

**Attachment 3**

**Response to Public Hearing Comments Received – Pages 1-26**

**Heavy Haul Transportation Corridor, Des. No. 1382612  
Public Hearing Comments Summary, February 28, 2018**

Comment No.	Name / Organization / Comment Date	Comment	Response
1	<p>Brian Hill 1616 Utica/Sellersburg Rd. Jeffersonville, IN. 47130</p> <p>February 28, 2018 (Verbal comment)</p>	<p>I'd like to thank you all, INDOT, very much for your little bit of information you've given us, also, Jeffersonville and the city -- City of Jeffersonville and -- and River Ridge and River Port, as well. What I see is -- I don't see the heavy haul traffic that you-guys are naming after -- as you have put it. And I see that you've narrowed it down to one -- one way that you like. It greatly impacts the majority of us in this room, and there's quite a few people there on Utica-Sellersburg Road that it's going to impact. My first comment is you've outlined several residences as -- or quite a few residences on Utica-Sellersburg Road. I feel you should take those residences that you've outlined and consider purchasing all that property at a very fair market value, because you're going to greatly impact each and every one of us whether you take our property or not, and nobody wants to live there, and our property values are going to greatly decrease if they don't bottom out first. And nobody is going to want to live there after you-guys get started. So I would greatly ask that you consider that as an alternate. There's about 70 acres there. It wouldn't be that hard to purchase all that, and you can develop it how you want. Nobody will be in your way at that point in time. You-guys have put this together in the last three years. We were invited last year only because I found out through someone else that this was taking place. We were not contacted at the appropriate time that everybody else was, and so, fortunately, we got on the mailing address early this year. So we haven't had as much time to consider it as you-guys have, because you-guys have been doing all -- all this behind closed doors, okay, with Jeffersonville, the Port and River Port. So you-guys have had much to gain by this; we have nothing. And you-guys are bigger than we are. So you think being the State of Indiana it just gives you-guys a big, huge muscle, and you-guys want to use it. And it may be good for you-guys; however, it does us no good at all. So there's a lot of money being played here for Jeffersonville, Port Authorities, and River Ridge, and they're the only ones that have anything to gain by this. None of the rest of us have anything to gain by this at all, except anybody that's in the tax base. So there's lots of things to consider. There's Hazmat to consider. Something goes wrong out there on that road,</p>	<ol style="list-style-type: none"> <li>1. <b>Relocation and Acquisition Procedures:</b> All right-of-way will be acquired in accordance with applicable federal and state procedures. Those procedures include specific requirements for appraisals, review appraisals, negotiations, and relocation benefits. Compliance with these procedures will assure the fair and equitable treatment of affected residents and businesses. The acquisition and relocation program will be conducted in accordance with 49 CFR 24 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended. Acquisition and relocation information can also be viewed at <a href="http://www.fhwa.dot.gov/real_estate/">http://www.fhwa.dot.gov/real_estate/</a>.</li> <li>2. <b>Coordination with Public:</b> The project sponsor has followed the public involvement guidelines described in the current <i>Indiana Department of Transportation (INDOT) Public Involvement Manual 2012</i> (<a href="http://www.in.gov/indot/files/PI_PublicInvolvementManual_2012.pdf">http://www.in.gov/indot/files/PI_PublicInvolvementManual_2012.pdf</a>). As such, best efforts were made to contact all property owners along the project corridor. Sign-in sheets were provided at the January 28, 2016 and April 5, 2017 public information meetings, as well as the February 28, 2018 public hearing in order to update property owner contact information. In an effort to reach individuals who may not have received the Legal Notice of Public Hearing, the project details were published in the February 2 and 21, 2018 editions of the <i>News and Tribune</i>.</li> <li>3. <b>Hazardous Materials:</b> In order to determine the potential for hazardous materials within or adjacent to the proposed project corridor, a Red Flag Investigation (RFI) was prepared by American Structurepoint, Inc. on October 17, 2017 and approved by INDOT Environmental Service on October 18, 2017. No potential concerns are located within the current proposed limits of the preferred alternative.</li> </ol> <p>If a spill occurs or contaminated soils or water are encountered during construction, appropriate personal protective equipment (PPE) should be used. Contaminated materials will need to be properly handled by trained personnel and disposed of in accordance with current regulations. The Indiana Department of Environmental Management (IDEM) should be notified through the spill line at (888) 233-7745 within 24 hours of discover of a</p>

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		<p>we're the ones that are living there; therefore, I say buy us out. You also have a river -- a river there that you-guys can consider hauling your stuff up by barge. It's free and clear. You-guys have plenty of room to build up there in River Ridge for -- for barges. It's plain and simple. It's another comment. That's all I have.</p>	<p>release from an underground storage tank system and within two hours of discovery of a spill.</p> <p>4. <b>Ohio River to Transport Materials:</b> The need for the proposed project is due to the current and predicted rapid industrial and commercial development in the areas that would result in a significant increase in volume of heavy haul vehicles mixing with local traffic. Major traffic generators within the area include the Port of Indiana-Jeffersonville, River Ridge Commerce Center, and the City of Jeffersonville and Utica Areas. While utilization of barges along the Ohio River would allow the movement of goods and supplies, it would not account for the increase in the volume of heavy haul vehicles mixing with local traffic, nor would it provide an effective method to connecting the Port of Indiana-Jeffersonville with other major traffic generators in the area.</p>
<p>2</p>	<p>Brian Bunn 1622 Utica-Sellersburg Rd. Jeffersonville, IN 47130</p> <p>February 28, 2018 (Verbal comment)</p>	<p>My name is Brian Bunn. I reside at 1622 Utica-Sellersburg Road. I have a map here where the only other heavy haul roads are in northwest Indiana, and I travel those roads many, many times, and that's because of U.S. Steel and heavy companies like that hauling in and out of there. I've worked for Siemens for 29 years in Michigan in the quality department, and I've serviced those steel mills for 29 years. I've seen what happens around heavy haul roads, I've drove them many times. The pollution, the trucks carrying materials like that are very dangerous. The suspension is very heavy, the noise is terrible, and the diesel fumes from the trucks going up and down the road. Also, I just want to -- you know, how is this, when the road is going to be under construction, going to impact our lives? Well, we happen to live on that map over there, you can see it better, but we're exactly right here where the turnaround is going to be, and the portal is going to be directly across the street. Now, when these businesses are up and running, there is no time frame. Like the steel mills, they run 24/7/365, which means if you're going to be offloading and using that as a cargo space across the street from where I live, and those businesses will be running 24/7 with lights on at night, hooking up cars, train cars hooking up to them, because that's all going to follow right behind the heavy haul road, and that's pretty disruptive. The main thing is property values are just going to drop out. I've seen these -- these heavy haul roads around the steel</p>	<p>1. <b>Noise and Air Pollution:</b> due to the construction of new terrain roadways, a noise impact analysis was required as part of project development. The project's traffic noise model identified 27 receptors within 500 feet of the proposed HHTC alignment. Of the total identified study area receptors, two impacted receptors are anticipated to remain after construction is complete. Noise abatement measures in the form of two separate noise barriers for the potential benefit of the two impacted receptors were analyzed and found to be feasible, but the cost of the noise abatement (\$174,444 to \$341,977) was not reasonable. Based on the results of the studies thus far accomplished, the State of Indiana has not identified any locations where noise abatement is likely. A re-evaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have changed such that noise abatement is feasible and reasonable, then abatement measures might be provided. The final decision on the installation of any abatement measure(s) will be made upon the completion of the project's final design and the public involvement process.</p> <p>The purpose of this project is to provide a route built specifically for heavy haul vehicles that provides a continuous connection between the River Ridge Commerce Center and the Port via the SR 265/Old Salem Road interchange. Although traffic projections indicate truck traffic will nearly double between the existing year and the design year, the quantities are still well</p>

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		<p>mills. Everything that's a resident around there is blighted. That area is blighted because who wants to live with the smog, the smell of all that and all of the diesel and all of the potential hazards that come along with it? Now, you've got to ask yourself, is -- is this my retirement in five years, what I planned for? No. No. Like Brian said, maybe you should buy us out. The other thing to think about, even if you were to give us top dollar and buy us out on our properties, look in the MLS system. There's no properties around that have any kind of acreage that you can buy even if you were to buy us out. Where you supposed to go? When all this construction is going to be going on, it's not going to impact your lives; it will impact our lives. And you know, I'm opposed to it heavy. And what -- what business is out right now at River Ridge that -- that needs a heavy haul road? What businesses? Or is it going to be a -- a thing where if you build it, they will come? I mean, come on. Everything that's coming in and out right now, I mean, you've done traffic surveys and whatever, you know, the safety and my grandkids and every other thing that goes with it. Like I said, property values are going to drop out. I hope that you'll consider all that before you decide to move on with the project. Thank you.</p>	<p>below the 10,000 trucks per day FHWA typically considers to be required before there is a meaningful impact on traffic volumes. As such, this project has been determined to generate minimal air quality impacts for Clean Air Act Amendments (CAAA) criteria pollutants and has not been linked with special Mobile Source Air Toxics (MSAT) concerns.</p> <p>In addition, EPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's Motor Vehicle Emission Simulator (MOVES) 2014 model forecasts a combined reduction of over 90 percent in the total annual emission rate for the priority MSAT from 2010 to 2050 while vehicle-miles of travel are projected to increase by over 45 percent (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, October 12, 2016). This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.</p> <p>2. <b><u>Community Impacts during Construction:</u></b> Because the proposed HHTC roadway will be constructed primarily on new terrain, a Maintenance of traffic (MOT) plan will not be required for the newly built roadway section. However, during the entire duration of construction, barricades would be placed at the end of New Middle Road, which currently terminates approximately 0.1 mile northeast of its intersection with Port Road, and at the connection point to Old Salem Road near the I-265/Old Salem Road interchange.</p> <p>A three mile detour route for Utica-Sellersburg Road will be utilized while the new HHTC roadway and Utica-Sellersburg Road intersection is being constructed. The detour will direct traffic along Brown Forman Road, to Utica Pike, the Port Road, to New Middle Road, to Utica-Sellersburg Road. The detour will be in place for approximately 90 days.</p> <p>Negative impacts on the surrounding community include temporary inconveniences commonly associated with construction such as noise, fugitive dust, increased travel delay, and utility disruptions. However, these impacts are temporary and will cease upon completion of the project. Inconveniences to residence in the project area that are typically associated with a</p>
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			<p>new road, including increased noise levels, are to be expected, but will not be significant.</p> <p>3. <b><u>Relocation and Acquisition Procedures:</u></b> See comment 1, response 1.</p>
<p>3</p>	<p>Lynn Bunn 1622 Utica-Sellersburg Rd. Jeffersonville, IN. 47130</p> <p>February 28, 2018 (Verbal comment)</p>	<p>My name is Lynn Bunn. I live at 1622 Utica-Sellersburg Road. My husband just spoke, and I also want to give some commentary. During the presentation, there was several references to heavy haul road, and I was just wondering where that definition came from, and tried to ask the question but was not able to be interrupted at that time. According to Indiana law, which I have a copy of it, a heavy haul road is up to 80,000 pounds. Extra heavy duty is 134,000 pounds, which requires extra permits. Is the law going to be changed to accommodate that? That's my first question. And you refer to these Michigan truck trains. That's definitely an extra heavy duty vehicle. And I'm just curious, has anybody addressed that, and why there's an inconsistent - - inconsistency in that terminology? And then the -- that would lead to my other question. Is this a -- a road that's going to be county maintained or state maintained, or is it going to be private between the two business parks to keep up? My home is in the area where the proposed heavy road connecting Jeffersonville River Port and River Ridge is to be constructed. I'm not in support of this road for several reasons. First and foremost, it will significantly disrupt the serene country life in this area. It will decrease home values significantly. It will essentially expand the two business parks, so they are severely encroaching long-time established rural residential areas. My home is rural. This Tiger grant was supposedly a -- an urban grant, but I checked my property; it's -- it's rural property by definition of the U.S.-- some U.S. government website. It will destroy wildlife, quality of place, reduced farmland, and displace wildlife. It is my understanding Michigan train trucks will be traveling this road. There's only one other place in Indiana where these are allowed, and that's in the northern part of the state. Federal highway grant money was secured to build this road. What I don't like is that the people part of the Citizens Advisory Committee are the ones with skin in the game. Homeowners that will be bought out, testing firms, contractors that have been paid or will be paid out of the funds for services to</p>	<p>1. <b><u>Heavy Haul Road Specifications:</u></b> Heavy haul specifications consist of a more robust pavement section to withstand a maximum vehicle weight of 134,000 pounds. With these heavy haul specifications, the proposed HHTC roadway will meet the criteria of extra heavy-duty highways. With a special permit, commonly known as a "Michigan Train Permit," drivers may haul divisible loads with a total gross weight of up to 134,000 pounds (subject to legal axle weights).</p> <p>2. <b><u>Maintenance of Roadway:</u></b> the owner/manager of the facility will be responsible for the maintenance of the roadway. Final jurisdiction of this facility is still being considered.</p> <p>3. <b><u>Noise and Air Pollution:</u></b> See comment 2, response 1.</p> <p>4. <b><u>TIGER Grant:</u></b> As part of a separate project, the Ports of Indiana recently received a \$10 million Transportation Investment Generating Economic Recovery (TIGER) grant. This grant was not awarded to the Heavy Haul Transportation Corridor project.</p> <p>5. <b><u>Wildlife:</u></b> To account for potential impacts to wildlife, the Indiana Department of Natural Resources (IDNR) and the U.S. Fish and Wildlife Service (USFWS) were consulted with as a part of the proposed project. IDNR provided standard recommendations to minimize impacts to fish, wildlife, and botanical resources. These recommendations have been added as environmental commitments and will be included in the project contract as applicable.</p> <p>In addition, appropriate mitigation ratios resulting from impacts to non-wetland/riparian forest and wetlands in the floodway/floodplain will be applied in compliance with the IDNR's Floodway habitat Mitigation guidelines.</p> <p>The federally endangered Indiana bat (<i>Myotis sodalis</i>) and gray bat (<i>M. grisescens</i>), as well as the federally threatened northern</p>

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		<p>support the building of this road. I'm all for progress, but I get a sense -- no disrespect intended to anybody that is on this, but the stakeholders, the commerce park authorities, community office holders, and contractors are exercising a form of eminent domain, not in the name of progress, because specific companies will benefit from this. Of particular concern is no one surveyed the people on Utica-Sellersburg Road, the ones that it affects the most. We're just expected to know what is going on. There -- there are diagrams in the information packet that's posted online that supposedly studied all the churches and schools in the area, but the very school that we are in right now is not identified on that map, neither is the Progressive Baptist Church or the FOP organization across the street. I -- I'm just wondering why -- why inconsistency exists, because no one cares about the people that live about around here. That's the way I feel. It -- this is a done deal. I hope that you will consider -- actually, I don't want to move. I hope you consider Port Road. On the website, it states that it's going to take 24 months to redo Port Road. You don't have to connect into 265. Build the road through that farmland over to the other road where the connector is instead of going -- connecting into 265. All right. Thank you. That's all I have.</p>	<p>long-eared bat (<i>M. septentrionalis</i>) are located within Clark County. Through coordination with the USFWS, it was determined that a mist net survey should be conducted; the results of this survey included the capture of gray bats.</p> <p>Therefore, a Biological Assessment (BA), which indicated that the project <i>may affect, and is likely to adversely affect</i> the gray bat foraging habitat, was prepared. The BA included a list of Avoidance and Minimization Measures (AMMs), which will be included in the project contract. In addition, it was determined that the project team will consult with the USFWS regarding implementation of project-specific mitigation measures for the permanent loss of forested habitat. The BA was submitted to USFWS on January 22, 2018. The Biological Opinion from USFWS is anticipated to be issued by June 6, 2018. Mitigation measures provided from USFWS will be included as part of the environmental documentation and implemented within the project contract.</p> <p>6. <b>Farmland:</b> The Natural Resources Conservation Service (NRCS) determined that the preferred alternative will cause a conversion of prime farmland. Therefore, form AD-1006 was completed and returned to NRCS on March 16, 2018. The total point value on form AD-1006 was less than 160 points. Therefore, the proposed site will receive no further consideration for farmland protection.</p> <p>7. <b>Community Advisory Committee (CAC):</b> A CAC is a group of individuals serving as representatives of their local community and neighborhood groups to act as a liaison for the exchange of information between the community and transportation officials. CAC members are given the opportunity to participate in the development of project evaluations, potentially continuing its direct involvement with the project through the preparation of final design plans for the proposed project. The INDOT, in partnership with FHWA, maintain final authority and responsibility concerning decision-making regarding the HHTC.</p> <p>The CAC was selected from area residents, businesses, and officials having direct interest in the project. Requests for nominations for inclusion as a member of the CAC were made at the January 28, 2015 and April 5, 2017 Public Information</p>
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			<p>meetings. As a result, two (2) neighborhood representatives were nominated and included as CAC members. Committee members were selected as representatives of larger groups and were responsible for coordinating and facilitating communications between INDOT and project team members as the project developed.</p> <p>8. <b><u>Relocation and Acquisition Procedures:</u></b> See comment 1, response 1.</p> <p>9. <b><u>Coordination with Public:</u></b> See comment 1, response 2.</p> <p>10. <b><u>Infrastructure Mapping:</u></b> The mapping included within the Public Hearing information packet as well as the boards provided at the meeting did not incorporate all resources identified within the preferred alternative location. Infrastructure, mining, hazardous materials, and cultural resources were removed from mapping in order to improve clarity of the maps and to clearly depict parcel boundaries. Only karst and water features were identified on the Public Hearing mapping.</p> <p>As part of the project development, a RFI was conducted to identify potential resources within and adjacent to the project area. No recreational areas, schools, and churches were identified within one-half mile of the proposed project corridor. The RFI was approved by INDOT Environmental Services on October 18, 2017.</p> <p>11. <b><u>Port Road Alternative:</u></b> As part of project development, the utilization of the existing Port Road was evaluated. While the Port Road alternative would eliminate potential relocations of residents, reduce required right-of-way, and some environmental impacts, this alternative would not fully satisfy the purpose and need.</p> <p>While the Port Road Alternative does not provide direct and continuous connectivity between existing infrastructure and the major traffic generators, it does provides connectivity between the Port, RRCC, and Jeffersonville via Middle Road/New Middle Road, Port Road, and SR 265. However, as compared to the other alternatives the Port Road alternative does not adequately address system connection. The Port Road</p>
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			<p>alternative functionally operates as a collector system, has the longest travel times, and the most access points, number of stops, yields, and merges. Therefore, this alternative was discarded from further consideration.</p>
4	<p>Doug Sneed 1519 Glenbrook New Albany, IN 47150</p> <p>February 28, 2018 (Verbal comment)</p>	<p>Thank you. Thank you. Good evening. My name is Doug Sneed. I'm a long-life resident City of Jeffersonville. I'm a resident since '96 at Glenbrook Park. I actually connect to Brian Hill, if he's still in here, and my home is not in acquisition, but it's going to be affected drastically by this move for them. I just think -- I'm looking at the wetlands here and the homes that they have acquisitioned, and as a taxpayer my money would have been well better spent to beef up Port Road, widen it, and put the railroad tracks there. And if INDOT could go to the state before they finish 265, they could have made that road specifically to go to Salem. If you get off Port Road, you maybe have a half mile to Salem Road. The railroad tracks are on Port Road. They could extend both of them, and they did, and our money would have been a lot well better spent. That's all the comment I have. I don't want to be affected by this, but progress is progress. I have been a hunter my whole life, and I see all the wetlands being affected, and I just didn't understand that INDOT did things like that. So I appreciate your time. Thank you.</p>	<p>1. <b>Port Road Alternative:</b> See comment 3, response 11.</p> <p>2. <b>Wetland Impacts:</b> In an effort to reduce wetland impacts, Alternatives DE (preferred), F, G, and HH were established and evaluated. Anticipated impacts to wetlands have been reduced to approximately 0.03 acre.</p> <p>In addition, a wetland avoidance alternative was evaluated. This alternative would include the same proposed improvements as the preferred alternative. However, it would involve lengthening the bridge over Lentzier Creek and skewing the angle of the crossing over the creek to span and avoid the wetlands; this alternative would also involve placing new piers outside of the wetland boundaries. While this alternative would avoid impacting wetlands, it would increase the impact to streams. In addition, in order to construct a bridge long enough to span the wetlands, construction costs would increase significantly. Therefore, this alternative was discarded from further consideration.</p> <p>The proposed project will likely require a Section 401 Water Quality Certification (WQC) from IDEM and a Section 404 Indiana Regional General Permit (RGP) from USACE for potential impacts to wetlands. Because impacts to wetlands are anticipated to be less than 0.10 acre, wetland mitigation is not anticipated. Actual impacts to wetlands and final permit determinations will be made during final design. INDOT, or its authorized agents, will be responsible for obtaining the necessary permits prior to construction, including all mitigation required as conditions of the approved permits. Wetland areas to be avoided must be clearly marked in the field and on the final plans.</p>
5	<p>Garland Oaks 1808 Utica-Sellersburg Rd. Jeffersonville, IN 47130</p> <p>February 28, 2018 (Verbal comment)</p>	<p>My name is Garland Oaks. I live at 1808 Utica-Sellersburg Road. Bought the first age acreage 1988, built a home in 92, bought 14-1/2 more acres that adjoins. I'm going to be severely impacted. I've got rescue horses up there, I've got a love for them, a passion. I've also have a bluebird trail that's documented. These peoples coming up there, it's going to do</p>	<p>1. <b>Other Alternatives:</b> As part of the project development, a range of alternatives was considered. Due to the steep terrain of the area and because the area is rich in cultural resources, 12 alternatives (including the preferred alternative) were considered potentially feasible. Through coordination with resource agencies, three (3) of the 12 alternatives were</p>

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		<p>a lot of damage to my farm, my horses. I wanted to kind of make this personal. They've been -- INDOT has been messing with me for four years, four years this month. Mr. Heustis, this is for you. Matt, Mr. United, the engineering guy that called me wants to bring a drilling rig, this is for you and the archeological firm and all these environmental people. I don't have a problem with that. You're not God. We have one God. You think you can come in here and run over all these people. That's not true. You're not God. He's up there. Do you folks -- you don't live here, you don't live here. When it's all said and done, you won't know that a thing about it, because you're going to be on your way on another project. You've got a road that runs parallel across from Utica-Sellersburg Road. You can make that, stay within where you want to be. You can circle around beside the school, the greater Clark, not impact one house, not one outhouse or a barn. This is silly. I'm tired of it. I've had it out with -- with the people that you're coming up here and -- and been there, and you -- you dug up -- you dug up an acre of property. You can't tell me you didn't find more than this? My problem is, they're cronies. They want INDOT to tell them what to say. That's United and this archaeological firm, they're cronies. And you know you can find other means of doing this and not put -- impact all these people. It's not fair. As a matter of fact, about eight years ago I held IU with IUPUI with a Mississippi village next to my farm. That ground over there that I think that Mr. Cutter owns, there wasn't that much digging over there, neither was the field next to the Sutton people [phonetic], next to the school. There wasn't that much digging. You're going to find -- you found archeological stuff over here. You could still dig over there and make that go around across Lentzier Creek. That's all that you have to do, and you wouldn't impact none of these people. So I wish you-all would reconsider, because I've had some things done to me, I've had the police called on me, I've had the state police come to my house because of a conversation me and you had. I didn't swear to you or nothing. That was very, very rude, what happened. I thought somebody in my family was dead. Thank you.</p>	<p>determined to fully satisfy the purpose and need with minimal impacts to resources.</p> <p>2. <b>Archaeology:</b> Archaeological investigations were completed in compliance with 36 CFR 800.4(b) by Qualified Professionals that meet the Secretary of the Interior's Professional Standards. All reports were reviewed by IDNR Division of Historical Preservation and Archaeology, and results were concurred with by the State Historic Preservation Officer (SHPO).</p> <p>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.</p>
6	Hank Dorman 736 Utica Charlestown Rd. Jeffersonville, IN 47130	I'm Hank Dorman. I am on the Utica Town Council. I represent Utica. I've been on there for 12 years. Our president is out of town. He's in Florida. And we're fighting the flood in Utica, as most of you are aware this afternoon.	<p>1. <b>Air and Noise Pollution:</b> See comment 2, response 1</p> <p>2. <b>Port Road Alternative:</b> See comment 3, response 11</p>

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	<p>February 28, 2018 (Verbal comment)</p>	<p>But on -- on this occasion, I couldn't help but recall that several of the River Ridge board members called me and said that this was going to be a blessing for Utica. Now, you know most of the wind and the noise comes out of the southwest, and we have people that really voiced a lot of concern about that, the noise factor with the new bridge. I live a quarter of a mile from it, and you can hear those heavy haul traffic going across that bridge, these trucks gearing down. I do feel sorry for the people that are impacted. We feel like -- and we've looked at this situation. I don't know why they just don't go on down Port Road, upgrade that road, and get them out there on 2 -- 265 where they can go right into the River Ridge complex. We're not against progress in Utica. We've tried to work with River Ridge, City of Jeffersonville. We weren't even contacted about this -- this heavy haul road until recently. And you know, I think because we're a small community they have a tendency to want to overlook, Utica. But I -- my heart goes out to you-guys, because I think there's a better route, and I can't see -- and like I said, I've had several board members call me from River Ridge. This is going to be a blessing to you, but how is this going to be a blessing to Utica? You know, we have a new road, and thanks to the county commissioners and INDOT with the Old Salem Corridor, and right now that's the only way -- one of the only ways we can get in and out of Utica due to the flooding. But you know, I -- I guess they're - - they're building this thing on the come and most of it is steel. We don't know what they'll be hauling in the future. Twenty, thirty years from now, our grandkids will be in that area living, hopefully. We look for Utica, some growth in Utica, and that's about all I have to say. Thank you.</p>	<p>3. <b><u>Coordination with Public:</u></b> See comment 1, response 2.</p>
<p>7</p>	<p>Bonita Willman 1720 Utica Sellersburg Rd. Jeffersonville, IN 47130</p> <p>February 28, 2018 (Verbal comment)</p>	<p>Okay. I might need the mic. I'm Bonita Willman, and I'm at 1720. And this road is going to run right beside me, and I'm very, very curious about what's going to happen the first time one of those semi comes right off that road and through my bedroom window? I know there's others beside me that are aggravated, but I'm going to get stuck in a little pile shaped lot where they go across my yard, up beside of my house. And the cul-de-sac that they're wanting to put is going to be cutting me off on the other side. My house is in danger. I don't care how much they have to say. You've got Hazmat, you've got rolls of steel, and you've got a curve where anybody too fast, the road is slick, comes in my house. I</p>	<p>1. <b><u>Roadway Geometrics:</u></b> The HHTC road will be designed to INDOT standards that will account for clear zone and other safety factors. Guardrail or other type barrier may be installed if determined to be warranted at any given location.</p> <p>2. <b><u>Property Values:</u></b> See comment 1, response 1.</p>

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		<p>don't think it's always well thought out on who's going to be bought out, who is not going to be bought out, because in my case, yes, it's personal, because I'm going to be directly impacted from three sides. What do you think my property value will be? I've already had a real estate agent look at it and an appraiser. I will lose about \$100,000. Thank you.</p>	
<p>8</p>	<p>Ruth Gilmore 960 Lighthouse Dr. Jeffersonville, IN 47130</p> <p>February 28, 2018 (Verbal comment)</p>	<p>I'm Ruth Gilmore, Gilmore Construction. And we've been fighting INDOT since 2002. And I thought I had a hard way to go, but now that I hear your stories. And it's your homes, your backyards, your front yards, and the danger that the road imposes, I feel like mine is minor to what -- what all of you are dealing with, because your homes are -- that's our greatest gift, our family homes. But you know, I ride down Port Road every day. I don't see hardly any semis. So I'm kind of like going, okay, why do we need this heavy haul road for all this traffic when there's nothing on Port Road? I know in 20 years it will be there. But can't we upgrade Port Road? They can go out 265 right now and go to River Ridge. Does most of the traffic come from 65, 64, or does it come across the east end bridge of semis? Where are they originating at? Like -- again, I said I drive that road every day, and I cannot figure out why we need this. And especially another railroad. I have -- yeah, I have about 200 acres which I've been sitting on hoping to develop into something nice for the community. And -- and now this has come through and it's bisecting us. Last year they came through and we put in a school bus turnaround, and that's what I'm told it is. It took my frontage off the road. It took about 5 acres, and they still profess that it is a school bus turnaround. That I know, Ron, when you -- when I look at that map, that is a heavy haul road, and you will -- you will admit to it eventually, because it's going to happen, and we all know it. I just have to fight. And they've got lawyers fighting us. We've been fighting for, what, Dan, two years now? 2016. Legal fees. But you know, you can't give up. And one thing I'm going to tell all of you, we went through two acquisitions. They low-balled us both times. I know that you may not have the means. You know, I've spent a lot of money, and af -- after a point it's like you have to. You have to stand up for your rights. So when -- it's going to happen. I just feel like they're going to get their way. It's INDOT, it's the government. But you know what, they forget that we the people are the government. We're the ones who pay the taxes</p>	<ol style="list-style-type: none"> <li>1. <b><u>Truck Traffic:</u></b> The project area has several major generators of traffic that consist primarily of heavy trucks or heavy haul vehicles. However, the road network in the area is primarily made of up of local facilities not designed to handle such vehicle loading. Based on current and predicted rapid industrial and commercial development associated with the major traffic generators in the project area it is anticipated that truck traffic will increase by 129 percent over the next 20 years.</li> <li>2. <b><u>Port Road Alternative:</u></b> See comment 3, response 11.</li> <li>3. <b><u>Major Traffic Generators:</u></b> Major traffic generators within the area include the Port of Indiana-Jeffersonville, River Ridge Commerce Center, and the City of Jeffersonville and Utica Areas.</li> <li>4. <b><u>Coordination with Public:</u></b> See comment 1, response 2.</li> </ol>

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		so that they can do these projects. So should we not be more involved? Should we not have heard about it prior to 2016? Because I can assure you this goes back to about 2008. You can talk to the Clark County commissioners. They all knew this in 2008. So that's all I've got to say, and I really do feel for you, because you've got a long road ahead of you. Don't take their first offers. Seek out legal. All right.	
9	Floyd Kittrell 1702 Utica Sellersburg Rd. Jeffersonville, IN 47130  February 28, 2018 (Verbal comment)	Yeah. My name is Floyd Catrell [phonetic], and I live right amongst all the people that have spoken tonight. I'm not going to reiterate what everybody has said tonight, but one thing that I wish everybody would remember, there's going to be private people here that's going to be making lots of money off of this road at our expense. And that shouldn't happen. If they want to take this land, take it all and pay us the way they should. That's all I've got to say.	1. <b><u>Relocation and Acquisition Procedures:</u></b> See comment 1, response 1.
10	Gary W. Moody PO Box 11007 Indianapolis, IN 46201  February 11, 2018 (Email comment)	"The need for the Heavy Haul Transportation Corridor is due to the current and predicted rapid industrial and commercial development in the area that would result in a significant increase in volume of heavy haul vehicles mixing with local traffic. This growth, combined with the lack of connectivity and suitable roadways for heavy haul vehicles in the area, indicates a need for the proposed project. The purpose of the proposed project is to provide a route built specifically for heavy haul vehicles that provides a continuous connection between the River Ridge Commerce Center and the Ports of Indiana-Jeffersonville via the new State Road 265/Old Salem Road interchange." The solution that I believe you're looking for is called a "RAILROAD." That should be obvious, simply given your statement of need. It would be far less expensive for taxpayers and far more efficient for the State of Indiana to provide economic incentives to a private railroad firm to build that solution. Perhaps in actual partnership with the State. Mitch Daniels used to call that a "Public/Private Partnership" as you may recall. Unfortunately, extreme ideological skewing and lots of heavy greasing by the Highway Lobby has driven INDOT as an organization into a very narrow-minded corridor of bias against most any kind of transportation project which does not involve concrete and asphalt, upon which autos and trucks will have total sway. You need to get back to pure transportation planning and engineering, folks.	1. <b><u>Construction of a Railroad:</u></b> based on current and predicted industrial and commercial development associated with the major traffic generators in the project area, it is anticipated that truck traffic will increase by 129 percent over the next 20 years. In addition, the project proposes to provide a route built specifically for the anticipated heavy haul truck traffic that provides a continuous connection between the River Ridge Commerce Center and the Ports of Indiana-Jeffersonville via the SR 265/Old Salem Road interchange. The construction of a railroad would provide the delivery of products from the Port to RCCC, but would do nothing to address the increase in heavy haul vehicles expected in the area being carried by heavy haul trucks, and would fail to provide a continuous connection between the River Ridge Commerce Center and the Ports of Indiana via the new SR 265/Old Salem Road interchange.

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11	<p>Brian Hill 1616 Utica Sellersburg Rd, Jeffersonville, IN 47130</p> <p>February 28, 2018 (Email comment)</p>	<p>Good evening Mr. Clark. Thank you for giving me an opportunity to speak this evening. Just so you know, I was the first person to speak. You and I spoke before the meeting began. My main concern is the proposed route touches nearly every piece of property beginning at my residence (1616 Utica/Sellersburg Rd) and ending with Grant Oakes on the east side of Utica/Sellersburg Rd. It also touches the property on the west belonging to Koetter Real Estate. Not one person that attended tonight's meeting are for this HHTC. They have located the properties that will be affected and have outlined the properties that are listed as Partial Aquisition in yellow. This would mean my drive way, retaining wall, water line, road, mailbox, front yard and sanitary lateral lines would be greatly impacted by this corridor. Not only my property but the majority of the others on this stretch of Utica/Sellersburg Rd would be impacted in the same manner. As I stated, the only ones who will benefit from this HHTC are Jeffersonville, Port of Indiana, River Ridge, Clark County and The State of INDIANA.</p> <p>The best way to solve this situation is purchase all the property that is shown as being Total Aquisition, Relocation or Partial Aquisition as one piece of property at a FAIR MARKET VALUE from all parties that are with in the highlighted area and the State can have about 70 acres of property to do with as they please. This will mean you will have to increase your budget by about 4-5 million dollars. The majority of these people have lived here since the 80s and have raised families in this neighborhood. Our house was built around 1982 so these people have a lot of memories and attachments to this area. We have watched the fields be planted and harvested for many years. We all moved 3 miles outside of Jeffersonville to get away from the city and now Jeffersonville city limits is across the road from us. We have watched while the Ammunition plant was up and running until it was shut down by the government. Then we watched while the Ammunition plant was transformed into River Ridge. We watched while 265 was constructed and the new East End Bridge was erected. We have watched the Port of Indiana grow and grow while Port Road remained intact as it is this day, with no improvements except a little maintenance from time to time. These</p>	<ol style="list-style-type: none"> <li>1. <b><u>Relocation and Acquisition Procedures:</u></b> See comment 1, response 1.</li> <li>2. <b><u>Ohio River to Transport Materials:</u></b> See comment 1, response 4.</li> </ol>
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		<p>residents have endured alot in the past 30-35 years and they are not willing to just give up. I cannot say I would blame them either.</p> <p>It is a shame that of all the money that was spent on the 265 extension and the east end bridge, they did nothing to construct either for the heavy haul trucks that we are told would be using route. A lot of money was poured out to make improvements which could have included this route. All we know is that Jeffersonville, River Ridge, Port of Indiana and the State of INDIANA, have conspired behind closed doors a multitude of times in planning this. We have no alternative but to stand our ground. That is what we intend to do! We understand this is all formality and the state is only doing what they are required to do. But we also know at the end of the day, who the winners will be! I had quite a few comments in favor of a mass buy out after the meeting. I truely believe this is the best option if all the parties involved are going to pursue this. We have been good and faithful neighbors to the Port of Indiana, Jeffersonville and Utica. But all we get in return is to be walked on and pushed around. The second best option would be to float the product up stream from the Port of Indiana to a new loading dock in River Ridge. Not many would be impacted if you came thru the Charlestown State Park and on over to River Ridge. The State already owns the Park.</p> <p>These are just my thoughts and I hope they are read with understanding and feeling. If you need anything or have any questions, you can touch base with me via email: thehills2020@hotmail.com or you can contact me by phone at 502-396-3226, Thank you</p>	
12	<p>James R. Buss Sales/Engineer jrbuss@iacserv.com IAC Air Compression and Power Systems</p> <p>March 1, 2018 (Email comment)</p>	<p>Mr. Clark,</p> <p>My name is James Buss, owner of a business property shown in the Heavy Haul Plat submitted last night. My property is at 4750 New Middle Road, under the ownership name of JPMC, LLC. I have the following questions:</p> <p>1. According to the plat outlined by United Consulting, my property has both Right of Way, as well as Partial</p>	<p>1. <b>Right-of-Way Mapping:</b> Appendix A (A-11 to A-49) in the approved EA contains full-sized construction plans detailing right-of-way and construction limits for the proposed project. In addition, plan sheets showing plat lines will be prepared as part of right-of-way engineering. During right-of-way negotiations with landowners, those sheets will be shared and discussed in terms of compensation.</p>

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		<p>Acquisition designations shown on the Heavy Haul Road. Could we have supplied a plat drawing showing a better depiction of to what extent the property is encroached upon? Our present tenant utilizes the entire front and side parking lot.....and we would need to address the parking issue as soon as feasible.</p> <p>2. Noting the common traits of truck drivers, no doubt heavier trucks will be utilizing all of New Middle Road...either by error, or more realistically, on purpose. I have advised Jeffersonville street department to mend the existing asphalt on New Middle road due to the wear and tear from heavy trucks over the years. The existing surface and subsurface is not conducive to the existing truck traffic, let alone the increased truck traffic that is no doubt about to increase. With the increased presence.....would INDOT consider widening and “beefing-up” New Middle Road all the way to Port Road to avoid the degradation of this road, and accommodate the increased traffic and weights?</p> <p>I appreciate your response in advance, and am looking forward to the development of this road. This project will be very convenient for delivery trucks supplying my tenant, as well as other companies in the region.</p> <p>Best Regards</p> <p>Jim</p>	<p>On March 2, 2018 an INDOT representative met Mr. Buss at the property at 4750 New Middle Road to review Stage 1 plans. Mr. Buss’s property is in an area of incidental construction and the project will work to avoid any impact to the parking lot.</p> <p>2. <b><u>Relocation and Acquisition Procedures:</u></b> See comment 1, response 1.</p> <p>3. <b><u>New Middle Road Heavy Haul Standards:</u></b> As part of this proposed project, upgrades to New Middle Road involve tying in to the proposed project. Improvements include connecting the current termination point to the newly constructed HHTC roadway. Reconstructing New Middle Road to Heavy Haul standards is not scoped as part of this project; therefore, funding from this project may not be allocated to other road improvement projects. In the future, if heavy haul truck data warrants reconstructing New Middle Road to heavy haul specifications, then the work can be evaluated and seek funding under a separate Designation Number (Des. No.).</p>
13	<p>Brian Hill 1616 Utica Sellersburg Rd, Jeffersonville, IN. 47130</p> <p>February 28, 2018 (Email comment)</p>	<p>Mr. Clark,</p> <p>During the meeting that took place on February 28th, it was spoken by INDOT personnel that I265 was not constructed with heavy haul specifications or with heavy haul in mind. Can you tell us whether the Salem Noble Rd over pass, which would allow the heavy haul traffic to cross over 265, was constructed for Heavy Haul Traffic?</p> <p>If so, the approach from Salem Noble road is asphalt. Also 1/5th of mile after the over pass the road leading into River Ridge is Asphalt and not to Heavy Haul Specifications or details as described in the INDOT package plan that was presented at the meeting.</p> <p>IF this Heavy Haul Corridor is to be utilized by Heavy Haul Traffic only (which was spoken of in the meeting) From</p>	<p>1. <b><u>Old Salem Road Heavy Haul Standards:</u></b> The current Old Salem Road Bridge and the portion of the HHTC roadway through the River Ridge Development Area were designed and built to heavy haul criteria. However, the recently reconstructed Old Salem Road was not designed to meet heavy haul standards. As part of this project, part of Old Salem Road near the 265 interchange will need to be reconstructed to meet heavy haul standards.</p> <p>2. <b><u>International Drive Heavy Haul Standards:</u></b> The newly constructed International Drive (north of 265) was constructed to meet heavy haul standards.</p> <p>3. <b><u>Utilization of the Heavy Haul Transportation Corridor:</u></b> The proposed HHTC roadway will be a public road and will not be restricted to only heavy haul-designated vehicles.</p>

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		<p>River Port to River Ridge, looks like additional improvements need to be made on either side of the the over pass and the road leading into River Ridge would need to be rated as Heavy Haul. Likewise the overpass would need to be rework as well if it does not meet the heavy haul specifications. If only Heavy Haul Traffic is allowed to utilize this corridor as is being described by INDOT, Then Salem Noble road would be rendered useless., because normal traffic would not be able to drive on the heavy haul portion off rood leading up to the overpass on either side. INDOT's design not ours.</p> <p>Please clarify this to us and let us know where this fits into the plan. We feel as if we are not getting the whole plan and there appears to be some holes in the plan that need to be explained a little further.</p> <p>Kind regards,</p> <p>Brian Hill 1616 Utica/Sellersburg Rd Jeffersonville, IN</p>	
14	<p>Kenneth A. Westlake, Chief NEPA Implementation Section Office of Enforcement and Compliance Assurance, EPA</p> <p>March 16, 2018 (Email comment)</p>	<p>EPA Detailed Comments on the proposed Heavy Haul Transportation Corridor City of Jeffersonville, Clark County, Indiana Draft EA</p> <p>March 16, 2018</p> <p><b>WETLANDS/STREAMS/WATER RESOURCES</b></p> <ul style="list-style-type: none"> <li>• Draft construction plans shown in Appendix A confirm that the proposed bridge over Lentzier Creek would also bridge over unnamed tributary 5 to Lentzier Creek. However, draft construction plans (unnumbered) in Appendix A show a bridge bent/footer being constructed in, or extremely close to, Unnamed Tributary 5 (UNT 5) at approximate Station 70+50 (also shown in the construction plans). Additionally, this bent/footer appears to also potentially impact the westernmost acreage of Wetland H. Page 21 of the Draft EA states that the proposed project will not impact UNT 5. These draft construction plans also show the construction of what appears to be a drainage ditch through Wetland H on the east side of the proposed bridge. The Draft EA is not</li> </ul>	<ol style="list-style-type: none"> <li>1. <b><u>Impacts to UNT 5:</u></b> A roadside ditch is planned to be constructed to extend to Lentzier Creek; thus, impacting UNT 5. The roadway profile and bridge length will be revisited pending the geotechnical investigation and adjustments may be made to the foundation locations that eliminate or minimize impacts to UNT 5 at the bridge. Final impacts to UNT 5 will be accounted for and discussed in the FONSI request.</li> <li>2. <b><u>Impacts to Wetland H:</u></b> The roadway profile and bridge length will be reevaluated pending the geotechnical investigation. Adjustments may be made to the foundation locations that eliminate or minimize impacts to Wetland H. Final impacts to Wetland H will be discussed in the FONSI request.</li> <li>3. <b><u>Ditch through Wetland H:</u></b> A roadside ditch is planned to be constructed to extend to Lentzier Creek; thus, impacting Wetland H. The total impacts to Wetland H due to the construction of the roadside ditch will be discussed in the FONSI request.</li> </ol>

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	<p>clear if the ditch construction will stop at the south boundary of Wetland H and then allow directed flow through the wetland.</p> <p>Appendix E (Wetlands and Waters Delineation) states that Wetland H is a large (1.00 acre+) forested wetland that extends outside of the project footprint in close proximity to a stream (UNT 5). The delineation states that Wetland H is "an excellent quality wetland."</p> <p>Recommendation: Implement thoughtful design for the Lentzier Creek bridge, with design modifications as needed, to avoid impacts to UNI 5 and Wetland H.</p> <ul style="list-style-type: none"> <li>• In addition to the draft construction plans, draft Bridge Plans for the proposed bridge over Lentzier Creek, provided in Appendix A, do not show any of the tributary streams that are in the project footprint (and may be impacted, as noted above). The bridge plans also do not show the location of delineated wetlands in the project footprint.</li> </ul> <p>Recommendations: Add the centerline/thalweg of all delineated tributaries to Lentzier Creek to the Bridge Plans. Also add the include the location of all delineated wetlands to the Bridge Plans.</p> <ul style="list-style-type: none"> <li>• Page 24 of the Draft EA shows a table of expected wetland impacts. The table states that there is no impact proposed to Wetland H. However, as noted above, project plans show the potential for impacts to Wetland H through footer construction and drainage ditch construction associated with the proposed Lentzier Creek bridge.</li> </ul> <p>Recommendations: Clarify whether impacts to Wetland H are expected, and modify this table accordingly, if applicable.</p> <p><b>MITIGATION COMMITMENTS</b></p> <ul style="list-style-type: none"> <li>• The Draft EA is not clear how FHWA/INDOT intend to finalize mitigation commitments. While a Finding of No Significant Impact (FONSI) may be utilized to formalize commitments of this project EA, the Draft EA did not state specifically that commitments would be formalized in the</li> </ul>	<ol style="list-style-type: none"> <li>4. <b><u>Water Resources on Bridge Plans:</u></b> The centerline of all delineated tributaries to Lentzier Creek and the location of all delineated wetlands will be added to the Bridge Plans and included in the FONSI request.</li> <li>5. <b><u>Mitigation Commitments:</u></b> Mitigation commitments to avoid, minimize, and mitigate environmental impacts in the NEPA decision document.</li> <li>6. <b><u>Spring Mitigation Measures:</u></b> A commitment to install spring boxes will be added to the list of firm commitments in Section J, and included in a final list of mitigation commitments in the forthcoming NEPA decision document.</li> <li>7. <b><u>Karst Mitigation Monitoring Plan:</u></b> Since the approval of the EA, the Karst Report has been submitted to the reviewing agencies and recommendations have been provided. These recommendations, the anticipated Karst Monitoring and Maintenance Plan, and a commitment to implement required mitigation and monitoring measures, have been added to the list of firm commitments in the FONSI request document.</li> <li>8. <b><u>Stormwater Management:</u></b> As specific project details continue to develop, if additional detention areas are needed, then an Additional Information (AI) document may be warranted. Coordination with INDOT Environmental Services should occur to determine if one is warranted. When determining stormwater management for the proposed project, existing natural wetlands or forested tracts will not be used as a pollution prevention device (for installation of BMPs and/or detention/infiltration facilities); delineated features will be depicted on construction plans and labeled "Do Not Disturb" if no impacts have been accounted for. Natural wetlands will not be used as primary detention facilities, and any treated stormwater discharged to natural wetlands will not cause a change of existing use of the wetland (e.g., should not change an emergent or forested wetland to an open water wetland, etc.)</li> </ol>
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		<p>project decision document. The Draft EA did include Section J - Environmental Commitments, which separated commitments as either "firm" or "for further consideration."</p> <p>Recommendation: Include commitments to avoid, minimize, and mitigate environmental impacts in the NEPA decision document.</p> <ul style="list-style-type: none"><li>• Page 28 of the Draft EA states, "Three small springs (SP-2, SP-3 and SP-11) will be affected by Alternative DE; however, these impacts can be mitigated by placement of spring boxes to allow continuation of flow emerging from the springs." However, installation of spring boxes was not included as a firm mitigation commitment in Section J - Environmental Commitments.</li></ul> <p>Recommendations: Add installation of spring boxes to the list of firm commitments in Section J, and include it in a final list of mitigation commitments in the forthcoming NEPA decision document.</p> <ul style="list-style-type: none"><li>• The Karst Report, provided as Appendix E, states in Section 2.6, "Following approval of this Karst Investigation by INDOT, this assessment will be reviewed by the Karst MOU agencies (IDNR, USFWS and Indiana Department of Environmental Management). Any suggested updates or revisions from these agencies will be incorporated into the report. Moreover, it is anticipated a project specific Mitigation and Monitoring Plan (MMP) will be prepared outlining the specific karst feature mitigation measures to be implemented during and following construction, as well as any required construction and post-construction monitoring. The Karst MMP will be incorporated into the project special provisions."</li></ul> <p>Firm Environmental Commitment #40 in Section J of the EA currently states, "Per the Karst MOU, the Karst Report will be submitted to participating agencies (IDEM, IDNR, USFWS) for review prior to construction." Environmental Commitment #40 does not say anything about creation of a Karst MMP or commitment to such measures.</p>	
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		<p>Recommendations: Add the anticipated Karst MMP, and a commitment to implement required mitigation and monitoring measures, to the list of firm commitments in Section J and to the forthcoming NEPA decision document.</p> <p><b>STORMWATER</b></p> <ul style="list-style-type: none"> <li>• The Draft EA indirectly refers to the project's need for drainage features and facilities to convey and detain storm water runoff. The document is not clear if design progress has led to detention calculations, and specific locations of stormwater detention basins or other Best Management Practices (BMPs) were not identified in the document or show in any project maps.</li> </ul> <p>Recommendation: Ensure that existing natural wetlands or forested tracts will not be used as a pollution prevention device (for installation of BMPs and/or detention/infiltration facilities). Specifically, natural wetlands should not be used as primary detention facilities, and any treated stormwater discharged to natural wetlands should not cause a change of existing use of the wetland (e.g., should not change an emergent or forested wetland to an open water wetland, etc.).</p>	
15	<p>Robin McWilliams Munson U.S. Fish and Wildlife Service 620 S. Walker St. Bloomington, Indiana 46403</p> <p>March 19, 2018 (Email comment)</p>	<p>Hi Michelle,</p> <p>I meant to email you Friday, but was out. I was not planning on sending any official comments on the EA since I am in the middle of the Section 7 consultation and that will address our T &amp; E concerns. I did want to mention, however, that in the EA is mentions that forest mitigation will be EITHER 1:1 replacement OR 2:1 preservation. It will be both. Also, I was confused why some items were listed in the "Firm" commitments but then also listed in the "For further consideration" section (Sec. J).</p> <p>Finally, the INDOT website that I found the EA link on mentions:</p> <p>"Acquisition of right-of-way for a new rail connection between River Ridge and the Ports of Indiana is scheduled to begin after the Heavy Haul Corridor has been completed. The right-of-way acquisition will require a separate environmental study from the HHTC study currently being completed. This new corridor would allow for future</p>	<ol style="list-style-type: none"> <li>1. <b>Forest Mitigation for Gray Bat Foraging:</b> Forest mitigation requirements have been updated to 1:1 replacement and 2:1 preservation. This will be included in a final list of mitigation commitments in the forthcoming NEPA decision document.</li> <li>2. <b>Duplicate Commitments:</b> Duplicated commitments were omitted from the FONSI request commitments.</li> <li>3. <b>Rail Connection between River Ridge and the Ports of Indiana:</b> Project C is a separate project to acquire right-of-way for a new, direct, grade separated rail connection between the Port and the River Ridge Commerce Center. The current rail connection between the Port and RRCC requires the use of two at-grade crossings on SR 62 and use of the CSX mainline. A new direct rail connection will function as an independent mode of freight movement utilizing a rail line to move goods and services between the Port and RRCC without at-grade crossings and use a rail mainline. The rail line route will be analyzed separately from any road corridor projects, and will function as an independent utility. Project C will require a separate environmental document and will include Federal, state, and</li> </ol>

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		<p>construction of a rail line that would enable Indiana’s Ohio River port to increase freight capacity and transfer bulk shipments more efficiently from tracks and rail to barges. The estimated cost of the right-of-way is \$13 million".</p> <p>Do you know anything about this?</p> <p>I realize the formal comment period is over, but if you would like me to put a more formal letter together, let me know.</p> <p>Sincerely, Robin</p>	<p>local funding and oversight. The project is only intended to acquire right-of-way with design and construction to follow later under a separate project.</p>
<p>16</p>	<p>John Stephen Long Town of Utica 107 North 4th Street Utica, Indiana 47130</p> <p>February 13, 2018 (Email comment)</p>	<p>Dear Mr. McClellan:</p> <p>As you may be aware the town of Utica Indiana is situated within the urbanized area of the metropolitan planning organization (MPO) of Louisville Kentucky, the Kentuckiana regional planning and development agency (KIPDA). We thank you for your previous attention and cooperation in providing some information concerning transportation facilities within our jurisdiction.</p> <p>We are aware, as you know of a proposed heavy haul road to be partially located within the town of Utica. Although the road is proposed to be located within our political subdivision and planning jurisdiction, we have not seen any plans or reports, or been able to evaluate any preliminary engineering drawings or studies including the environmental study which began preparation in 2014. We understand the environmental document continues to be developed.</p> <p>Although design commenced in 2016 and will continue into the future, we have no indication of the selected route of the final road. We also understand your timeline for the commencement of acquisition is 2018 and is expected to continue into the second quarter of 2019. Obviously, to commence land acquisition a route has been selected for the roadway. We would like to be provided any reports or drawings associated with the selected route.</p> <p>We have directed our town planner, Sharon K Wilson, A ICP to prepare an amendment to Utica's comprehensive plan. As you know, land use and transportation are intrinsically</p>	<ol style="list-style-type: none"> <li>1. <b>Coordination with Public:</b> See comment 1, response 2.</li> <li>2. <b>Providing Plans:</b> On March 12, 2018, INDOT personnel responded to Mr. Long via letter, providing a link to the draft EA document as well as the locations of printed copies available for public review. In the response letter, INDOT enclosed a map showing the preferred alternative route as presented at the February 28, 2018 public hearing, as well as a copy of the informational packet provided to attendees at the public hearing.</li> </ol> <p>Engineering plans are included in Appendix A of the EA. Hard copies of the EA are available for review at the following locations:</p> <ul style="list-style-type: none"> <li>• Jeffersonville Township Public Library, 211 East Court Avenue, Jeffersonville, Indiana 47130; Phone (812) 285-5630</li> <li>• INDOT Seymour District Office, 185 Agrico Lane, Seymour, Indiana 47274; Phone (877) 305-7611 <a href="mailto:secommunications@indot.in.gov">secommunications@indot.in.gov</a></li> <li>• INDOT Office of Public Involvement, 100 North Senate Avenue, Room N642, Indianapolis, Indiana 46204; Phone (317) 232-6601 <a href="mailto:rclark@indot.in.gov">rclark@indot.in.gov</a></li> </ul> <p>In addition, an electronic copy of the EA can be accessed online at <a href="http://www.in.gov/indot/3689.htm">http://www.in.gov/indot/3689.htm</a>.</p> <ol style="list-style-type: none"> <li>3. <b>Preferred Alternative (DE):</b> A description of the preferred alternative (DE), the alternatives analysis, as well as plans for the preferred alternative are included in the approved EA.</li> </ol>

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		<p>connected. We believe that is why Indiana Code requires all officials and state government departments make available relevant information, documents, or plans prepared by their departments. We are requesting INDOT provide documents identified above for use in the preparation of the comprehensive plan. We are hopeful that you will comply with our request continue to recognize Utica as a stakeholder in the planning process for any transportation facilities planned within the town of Utica.</p> <p>Thank you for your continuing cooperation with the town of Utica. We look forward to reviewing the documents and discussing them with you in the near future. If necessary, you may contact our town planner at 502-403-8046. Otherwise you may contact her at sk_wilson@live.com. The mailing address for Ms. Wilson is 2307 Allentown Rd., Sellersburg, IN 47172. Sincerely,</p>	<p>Availability of the document is detailed above in response 1 to this comment.</p>
<p>17</p>	<p>Christie L. Stanifer Environmental Coordinator Indiana Department of Natural Resources Division of Fish and Wildlife</p> <p>March 19, 2018 (Email comment)</p>	<p>Project: Heavy Haul Transportation Corridor Draft EA: 1.48 miles of new roadway from North Access Road (St. 10+00) to SR 265/Old Salem Road interchange (St. 88+32.65), Ports of Indiana; Des #1382612 County/Site info: Clark</p> <p>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.</p> <p>If our agency has regulatory jurisdiction over the project, the recommendations contained in this letter may become requirements of any permit issued. If we do not have permitting authority, all recommendations are voluntary. Regulatory Assessment: This proposal may require the formal approval(s) of our agency pursuant to the Flood Control Act (JC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile, unless it qualifies for a bridge exemption (see enclosure). Please include a copy of this letter with the</p>	<ol style="list-style-type: none"> <li>1. <b>IDNR Recommendations:</b> Applicable recommendations to reduce impacts to fish, wildlife, and botanical resources have been added as “firm” or “for consideration” to the Environmental Commitments of the EA. These recommendations will be taken into consideration during final design.</li> <li>2. <b>Gray Bat:</b> See comment 14, response 7.</li> <li>3. <b>Forest Mitigation for Gray Bat Foraging:</b> See comment 15, response 1.</li> <li>4. <b>MSE Walls:</b> MSE walls or other types of retaining walls will only be used where necessary to support or protect the HHTC roadway and bridges. It is not economical to construct walls only to reduce footprint. The impacts of the footprint have been calculated and will be mitigated as required.</li> <li>5. <b>IDNR Construction in a Floodway (CIF) Permit:</b> Formal application for a CIF permit from the IDNR will likely be required due to the encroachment upon the Lentzier Creek floodway. As part of this permit, a mitigation plan will be developed and submitted with the permit application, if required, for any unavoidable habitat impacts that will occur.</li> </ol>

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		<p>permit application if the project does not meet the bridge exemption criteria.</p> <p>Natural Heritage Database: The Natural Heritage Program's data have been checked.</p> <p>The US Department of Defense's Charlestown Military Reservation is located within 1/2 mile north of the project area. Also, the state endangered animal species below have been documented within 1/2 mile of the project area.</p> <ol style="list-style-type: none"> <li>1. Gray Bat (<i>Myotis grisescens</i>), also federally endangered</li> <li>2. Osprey (<i>Pandion haliaetus</i>)</li> </ol> <p>Fish &amp; Wildlife Comments: Avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. We recommend an alignment that minimizes the construction footprint through forested habitat (wetland and non-wetland) and minimizes the number of forested areas (e.g. stream valleys) it crosses. Impacts to fish, wildlife, and botanical resources resulting from alternatives DE, F and HH appear to be relatively similar and significantly reduced since the previous review of the project. Therefore, either DE or HH would be close to equally recommended, with HH having a slight advantage due to lower forested habitat impacts (though only by 0.1 acre) and lower stream impacts than DE. Due to higher linear feet of streams within the construction limits than the other alternatives, F is the least recommended. The following are recommendations that address potential impacts identified in the proposed project area:</p> <ol style="list-style-type: none"> <li>1) Animal Species: <ol style="list-style-type: none"> <li>a. GRAY BAT: Gray bats roost in caves year round. If any karst features to be impacted represent substantial cave systems, then these karst features should not be impacted between April 1 and September 30 to avoid the potential possibility of disturbing an active gray bat roost site during the maternity season.</li> <li>b. OSPREY: Since the southern terminus of the project is at North Access Road, this is well over the recommended 660' construction buffer to avoid impacts to nesting ospreys.</li> </ol> </li> </ol>	
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		<p>2) Forest &amp; Riparian Habitat: In addition to the project's direct impacts to closed-canopy forested habitat, the project will also result in substantial indirect impacts such as habitat fragmentation. Habitat loss and fragmentation are the main causes of the decline of wildlife. Habitat fragmentation creates smaller, more isolated habitat areas of lower habitat value for wildlife as compared to large, contiguous habitats. Fragmentation allows non-native species and predators access to the forest interior which is vital habitat for many neotropical migratory songbird species and can negatively affect the long-term viability of wildlife populations with limited mobility.</p> <p>Where possible, we recommend the use of MSE walls to reduce the footprint of the road when crossing forested areas. Habitat assessment studies, especially for areas that appear to be above-average quality should be conducted to guide the design of the required mitigation (e.g. floristic quality assessments; amphibian/herpetological surveys, etc.). If any high-quality areas are encountered, they should be avoided altogether through alignment shifts or methods such as MSE walls to reduce the footprint of the project.</p> <p>We recommend a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Floodway Habitat Mitigation guidelines (and plant lists) can be found online at: <a href="http://www.in.gov/legislative/iac/20140806-1R-312140295NRA.xml.pdf">http://www.in.gov/legislative/iac/20140806-1R-312140295NRA.xml.pdf</a>.</p> <p>Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees).</p> <p>The mitigation site should be located in the floodway, downstream of the one (1) square mile drainage area of that</p>	
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		<p>stream (or another stream within the 8-digit HUG, preferably as close to the impact site as possible) and adjacent to existing forested riparian habitat.</p> <p>3) Stream Impacts: Headwater streams provide valuable aquatic and riparian habitat for small fish, wildlife such as amphibians, reptiles and invertebrates and contribute significantly to the health of downstream river segments. The Ohio EPA maintains a website containing extensive information on the characteristics of headwater streams, the issues affecting headwater streams and their ecological and economic importance (see <a href="http://www.epa.ohio.gov/dsw/wqs/headwaters/index.aspx">http://www.epa.ohio.gov/dsw/wqs/headwaters/index.aspx</a>). Stream-piping, burial or enclosure is detrimental to wildlife resources and if 150' or more is enclosed, mitigation to offset the in-stream and riparian habitat impacts should be proposed.</p> <p>The encapsulation of UNT 8 (as depicted in the EA) with a pipe culvert only 6' wide and approximately 320-330' long should be avoided, if possible. Crossing structures should have a minimum openness ratio (height x width / length) of 0.25. Stream depth and water velocities in the crossing structure during low-flow conditions should approximate those in the natural stream channel. The openness ratio of a 72" culvert pipe for the crossing of UNT 8 would be about 0.11 based on an approximate length of 321' (width of the footprint on the aerial image figure) so a significantly larger crossing structure, preferably a spanning bridge or three-sided culvert, should be used to prevent a substantial impairment of aquatic organism passage through the structure.</p> <p>Any riprap needed at the outlet should be placed in a way that facilitates aquatic organism passage. The riprap should be mixed with smaller stone and fines to match the existing stream substrate particle distribution (if there is an unconsolidated substrate present) and to provide impermeability of the substrate so the water doesn't percolate through the voids below the riprap apron's surface. The slope of the riprap should be no steeper than 20:1 from the</p>	
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		<p>lip of the culvert pipe to the streambed. Riprap on the inlet side should have a slope no steeper than 5:1.</p> <p>4) Stream Crossings: If possible, road crossings over tributaries to Lentzier Creek should be constructed using a channel-spanning bridge or three-sided culvert structures instead of pipe or 4-sided (box) culverts. If box or pipe culverts are used, the bottoms should be buried a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the crossing structure.</p> <p>Stream simulation techniques should be implemented in the culvert installation that will result in a stable, natural substrate placed within the length of the pipe based on the stream gradient, bedforms such as riffles, runs and pools, and substrate/particle size analysis documented in a selected reference reach (see <a href="https://www.fhwa.dot.gov/engineering/hydraulics/pubs/11008/hif11008.pdf">https://www.fhwa.dot.gov/engineering/hydraulics/pubs/11008/hif11008.pdf</a>). Where consolidated substrates such as silt are present, stream simulation within the culvert may not be feasible; therefore, the structure must instead span the width of the channel and parts of the banks (i.e. 1.2 times the bankfull width).</p> <p>5) Karst: Any fill footprint/alignment refinements should be made as needed to avoid impacts to karst features wherever possible. Implement the 1993 INDOT-IDNR-IDEM-USFWS KARST Memorandum of Understanding during all phases of the project (see <a href="http://www.in.gov/indoUfiles/38_karst.pdf">http://www.in.gov/indoUfiles/38_karst.pdf</a>).</p> <p>6) Bank Stabilization: Do not place riprap in the bed of the channel. Limit the use of riprap on the channel banks to toe protection extending up to the ordinary high water mark (OHWM). From the OHWM to the top of the banks, heavy duty erosion control blankets or turf reinforcement mats or a similar bioengineering method should be used. These materials should be seeded with native plants to allow a natural, vegetated stream bank to develop.</p>	
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		<p>Information about bioengineering techniques can be found at <a href="http://www.in.gov/legislative/iac/20120404-1R-312120154NRAXml.pdf">http://www.in.gov/legislative/iac/20120404-1R-312120154NRAXml.pdf</a>. Also, the following is a USDNRC document that outlines many different bioengineering and other bank stabilization techniques: <a href="http://directives.sc.egov.usda.gov/17553.wba">http://directives.sc.egov.usda.gov/17553.wba</a>.</p> <p>7) Erosion Control Blankets: Rolled erosion control products that include plastic netting can snare and kill small-bodied wildlife such as snakes and should not be used (see <a href="https://efotg.sc.egov.usda.gov/references/public/IN/Fact_Sheet_Biology_Snake-Friendly_Netting.pdf">https://efotg.sc.egov.usda.gov/references/public/IN/Fact_Sheet_Biology_Snake-Friendly_Netting.pdf</a>). Seed and protect disturbed stream banks that are 3:1 or steeper with heavy-duty, net-free or biodegradable (Leno-woven netting), erosion control blankets to minimize the entrapment and snaring of small wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation; seed and apply mulch on all other disturbed areas). The type of erosion control blanket to be used should be called out on the plans.</p> <p>The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:</p> <ol style="list-style-type: none"> <li>1. Revegetate all bare and disturbed areas with a mixture of native grasses, sedges, wildflowers, and native shrub and hardwood tree species as soon as possible upon completion. Do not use any varieties of Tall Fescue or other non-native plants (e.g. crown-vetch).</li> <li>2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.</li> <li>3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.</li> <li>4. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 3 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.</li> <li>5. Do not construct any temporary runarounds, causeways, cofferdams, pump around or stream diversion systems.</li> </ol>	
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		<p>6. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.</p> <p>7. Plant native hardwood trees along the top of the bank and right-of-way to replace the vegetation destroyed during construction.</p> <p>8. Post "Do Not Mow or Spray" signs along the right-of-way.</p> <p>9. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.</p> <p>Christie L. Stanifer, Environ. Coordinator, Fish &amp; Wildlife Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.</p>	
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