and could give them an objective opinion and give them help and understanding the process as they lose their properties and their livelihoods. I would request that going forward, meetings be scheduled with displaced business owners prior to acquisition process to add to their expanding understanding of the process before they reach the point of being in the middle of it, which seems to have a 30-to 90-day window, and then you're just no -- (INAUDIBLE). You're ran over. There's only

32 businesses, I believe, in the preferred alternative. I think that's a manageable request.

Notification needs to be improved. We found out about being displaced on five of our businesses via the newspaper. I don't think it's outrageous to ask for -- if you can't do a personal phone call, you could have at least sent a letter and said, hey, you might want to read this 1,800-page document. You're losing your property.

Acquisitions should also consider minimizing the impact of having to acquire new mortgages. That's a factor that it seems to not have any sympathy for. If you lose your property right now, you may get enough to pay off your mortgage; but you may not be able to get a new mortgage in this economic environment.

Also, I would ask that businesses receive some assistance with directing traffic and additional allowances for signage to help those clients and customers find you when the access to your business is a lot more challenging to reach.

Also would say that if it turns into a toll road, any of our businesses that do survive will probably be destroyed. I represent Melissa

Schiff, CPA; Hillgie (PHONETIC) Hotel; Hunter Tony, Inc.; Hunter Storage Ship Preoprty; Series Sports; Dreams in Motion Dance Academy, and Brian's Off-Road. Thank you.

(APPLAUSE)

MR. RICKIE CLARK: Very well. Thank you, ma'am. Thank you for those comments.

Our next speaker this evening will be Tim Maloney. Next speaker this evening will be Tim Maloney. The floor is now yours.

MR. TIM MALONEY: Thank you, Mr. Clark. I appreciate the opportunity to speak. My name is Tim Maloney with the Hoosier Environmental Council. And these days we hear a lot of talk about the fiscal cliff and whether our federal government can keep spending money at the pace we do without raising more revenue or cutting our spending. Yet, that is the exact circumstance we find ourselves with I-69. It is our own fiscal cliff as we continue to plan for I-69, but we're not planning for how to pay for it. This is one of the most costly and environmentally damaging public infrastructure projects in the state's history. Yet, we -- we're not doing the proper financial planning to ensure that it goes forward.

And, of course, in our view this highway route was a mistake from the beginning. And while we continue, or the State continues making plans to build this highway, it is not making plans to complete it from Bloomington to Martinsville or from Martinsville to Indianapolis. It's not making plans to deal with the continuing controversy along the stretch from Bloomington to Indianapolis or how to overcome the consensus opposition in Terry Township for this highway coming through there. We're not making plans how to deal with the tremendous backlog of road repairs and bridge repairs around Indiana that other speakers have mentioned. We have 4,000 deficient bridges in Indiana, a $5 billion cost backlog of local road and street repairs; and yet, we continue to plan to build a new interstate that we can't afford. And it's never too late to stop a bad idea; and I think as Mr. Tokarski said, we need to stop what we're doing right now and reevaluate I-69. Thank you.

(APPLAUSE)

MR. RICKIE CLARK: Very well. Very well. Thank you, sir.

Our next speaker will be Jodi Pope. Our next

speaker to sign in this evening will be Jodi Pope, our next speaker, and then we'll go to our next grouping of five. Ma'am, the floor is now yours.

MS. JODI POPE: Thank you. As you said, my name is Jodi Pope. I'm a registered nurse in our community. I care for the pediatric section of our community. I'm happy to have been a Bloomington native. I grew up here myself and very happy to get to take care of all the kids in our community. I have been really excited in recent years to see our community commitment to health and increased awareness of that reach our families and our children. If you look at all of the efforts that have gone into, many of the facilities that our city has, like, the B-Line Trail and the Clear Creek Trail. I want to point out something that Ron Brown was talking about earlier, having a pedestrian and a bicycle road. I think these things -- and a lot of people can say we need these. We need these. People are crossing here. People are crossing there. But I'd like to point out that as you've seen among many cities across the United States, cities that make a commitment to grow this infrastructure, it isn't just for who is crossing now. If you build

it, they come. So with these kinds of facilities and infrastructure creating, you are going to allow our community to be far more healthy, and we're going to encourage this behavior.

Right now I'm very proud of Bloomington for growing in things like the B-Line Trail and the Clear Creek Trail. I'd like to see more things like that moving forward. Whether I-69 goes forward or not, which many people here have said, you know, this is a separate part of the discussion. But whatever happens, we need to be aware that just putting, you know, walkways and bike things may not do it. And when we talk about families going from one side of the city to the other, we're going to need something besides that. Thank you.

(APPLAUSE)

MR. RICKIE CLARK: Thank you. Thank you, ma'am, for those comments very much.

Our next five speakers to sign in requesting an opportunity to have their comments captured and entered into the official public record this evening, our next five speakers will be Bruce Bundy, followed by David Stewart, followed by Larry Jacobs, Nan Brewer, and also Jen Miers, I

believe. Let me repeat those names again. Our next five speakers will be Bruce Bundy, followed by David Stewart, Larry Jacobs, Nan Brewer, and then also Jen Miers. Our next five speakers as they're making their way toward the podium, again, I'd like to thank all of our previous speakers thus far for their comments and presentations this evening. Also, I'd like to thank our audience for their respect and courtesy paid to all of our speakers this evening. We do appreciate it so very, very much. Our next speaker this evening will be Mr. Bundy. The floor is now yours, sir.

MR. BRUCE BUNDY: My name is Bruce Bundy. I've lived in Bloomington, Monroe County for over 50 years. I know the county. I know the terrain. I am a tree hugger. I am an environmentalist, and I believe in global warming. I fought the Marble Hill Nuclear Power Plant, which would have bankrupted the rate payers of the state. I fought the PCB incinerator that Westinghouse proposed to build in Bloomington here.

Guess what? Neither of them were built. I'm batting a thousand. Now I'm fighting I-69. You're wasting money on 19th Century technology. Grow up. Mature. Enter the 21st Century.

Comprende'? It's not worth any environmental impact because it's not needed, and it's the wrong thing to do.

Interstate highway system was complete in the 19 -- late 1970s. That's what the federal government said. The last section of it was built through Franconia Notch in New Hampshire; and that was a special designation because they didn't want to tear up the canyon there, so they allowed it to be built with two lanes. A little history here. It's the wrong direction.

Automobile transportation and truck transport have among the highest carbon emissions per passenger mile of any form of transportation. Global warming is a reality. We shouldn't be doing it. We shouldn't do anything to increase and encourage automobile transport and truck transport. We ought to be building trains, high-speed trains. Let's grow up and enter the 21st Century.

(APPLAUSE)

MR. RICKIE CLARK: Very well. Very well. Thank you, Mr. Bundy, for those comments.

Our next speaker will be David Stewart. Sir, the floor is now yours.

MR. DAVID STEWART: Okay. Thank you. My name is Dave Stewart. I live here in Bloomington, and I feel from watching this I-69 travesty for years that we're feeding on ourselves. It's obvious that the vast majority of people who live in Bloomington do not want I-69. Every single poll has shown that. But it's been rammed through because some people are collaborating with the effort, and some people are gaining money from it. The people who live in Bloomington would like to keep it in a place where you have clean air to breathe and where it's nice to be around. We're not interested in GDP growth as it's measured. The area down in southwest Indiana is beautiful as it is and doesn't need to grow up and become some sort of Eastern seaboard.

It's just indicative of our times that we see both the Democrats and the Republicans facilitating this effort, which is against our best interest. And we look at people across the world like in Afghanistan and Iraq, Libya, places that are bombed because they have no voice; and we look at ourselves, and we see that we do not have any voice either. It's a sad indictment on our society that I-69 is being pushed. It's a sad

indictment on all those who are trying to make the best of it. It should be stopped. It should have been stopped years ago, and it should be stopped right now.

(APPLAUSE)

MR. RICKIE CLARK: Very well. Very well. Thank you, sir, for those comments.

Our next speaker this evening will be Larry Jacobs. Mr. Jacobs, the floor is now yours, sir.

MR. LARRY JACOBS: Yes, thank you. I'm Larry Jacobs. I'm with the Chamber of Commerce, but I'm an individual that was born and raised here in Bloomington. My entire life, 63 years, I've lived many lives. I'm a retired postmaster in this facility -- or in this Bloomington, Indiana community. I put 38 years and one month into that particular endeavor.

I'm also a volunteer counselor for a small business in Bloomington, and I'm very concerned about business. So I would like to focus my remarks primarily on the economics aspects of I-69. I would say in our community we're very fortunate because we have a major educational institute, that being Indiana University, as well as a superior regional community college in Ivy

Tech.

Add to this, we have Quicken, Incorporated, its national headquarters; and, of course, another outstanding regional institution, our own IU Bloomington Health Hospital. And these I identify as being the major core anchors in our community. They provide good jobs for people and good benefits.

Now, growing up in the '50s, '60s, and '70s primarily, I've seen a continual erosion in the realm of manufacturing jobs that once flourished in our community. RCA, Westinghouse, Otis Elevator, Sarcus Tartizan (PHONETIC), they're all gone. General Electric is still operational, but not nearly to the extent that it was years ago. These are jobs that paid well, and they had minimal skill requirements for folks. That aspect has left this community. We no longer have that.

When we ask why south of I-65 from Columbus to Seymour and look at all of the manufacturing facilities that have cropped up in there, one of the former speakers said you build it, and they will come. And they will. And you just need to go see it. My time is up. Sorry.

(APPLAUSE)

MR. RICKIE CLARK: I apologize. Thank you, sir. Thank you so much, Mr. Jacobs. I appreciate those comments very much. Thank you very much.

Our next speaker on our schedule will be Nan Brewer. Next speaker this evening, Nan Brewer. The floor is now yours, ma'am.

MS. NAN BREWER: I question the logic of putting an interchange at Fullerton Pike, the first one into Bloomington. This is not an existing commercial thoroughfare. It would simply be taking large numbers of cars and trucks and dumping them onto established residential streets. If you look at the traffic counts for Fullerton Pike east of State Road 37, it was 516 in 2002, 782 in 2006, the last time it was taken. This is by far the lowest traffic count of any roadway taken by the Monroe County Highway Department for that part of the county. This is not an industrial hub, nor with its cracky terrain likely to become one.

If Fullerton Pike is connected to Gordon Pike, it would increase the number of cars and trucks through numerous neighborhoods, past two middle schools and over two rails to trails by 40 percent. When I mentioned this to an INDOT

representative -- that I mentioned that this would be unsafe and cause major, not low residential impact as is stated as a criteria for choosing a preferred alternative, she said that this road was the county's decision, so basically not theirs.

I just heard tonight that if this corridor isn't built, this interchange could be changed. This -- the county telling that the roadway is needed because of the interchange.

This is a situation of the chicken and the egg with each side blaming the other, and the only potential losers are the residents of our neighborhoods. I ask that our -- the interchanges reflect current business zoning and established traffic patterns and not make our residential roads into urban arteries. Thank you.

(APPLAUSE)

MR. RICKIE CLARK: Very well. Very well. Thank you, ma'am.

Our next speaker will be Jen Miers. Our next speaker on our schedule this evening will be Jen Miers. Ma'am, the floor is now yours.

MS. JEN MIERS: Thank you. I also want to second the opposition to the Fullerton Pike interchange. I'm a resident in that area of the

county, and the effects on that neighborhood and the Clear Creek Trail would be devastating. So I hope you will consider another alternative for the first intersection from I-69 to Bloomington.

I also want to second or fifth the comments that have been made tonight about the need for a dedicated bike/pedestrian bridge crossing 37/69. I know you mentioned that improvements would be made to existing overpasses, like, 2nd and 3rd. I don't think any improvements can be made to those and make them safe for people walking or riding a bike. I know that this request in some quarters seems frivolous; however, there are many people who have no choice but to use a bike or walk between those businesses and residences and need to have access.

And if many of you drove here tonight, people a lot of times don't have a choice when they go to the store or pick up a prescription or go to work. They would be on those roads at night. And I just really feel without a dedicated bridge, pedestrians and cyclists would not be safe crossing the 37/69 barrier. Thank you.

(APPLAUSE)

MR. RICKIE CLARK: Thank you. Thank you,

ma'am. Very well. Very well. Thank you for those comments.

Our next group of five speakers to sign in this evening requesting an opportunity to have their comments captured and entered into the official public record will be -- actually, we've got actually one more speaker to sign in. Actually, we have others. Very well.

All right. Our next group of speakers this evening will be Larry McConnoughy, followed by Mark Stoops, followed by Jennifer Mickel, also followed by, I believe, Fred Worth. Is there a Fred Worth here?

Let's read those names again: Larry McConnoughy, Mark Stoops, Jennifer Mickel. And then I've got another name. It's either Mr. Fred Worth or Fred Walsh. I can't make out the last name, but first name is Fred. It's either Walsh or Worth. Will be our next four speakers to sign in on our speaker schedule this evening. Larry McConnoughy? Is Mr. McConnoughy here?

(NO RESPONSE)

MR. RICKIE CLARK: Okay. Very well. How about Mr. Mark Stoops? Mr. Stoops, the floor is now yours, sir.

SENATOR MARK STOOPS: Thank you. I'm Mark Stoops, State Senator, representing District 40, Bloomington, Monroe County. I've just spent two days in Indianapolis going over state finances and the budget requirements over the next two years. In looking at INDOT's finances for one, it just boggles my mind that the State of Indiana has spent the amount of money it has on I-69. And just to give you an example, there's an argument going on in Indianapolis about providing training service from outlying suburbs of Indianapolis and a connecting transit system. That is going to cost approximately the same amount that it will cost to run I-69 from Greene County to the southern end of Bloomington, about a billion dollars. And for some reason we don't even bat an eye when it's a matter of road infrastructure.

Now, INDOT hoodwinked our local metropolitan planning organization by telling us that we had to support I-69 from Greene County or Section 4 to Bloomington and when in fact that was not true. Our MPO could have voted no, and I-69 would have stopped at 231 in Greene County. But we were led to believe the opposite, and it was only after research and after a vote to allow I-69 to proceed

that it has proceeded. It's an incredible waste of money. And I think the promises -- people want to believe that I-69 will bring economic development, but what it will really bring is it will soak up all of the economic development from the areas around I-69, all those areas in southwest Indiana that already have a lower -- or a higher unemployment rate and lower economic -- and economic development activity. Sorry.

One thing we need to look at with Section 5 is what's going to happen to the 67 corridor? What's going to happen to the economic development along the 67 corridor when Section 5 is built out? And I believe, again, all you will see is a soaking-up effect bringing it to Section 5. Thank you.

(APPLAUSE)

MR. RICKIE CLARK: Very well. Thank you, Mr. Stoops.

Our next speaker will be Jennifer Mickel. The floor is now yours, ma'am.

MS. JENNIFER MICKEL: My name is Jennifer Mickel, and all that from the man who has taken our property rights by signing Monroe County Comprehensive Plan.

Thank you for arranging this forum, and thank you for your good points, Mr. Murphy, Mr. Griffith, Mr. Brown, and Nan Brewer and others.

Regarding the completion worries, surely everybody here who has ever gone to Indianapolis recently will say in the last 30 years has noticed all of that very inconvenient construction where they widen the road, and so I don't think we really need to worry about the safety issue because we'll have nice, clear traffic with less access from Evansville up to here. And then as we get out of here, at least for a while, it will just get slower and slower until we get to Indy. So I don't really think that that's -- I think it's like people have their panties in a twist, so. . .

Okay. Surely, ineligible voters are aware that Indiana is one of the only solvent states in the United States. We have had a surplus. And in our state if we manage to keep conservative government, we will not have to worry about funds in the future.

Climate change is happening because of the cycles in the universe. This still requires godly

stewardship of mother earth, though. And if you wanted to add the train, why did you turn out insisting on making those throughways bypass? And I am all for bypass, but now we don't have a train path, you know. Let's stop being selfish to the folks south of us since we have easy access to -- and we do have easy access to Indy. Let us participate and make this done deal be done well. Thank you.

(APPLAUSE)

MR. RICKIE CLARK: Very well. Very well. Thank you, ma'am, for your comments.

Our next speaker will be Fred Worth or Walsh. Walsh. Very well. I apologize, sir. Our next speaker will be Fred Walsh. And, sir, the floor is now yours.

MR. FRED WALSH: Thank you. Mary Jo Hamman mentioned that INDOT constructs using requirements presented in a contract titled, "The Memorandum of Understanding." This is a lie. "The Memorandum of Understanding" is a contract that INDOT was ordered to sign because they were caught using caves and sinkholes to their advantage by plumbing all the toxic drainage directly into them to get rid of the waste. This contract came from a court

case in 1993 when INDOT was building Highway 37 between Bedford and Mitchell. These inconsiderate construction practices are still occurring. "The Memorandum of Understanding" is a commitment from INDOT to offset unavoidable impacts to caves by assigning certain responsibilities to construction activity. This contract is to ensure that the transportation needs of Indiana are met in an environmentally sensitive manner that protects the habitat of all species and that design and construction practices must protect groundwater quality, public health, safety, and the environment. This contract specifies the need for hazardous material traps, PETE filters, wide grassy areas to protect creek groundwater and specifies the need for continual inspections and testing.

You must be aware of the environmental impacts that will occur if construction activities are conducted in the usual manner. It will have lethal effects on wildlife contamination of groundwater and air pollution. Indiana is one of the most polluted states in the country. Completing I-69 might bring Indiana to the top of the list. INDOT should stop construction

immediately for the sake of this town and for the world as a whole. The least that INDOT should do is follow through with their commitment and abide by the law-abiding contract.

My home is 300 feet from where I-69 plans to be built in Section 4. There's a cave nearby that is 400 feet from where I-69 plans to be built. Three drain pipes are planned to direct toxic runoff into the creek that leads to this precious cave. INDOT only plans a single --

MR. RICKIE CLARK: Mr. Walsh, --

MR. FRED WALSH: -- protection basin for each runoff route. There are nearly a dozen items specified --

MR. RICKIE CLARK: The time is concluded, Mr. Walsh.

MR. FRED WALSH: -- in "The Memorandum of Understanding" that INDOT has not shown proof of the --

MR. RICKIE CLARK: Mr. Walsh, you need to conclude your comments, sir.

MR. FRED WALSH: When I request a response from INDOT, it must -- recently took one and a half months for --

MR. RICKIE CLARK: Thank you, sir.

MR. FRED WALSH: -- and that requires that filtration is up to interpretation.

MR. RICKIE CLARK: Very well. Thank you, sir.

MR. FRED WALSH: The only filtration that INDOT plans --

MR. RICKIE CLARK: Mr. Walsh, the two minutes has elapsed.

MR. FRED WALSH: -- is less than 400 feet --

MR. RICKIE CLARK: Please yield the floor for the next speaker.

MR. FRED WALSH: -- from the cave is a ditch with rocks in it.

MR. RICKIE CLARK: Thank you, Mr. Walsh.

MR. FRED WALSH: A ditch with rocks in it is not enough filtration for caves.

(APPLAUSE)

MR. RICKIE CLARK: Thank you, Mr. Walsh. Thank you very much.

(APPLAUSE)

MR. RICKIE CLARK: All right. Thank you.

Our next five speakers to sign in requesting an opportunity to speak this evening will be Mick Harrison, followed by Roger Heimer, followed by -- let's see -- Sarah Rogers, followed by Donna

Lentz, and then also Tom Elliott.

Let's repeat those five names again. We have Mick Harrison, Roger Heimer, Donna Lentz, Sarah Rogers, and then also Tom Elliott are our next five speakers on our speaker schedule this evening.

Mr. Harrison?

MR. MICK HARRISON: Yes, sir.

MR. RICKIE CLARK: The floor is now yours, sir.

MR. MICK HARRISON: Thank you. I'm Mick Harrison. I'm an attorney. I represent Citizens for Appropriate Rural Roads who is opposed to I-69. I'm also after several years in an investigation very personally opposed to I-69 for a number of reasons. We don't need it. We can't afford it. It's illegal. INDOT has concealed information from the public that's very important that we need to know, so we now cannot trust INDOT. It's harmful to public health because of increased air pollution. It's harmful to the local environment, particularly the sensitive karst features, endangered species. Given the time restrictions, I can't give you the details of my concerns, but I will be releasing those details

over the next couple of weeks in public forums and through press conferences; and I'll send INDOT an invitation so you can hear my detailed comments then.

The last time I heard someone saying that a major project was coming was a fait accompli and couldn't stop it, I believe, was a PC incinerator. As one of our commenters mentioned, we don't have that incinerator. A number of us opposed it successfully.

I-69 can be stopped, should be stopped, and I intend to do everything I can to stop it. And I don't personally feel unempowered in doing that, and I encourage other folks to assist CARR and me in that mission.

The one thing that I see coming if we do build I-69 is it's going to change the nature of the community. That was one of the reasons we opposed the PC incinerator. It's going to bring development we don't need. It's going to cause induced development that's harmful to the environment. It's going to exacerbate a major problem we have in global warming. And really, the only people who will benefit are some real estate folks and folks who are in a position to

financially benefit from this including certain contractors for the State.

So I encourage the community to continue to oppose it. Safety, of course, is a legitimate concern, but there are better solutions to improve safety. If we get this highway -- if we look at all aspects of safety, you're going to see a lesser safe community. Thank you.

(APPLAUSE)

MR. RICKIE CLARK: Very well. Thank you, Mr. Harrison. Very well. Very well.

Our next speaker will be Mr. Roger Heimer. The floor is now yours, sir.

MR. ROGER HEIMER: Thank you. This is a very difficult thing to talk about for me in this community knowing how many of my friends, family, and others disagree with me, but I would be a coward if I did not speak out about what I think is right. We've lived here for 12 years, lived in Evansville one year. I lived in Indianapolis about 16 years. I don't know whether I've been to Evansville in the last 12 years. I've probably been to Indianapolis hundreds of times, and based on that experience I say that it would be a great mistake to follow the lead of people in

Indianapolis ending up in the Star and say that we don't really need to finish the job because most of the travel -- really, the traffic is to Indianapolis and not to Evansville.

I did present written comments last year, and I thought, well, maybe that was a little cowardly not to stand here before the people in the community and say what I believe.

Why do I say this? I really wondered what was right for a long time. And then one day coming back from Indianapolis I drove by the scene of a fatal accident, and then farther down the road at yet another intersection I saw a vehicle overturned on its side. And I wondered, is this a safe road? And I called INDOT, and they said there are no statistics on this.

Then I saw in the Mooresville paper that, my goodness, there was a grant to the State Police for extra paroles because it's such an unsafe road. There are so many serious and fatal accidents. So I took my stand in favor of this.

Now, what went wrong with the road between here and Indianapolis? It's unfettered development. That's what it is. I need to say that; that I'm not standing here with the Chamber

of Commerce. I'm standing here because Chambers of Commerce have had businesses opening up new traffic 78 places where you could get onto that road. We need a safe road. A safe road by definition would be an interstate.

Now, I'm an environmentalist, too. I'm a Democrat, too. You Democrats need to know that. And environmentalists would say I get good mileage on my General Motors car when I get on the interstate, but I get very poor mileage from here to Indianapolis. Environmentally or safety, save lives. We need that last stretch.

(APPLAUSE)

MR. RICKIE CLARK: Very well. Very well. Thank you, Mr. Heimer, for those comments.

Our next speaker on our schedule will be Donna Lentz. Our next speaker will be Donna Lentz, then followed by Sarah Rogers. So our next two speakers, Donna Lentz, followed by Sarah Rogers. Ma'am, the floor is now yours.

MS. DONNA LENTZ: First of all, we're all community. We learn -- we're all community, and we need to work together. We're not going to all get what we want, but we need to understand the other person's point of view. So while most of us

are busy trying to play -- trying to win at the game of life, there's been a circle of people who have been playing monopoly with our land. While an interstate may benefit southwest Indiana, Evansville to Crane, the purpose of an interstate is to move vehicles and cargo quickly as possible from point A to B. So I'm wondering how carbon can move terrain with the curves and hills from Crane to 37 will help Evansville to Indy traffic move faster?

It would work better to have chosen the route that would have taken I-69 north to Indy from Crane and upgrade 45 to Crane. If economic development depends on Bloomington having an interstate through its commerce area, then it would have been better to have used existing roadways rather than to use all the new terrain.

And I live out there. New terrain is going through. And I've watched a lot of my neighbors lose their homes and their property and then have this big sign slapped on their house on every single window. And when you live next door to somebody with this on their window, it makes you sick every day.

If Bloomington thinks it has a deer problem

now, just wait because all of these country roads have tons of deer at night and stand around, and they're going to head on into town, and so will the coyotes.

And I want to know about air quality.

And to the future governor I ask for him to, please, relook at all of this and reevaluate. I know he wants to follow Mitch Daniels, but I would like for him to have a voice of his own and look and be reasonable about the future of everyone, and it's not all about economic development.

(APPLAUSE)

MR. RICKIE CLARK: Very well. Very well. Thank you, ma'am.

Our next speaker this evening will be Sarah Rogers. Ma'am, the floor is now yours.

MS. SARAH ROGERS: Okay. Thank you, and thank you for letting us share our comments tonight. There are certainly many benefits for 69, but I'd like to make my comments specific to Section 5.

I-69 has become a reality with Sections 1 through 3 opening last month. With Section 4 scheduled to open in 2014, we need to prepare for the increase in traffic that the highway will

bring to our area. The best way to do that is to identify areas of importance to our community, particularly in the design phase. By building the highway, we reduce congestion and lower accident rates.

In looking at the build versus the no-build models, it is clear that the overall negative-traffic impacts will be much higher with the no-build scenario. We need to identify areas of potential safety concern and address those areas first so that the existing State Road 37 is able to handle traffic safety when Section 4 is complete. For example, as has been mentioned tonight, Vernal Pike has issues with safety and congestion.

Maintaining a partial interchange at North Walnut Street is important for our community and will limit the environmental and cost impacts of a full interchange. We encourage INDOT and Monroe County officials to continue working together about specific options on the North Walnut interchange.

And finally, we support the idea of reusing existing infrastructure to save costs when possible, but also encourage the inclusion of

bike/ped access for new build or improved overpasses. Thank you.

(APPLAUSE)

MR. RICKIE CLARK: Thank you. Very well. Very well. Thank you, ma'am, for those comments.

Our last speaker to sign in on our speaker schedule this evening will be Tom Elliott. Again, Mr. Elliott is the last speaker to have signed in on our speaker schedule. At the conclusion of Mr. Elliott's comments, I'll wrap up with the comments to conclude this formal portion of the public hearing this evening, but certainly would invite everyone to stay after, visit our mapping station, the community center for an additional time, talk with our project representatives, ask questions, whatever the case may be. Mr. Elliott?

MR. TOM ELLIOTT: Thank you.

MR. RICKIE CLARK: The floor is now yours, sir.

MR. TOM ELLIOTT: Thank you. I -- my intentions weren't to get up and speak this evening; but I did want to hear people talk, and I want to take a more formal approach to this concern in the future. However, I felt compelled to say a few words regarding the interstate that's

been built up to this point. I know -- my feeling is the road is going to be completed to Bloomington, and because of that I certainly hope it's completed to Indianapolis.

There approximately were 168 bridges in this construction from what I read in the paper, and around three of them were constructed out of steel. The rest were all concrete and other products used. Steel is a 100 percent recyclable material. It's made out of 100 percent recyclable material. If when some day these bridges have to be replaced -- and they will -- they can be all recycled. I don't know about the alternative product.

There are competitive products right now. The mills are probably at some of their lowest prices they've had. Bridge fabricators are hungry. There's four bridge fabricators in the State of Indiana to do steel bridges besides the steel mills in the State of Indiana that manufacture the steel for the fabricators to buy to make steel bridges.

From what I know, most of the concrete bridges were supplied by out-of-state companies, and if not all of them were. Also, that provides

jobs in this state. As a taxpayer, I'm concerned that the money wasn't put back into the State, and the steel didn't get a fair shot. I feel that there's reasons they look at cost and so forth. Steel is very competitive right now. Getting steel is very easy right now. The mills are running probably 60 percent capacity. Fabricators are hungry. I'm hoping in consideration of the rest of this road that steel will be -- there will be an opportunity for steel to have a chance.

I know some politicians like to talk about jobs in Indiana. I think one even mentioned that he'd like to see Indiana companies get first dibs on the state contracts. This would have been a great opportunity, and I hope it's considered in the future. Thank you.

(APPLAUSE)

MR. RICKIE CLARK: Thank you, Mr. Elliott. Thank you for those comments. As I mentioned, Mr. Elliott is the last speaker to sign in on our speaker schedule.

I'd like to conclude this formal portion of the public hearing this evening. Thank you to our audience certainly for their respect and their courtesy paid to all of our speakers. Thank you

to all of the presenters, all of the individuals who spoke and presented comments.

I will mention if you'd like to make comments privately at the conclusion, our stenographer will be here for just a little while and can take certainly those comments privately off to the side.

At this time let's conclude the formal presentation. We'd invite you to stay after, talk, ask questions of our representatives. I'd like to thank our panel this evening for being here at this public hearing, and at this time we are concluding the formal portion. Thank you and have a very safe and wonderful evening. Thank you. Good night.

(APPLAUSE)

(OFF THE RECORD)

(MR. BREWER MADE COMMENTS TO COURT REPORTER ONLY)

MR. STEVE BREWER: I'm against -- well, the Fullerton Pike decision has galvanized many of us to oppose this project. It was initially planned 50 years ago, I believe, before 37 itself had even been connected. Nevertheless, because somebody drew a line a half a century ago, the highway is now going to become a four-lane artery into

completely inappropriate terrain for the kind of development they're hoping for. And now in the ensuing 50 years housing additions have built up all along there, so now we're going to have one of the major arteries into this city through a developed neighborhood area. So I guess the social realities on Gordon Pike no longer fit the plan, and so I'm opposed to the Fullerton Pike exchange.

(HEARING CONCLUDED AT 8:45 P.M.)

STATE OF INDIANA)
) SS:
COUNTY OF VIGO)

I, Renee R. Dobson, a Notary Public in and for said county and state, do hereby certify that those present mentioned heretofore did appear before me;

That the foregoing hearing was taken on behalf of IDOT; that said hearing was taken at the time and place heretofore mentioned;

That said hearing was taken down in Stenograph notes and afterwards reduced to typewriting under my direction and that no signature was requested; and that the typewritten transcript is a true and accurate record of the hearing to the best of my ability;

I do further certify that I am a disinterested person in this matter; that I am not a relative or attorney of any of the parties, or otherwise interested in the event of this cause of action, and am not in the employ of those mentioned.

IN WITNESS WHEREFORE, I have hereunto set my hand and affixed my notarial seal this _____ day of _____, 2012.

_____
Renee R. Dobson, Notary Public,
Residing in Vigo County, Indiana

My Commission Expires:
September 6, 2015