APPENDIX CC
CAC AND PUBLIC INFORMATION MEETING SUMMARIES

Community Advisory Committees and Public Information Meetings		
Meeting Date	**Attendees**	**Subject**
11/9/2004	Bloomington/ Monroe County CAC Members	Identification of map features and access/impact issues of importance to individual members
11/10/2004	Martinsville /Morgan County CAC Members	Identification of map features and access/impact issues of importance to individual members
3/22/2005	Bloomington/ Monroe County CAC Members	Present and collect feedback on preliminary interchange and access options
3/24/2005	Martinsville /Morgan County CAC Members	Present and collect feedback on preliminary interchange and access options
7/19/2005	Bloomington/ Monroe County CAC Members	Present new maps and information, and collect feedback prior to Public Information Meeting
7/20/2005	Members of the Public	Preliminary Alternatives were presented and input received regarding local needs related to the project.
3/15/2012	Section 5 CAC Members	Re-initiation and identification of map features and access/impact issues of importance to individual members
4/19/2012	Section 5 CAC Members	Gain feedback on alternatives to reduce community impacts and to present information to share with the local community.
4/24/2012	Members of the Public	Four alternatives were presented for public comment.
12/4/2012	Section 5 CAC Members	Release of the DEIS and Presentation
12/6/2012	Members of the Public	Public Hearing on Draft Environmental Impact Statement (DEIS)
5/1/2013	Section 5 CAC Members	Project Team is updating the documentation for publication in a Final EIS (FEIS).

July 2004 INDOT hosted several events to familiarize the public with the Tier 2 Studies

Community Advisory Committees are composed of members drawn from a cross-section of affected groups, agencies, neighborhoods and organizations representing a variety of objectives and opinions.

Meeting Notes

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

Location	Section 5 Project Office One City Centre - 1st Floor conference room	**Project:**	I-69 Tier 2 EIS – Section 5
Date/Time	November 9, 2004 6:00 – 8:00 p.m.	**Notes Prepared By:**	Kurt Weiss
Subject	Community Advisory Committee (CAC) Meeting # 1		

Participants

Project Team:
- INDOT: Vaneeta Kumar, Lyle Sadler
- Project Management Consultant: Kent Ahrenholtz, Doug Davidoff, Sandhya Markand
- Section 5: Wendy Vachet, Kurt Weiss, Stephanie Collier, Mary Keith Floyd

CAC Members:
- Tom Micuda: City of Bloomington Planning Department/MPO
- Bill Williams: Monroe Co. Highway Engineer
- Bob Cowell: Monroe Co. Planning Dept
- Ron Walker: City of Bloomington – Mayor's office
- Paul Tedesco: Bloomington Chamber of Commerce
- Gary Shelley: Bloomington Economic Development Corporation
- Kathy Smith: Bloomington Bicycle Club
- Jeff Barlow: Bloomington Fire Department
- Debra Vance: Ivy Tech
- Matt Wysocki: South Central CAP
- Randy Williamson: Bloomington Police Department
- Kriste Lindberg: Indiana Karst Conservancy
- Ben Keutzer: Monroe County Farm Bureau
- Linda Thompson: North Kinser Point Neighborhood Association
- Mike Hefron: Maple Grove Neighborhood Association
- Jim Lingvai: Windsor Estates Neighborhood Association
- Mike Spinks: Hoosier Energy
- Frank Nierzwicki: Town of Ellettsville

CAC Members Confirmed but not in Attendance:
- Lynn Coyne: Indiana University
- Richard Wilk/Anne Pyburn: Showers Road Neighborhood
- Lewis May: Bloomington Transit

Public Attendees
- Pauline Spiegel
- Andy Ruff

Notes	**Action**
The meeting began at approximately 6:00 p.m. Everyone attending introduced themselves and stated the group or organization they were representing. Wendy Vachet (WV) briefly discussed the contents of the CAC member folders, and the purpose of the CAC: to help plan I-69 to the	

best of everyone's combined capabilities. The Section 5 CAC will be the sole focus of the CAC; the Tier 1 corridor decision (3C) will not be revisited. The CAC is one part of the overall outreach program for Tier 2, which also includes the project office, public meetings and other on-going outreach efforts in the communities.

The CAC will utilize a workshop format and brainstorming techniques, and will work in two ways: 1) Members will provide a variety of essential information to the project team to assist in the environmental impact studies; and 2) the project team will provide information and updates on the project for members to take back and share with their communities and the groups they represent. It is understood that there are diverse opinions and feelings regarding I-69, however, WV urged CAC members to be respectful of one another during the process.

WV provided a brief historical background of the Tier 1 process and the Tier 2 process thus far. She explained that, while Tier 2 will follow the same basic structure as Tier 1 in terms of environmental documentation (DEIS, FEIS, ROD);the Tier 2 studies will be more in-depth and focused than Tier 1 (WV referred to the "Road to I-69" graphic in the CAC member folders).

A flipchart was used to take down the "issues" that CAC members would like to consider during the process. Items listed included:

- Sound/noise
- Interchange Locations/Access
- Connectivity
- Farmlands
- Bicycle/Pedestrian crossings of 37
- Keeping existing bike routes open
- Aesthetics – Look of overpasses, lighting, etc. - gateways
- East Side/West Side connectivity
- Rural aspects
- Divided county
- Funding
- Karst
- Water Quality
- Frontage Roads
- Large Equipment Access and weight restrictions
- Land Use/Planning
- Emergency Service response and access points
- Future traffic congestion/volumes
- Cost of secondary road improvements
- Downtown remaining competitive
- Low income residents
- Affordable housing
- Economic development
- Air Pollution
- Safety (crashes and crime)

- Vegetation and Wildlife
- Wetlands
- Sprawl
- Fiber optic infrastructure
- New right-of-way – impact on vegetation/green buffers
- Historic resources
- Drainage/stormwater

It was stated by an INDOT representative that funds are already earmarked for the Tier 2 studies; however, she noted that INDOT does not normally prefer "earmarking" funds because it can limit their flexibility to designate and fund other projects.

It was noted that Baker's Karst studies have been on-going since May, and will continue. The goal is to gather enough information about Karst in the vicinity of the corridor to be able to establish a plan with the least impacts, and mitigation where necessary.

A variety of items and issues of interest were conveyed by CAC members.

There was a request to consider the movement of heavy equipment, and weight limits on certain county roads.

The Fire Department noted that additional traffic volume on an interstate will alter emergency services in terms of response and in terms of the nature and quantities of accidents and other emergencies.

It was noted that I-69 will also result in changes and improvements to connecting roadways, and it will be important to discern who (City, County, State) will be responsible for funding these improvements both short and long-term.

It was noted that there are various areas of low-income populations (such as in the vicinity of Vernal Pike). Thus a good balance of development: industrial jobs versus retail, and affordable housing should be encouraged.

It was suggested residents will also be concerned about security of their neighborhoods and the possibility of strangers exiting off the highway and traveling through adjacent subdivisions en route to Bloomington.

An anticipated fiber-optic infrastructure was mentioned as an opportunity that the highway should not neglect or eliminate.

The project team generally discussed the Right of Way (ROW), which fluctuates in terms of width and area. This is true for both existing SR 37 and will also be true for the future I-69 footprint. The goal will be to use as much of the existing ROW as possible, and to preserve or replace green spaces. It was pointed out that Section 5 is really made up of two distinct areas: the urban areas in the vicinity of Bloomington, and more rural and wooded areas to the north.

A CAC member pointed out that different areas would require different Context Sensitive (design) Solutions (CSS). A question was asked if these would be incorporated into the Environmental Impact Statement. It was pointed out that there has been significant discussion regarding CSS by the project team, and that input from the CAC regarding this and other items will all be used in developing the EIS's Community Impact Assessment. One of the goals will be for CSS to be incorporated throughout the process.

A question was asked about "minimums" and "worst case scenarios" in terms of the relationship between ROW width and access. It was pointed out that additional access points would result in more lanes and a wider highway footprint. It was asked if there would be a possibility of underpasses in some areas as opposed to overpasses. A response from the project team suggested there likely would be more opportunities for overpasses, and that the Federal Highway Administration (FHWA) sets minimums for spacing between interchanges: one mile in urban areas, and three miles in rural areas. It was indicated that the design of a typical section of roadway will depend on the project traffic volumes, and those have not been determined yet.

Since most of the CAC members in attendance indicated they use e-mail, it was suggested that an email list would be developed and used to communicate, provide agendas prior to the meetings, and also to distribute meeting minutes.

A question was asked what the "end result" would be from the CAC. The response stated that much of the value of the CAC comes from the give and take of information - that a major result of the meetings would be the assistance and direction provided in the studies in terms of avoiding and minimizing impacts, which will be incorporated into the Community Impact Assessment, and hopefully in some of the various mitigation measures and commitments potentially incorporated in the EIS. However, it was also pointed out that there will be no "voting" in the CAC, or any attempt to gain consensus on issues. It was reiterated that an important role of the CAC members is to take current, accurate information back to their groups, and to help answer their questions.

It was noted that many of the CAC members present seemed to represent their places of employment, rather than as citizens. It was asked if this was the intention, and if it was considered optimal for the CAC. The response was that some members who represent neighborhoods were not able to attend the first meeting, and that some neighborhoods do not have, or do not yet have organizations. Some of them are working on establishing associations, but even if they do not, outreach will still be conducted with them as much as possible. It was further noted that, overall, a good mix of different types of representation is optimal for the CAC.

The project team discussed an exercise regarding defining communities

and understanding a "sense of place". Some of the items members stated regarding defining characteristics of their community include:

- Beauty (natural and built)
- Older neighborhoods
- Location (close to Indy, but not too close)
- High percent of transitional populations (students)
- Quality of Life (IU, arts, sports, festivals, culture, woods & lakes)
- Small town feel with larger town amenities
- Diversity of People (and restaurants)
- Mix of cultural and natural opportunities
- "old Bloomington" versus "new Bloomington"

It was suggested by the CAC that Monroe County has an opportunity to plan to avoid the types of access problems seen in other areas (such as New York City), and that the studies should also look at the impacts based on additional use of parks, forests, and other city attractions from increased volumes of traffic.

CAC members were encouraged to visit the Section 5 project office at any time for individual discussion, and to request additional outreach if desired. The office hours are currently 8am-5pm M-F, but will change beginning January 1, 2005 to 9am-6:30pm Tuesday – Thursday, and 9am-4:30pm on Friday, closed Monday.

The next meeting of the CAC has yet to be determined (but will be after the first of the year). Members were encouraged to make suggestions concerning possible days, dates and times.

The meeting concluded at approximately 7:30pm.

Meeting Notes

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

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

Location	Morgan County Public Library	**Project:**	I-69 Tier 2 EIS – Section 5 and Section 6
Date/Time	November 10, 2004 6:00 – 8:00 p.m.	**Notes Prepared By:**	Kurt Weiss
Subject	Martinsville/Morgan County Community Advisory Committee (CAC) Meeting # 1		

Participants

Project Team:

FHWA: Anthony DeSimone
INDOT: Chris Baynes
Project Management Consultant: Kent Ahrenholtz, Doug Davidoff Pat Terrell
Section 5: Wendy Vachet, Kurt Weiss, Stephanie Collier, Mary Keith Floyd
Section 6: Tim Miller, Brock Hoegh, Bill Wiedelman, Matti McCormick, Kwame Awuah

CAC Members in Attendance:

Officer Gerard McGrath, Morgan County Sherriff's Office
Randy Davis, Mooresville Consolidated School Corporation
Dan Young, St. Francis Hospital
John Almon, Legendary Hills Neighborhood Association
David Zempel, Martinsville Baptist Church
Ron Mimna, Martinsville Chamber of Commerce
Brad McConnell, Martinsville Chamber of Commerce
Ron Furniss, Metropolitan School District of Martinsville
Norman Voyles, Morgan County Commissioners
Michael Wilson, Morgan County Farm Bureau
Larry Smith, Morgan County Highway Department
Lonnie Kern, Washington Township Fire Department
Kathy Humphrey, representing?
Warren Waymore, Fox Cliff neighborhood

Notes	**Action**
The meeting began at approximately 6:00 p.m. CAC members and project team members introduced themselves and stated the group or organization they were representing. Tim Miller (TM) briefly discussed the purpose of the CAC – a working group that will meet several times during the course of the project; organizations were invited based on their stakeholder interest and according to CAC guidelines. While CAC meetings will not be closed to the general public, the focus will be on the CAC members, and the workshop setting. The Section 5 and Section 6 Project Offices are available for the	

public to obtain project information and address questions with the project staff.

Wendy Vachet (WV) provided a brief history of the I-69 Project: A Record of Decision (ROD) for the Tier 1 study was signed by the Federal Highway Administration (FHWA) in March 2004; Tier 1 then moved into Tier 2, and the Tier 1 selected corridor, 3C, was divided into six sections, which will move forward independently and will have the same basic documents as Tier 1 including a Draft Environmental Impact Statement (DEIS), Final Environmental Impact Statement (FEIS) and a Record of Decision (ROD). Information obtained from the CACs will become part of the Tier 2 Studies and will be incorporated into the environmental documents. The Tier 2 Studies will take approximately 18-36 months to complete.

During these studies alignment, alternatives within the selected corridor will be considered, with possible shifts if found necessary. These studies are expected to provide information necessary in determining the following:

- Locations of Interchanges
- Locations of Access/Frontage Roads
- Grade separations
- Impact Assessment
- Mitigation Plan(s)

Members were asked to respect one another's differing opinions during the course of this process.

CAC MEMBER SUGGESTIONS/DISCUSSION ITEMS:

The group was asked to begin identifying issues they would like to have considered and addressed within the context of the CAC. (See flipchart list at end of this meeting summary)

The CAC noted that Foxcliff Estates is the fastest growing area in Martinsville, and that 150-200 people commute north to Indianapolis every day. The volume of traffic on Old SR 37 in that area is very high. Utility expansion in that area should also be a consideration, as should the possible location of an interchange at Egbert Road, and its effect on east/west access.

It was suggested that the potential interchange at SR 37 & 44 is an area of potential growth and commercial expansion. The study team should take this into consideration when determining the location of this potential interchange.

It was noted that safety for school buses moving east/west across the highway is an issue, and that it is already difficult for buses to cross SR37. It was further noted that several school corporations would be affected by

the project. Students in rural areas already had long bus rides, so they were especially sensitive to changes in access that would lengthen their travel to various destinations.

A few ideas about the possible locations of interchanges was discussed by CAC members– for example, north of the Henderson Ford area there is an open area where no homes would be displaced. In this area, a frontage road on the west side may satisfy some of the access issues and still provide access to Egbert/Maple Turn Road.

WV pointed out that the CAC will eventually get to the point where these types of ideas will be more closely examined.

A question was asked if there is a rule for how far a highway can be from homes and businesses. WV explained there is no exact rule – that Right of Way (ROW) can be vary along highways, which is currently the case with existing SR37; however, there are federal minimum spacing guidelines for the placement of interchanges: one mile in urban areas, and three miles in rural areas.

TM pointed out that CAC members will be encouraged to raise ideas about medians (grass, landscaping, etc.), frontage roads (one or both sides), and other "out of the box," innovative ideas.

It was noted by the CAC that how the road functions – how people get from one place to another – will determine how the community develops in the future, and it will be important to develop alternatives that will encourage cohesiveness. Concerns for property values and emergency services response times were also noted.

Some of the issues related to local businesses include the welfare of local merchants and also the timing and relevance of the Planning Grants, which INDOT has allocated for communities along I-69. It was suggested it would be beneficial to have that process going at the same time as the CAC, in order to have confidence that the groups were discussing the correct issues. It was suggested it might be of value to learn from other communities that had been through similar transportation projects.

WV offered that, at this time, it is important to obtain all of the ideas and concerns that CAC members have now on the table in order to get started. INDOT will be providing additional information about the Planning Grants in early 2005.

It was mentioned that a concern of the local fire department is Emergency Medical Service (EMS) access and response. It was suggested that an interchange at Liberty Church Road may provide a better alternative than at Paragon Road.

It was suggested that the Morgan County Memorial Hospital also be consulted about EMS routes; TM pointed out that the hospital has a representative on the CAC, but that person was not in attendance this evening.

It was pointed out that, while farmland impacts may occur with the project, maintaining farmland will be addressed during these studies. Access and load capacity were important issues, particularly for heavy, slow farm vehicles traveling east/west across the highway. TM added that it will be important to make sure that bridges are designed for heavy loads.

An issue for local schools and churches is safe access to SR39 and SR37 from local roads.

Safety of students on foot to and from Martinsville Middle School and High Schools is also an issue; however, very few students ride bicycles to get to school. High school students also cross SR 37 to get to work at Wal-Mart.

It was suggested that overpasses be identified so that they do not become barriers to recreation and healthy lifestyles (walking, bike riding, etc.). TM added that ways to enhance quality of life will be topics explored during the CAC process.

A question was asked about the source(s) of funding for new I-69 and local road improvements. It was suggested by the project team that details regarding this issue would be a topic for future discussion. TM added that impacts will be avoided and minimized as much as possible, and the CAC will be asked to discuss ways to enhance the local area. Landscaping plans, access, pedestrian/bicycle access and other design features will be studied during this process and will be topic at future CAC meetings.

It was suggested that noise pollution and east/west infrastructure issues also be included in future discussions.

Following the discussion of potential topics of interest, WV asked if members would like to receive communications via e-mail. Several members acknowledged they favored this; however, some do not use e-mail and they will continue to receive correspondence via letters and/or telephone calls as they prefer. Meeting summaries will be distributed to members.

WV added that communication is a two-way street – members should provide information to the project team, and in turn bring info from the project team to their groups, organizations and/or neighbors.

WV also suggested members use the CAC comment sheet to suggest

future meeting options. At this time, there is no set schedule for meetings.

The meeting was adjourned at approximately 7:45 pm.

Flipchart List of Topics of Interest

- Location of interchanges at Egbert road
- Fox Cliff Residents
- Utility Expansion
- East / West Access
- Interchange at SR 37 and 144 – importance to Martinsville
- Safety for school buses – Mooresville and Center Grove
- Location of interchange at Henderson Ford Road with access road to Egbert Road
- Location of homes and businesses next to right of way (ROW)
- Spacing requirements
- Access to Legendary Hills
- Type of Interchanges
- What will system "look" like in Martinsville – How will it function?
- Community expansion and progress
- Division of community
- Importance of community cohesion
- "Outside" viewpoints and case studies of other interstate projects – previous studies
- Interchange at 252 and grade separations of 44 – interchange closer to 44 and frontage roads
- Emergency response for Washington Township Fire Dept – Liberty Church Road
- Emergency response for Hospital at 252
- Loss of farmland
- Access for farming operations – east/west, load/weight restrictions, size of equipment
- Access to Martinsville Baptist Church and school – safety for student and elderly drivers
- Foot traffic to and from schools and Wal-Mart
- Need for east/west pedestrian and bike crossing
- Linkage in Martinsville
- Maximize existing bridge crossings over White River
- Quality of life
- Recreational opportunities
- Maintain transit opportunities and linkages
- Additional money for recreational opportunities
- Noise levels
- Infrastructure expansion/improvement within ROW
- Existing traffic counts and studies

Section 5 CAC Summary

Location: Section 5 Project Office One City Centre - 1st Floor conference room

Date/Time: March 22, 2005, 6:00 – 8:00 p.m.

Subject: Community Advisory Committee (CAC) Meeting # 2

Participants: See attachment

Introductions and Initial Discussions:

The meeting began at approximately 6:00 p.m. Everyone attending introduced themselves and stated the group or organization they were representing. Wendy Vachet (WV) briefly reviewed the first CAC meeting, which was held in November 2004, and the purpose of the CAC. WV discussed the goals of the current meeting regarding baseline landuse and mobility.

The key goal is to gather as much baseline data as possible to assist with modeling validation (traffic and landuse) and help determine access points to I-69. In addition to CAC input, Section 5 will utilize an Expert Land Use Panel, made up of several local experts from planning, engineering and real estate segments, who will meet several times during the next few months and look intensively at current and future predicted land use. This makes the model input data as accurate as possible. Updated current and future land use maps will then be presented at the next CAC meeting.

WV also provided a brief update on historic properties research, which has been on-going in Section 5. Many local historians and sources of information have been consulted, and a draft Historic Properties Report detailing initial features in the Section 5 area is in progress.

Regarding the development of Alternatives, WV noted that the access alternative (3C) developed in Tier 1 will be considered, as well as several other options. All alternatives will be refined and provided on preliminary maps during the next couple of months. A public information meeting will be held sometime in the summer of 2005 to present these alternatives.

WV mentioned that FHWA has desired interchange spacing guidelines: one mile in urban areas, three miles in rural areas. While there may be possible arguments for certain access points that do not specifically follow these guidelines, the guidelines will have significant influence on the acceptable interchange points, and thus should be kept in mind by CAC members while working on tonight's exercises. However, WV encouraged CAC members to provide such arguments in favor of specific interchanges, as they saw appropriate.

A question was asked regarding overlap between Sections 4 & 5 – how can interchanges in Section 5 be considered without knowing the exact location of the interchange with Section 4? WV acknowledged that this is an on-going issue, but that the two Section consultants have been collaborating and will reach a workable conclusion so that alternative development and analysis can move forward. CAC representatives were encouraged to discuss what they thought would be best for the overlap area during the exercise.

I-69 Section 5 Project Office
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Agenda Item 1- Workshop Exercises:

Mary Keith Floyd (MF) briefly discussed the instructions for the workshop portion of the CAC meeting and members began the exercise.

Participants broke into three groups. Each group would spend 20 minutes at one of three stations along the Section 5 corridor. At the end of the 20 minutes, each group would rotate to the next station, until each group had been to all three stations.

At each station, participants looked at aerial photo plots enhanced with GIS information showing basic current and future planned land use features. They were asked to provide any corrections to what they saw on the maps, so that new maps would incorporate the changes.

Participants were asked to consider mobility and access needs for 2030, and what they thought might be important issues based on their particular points of views (e.g., neighborhood access, commercial access, bicycle/pedestrian access, etc.) They were asked to evaluate all current access points either as interchanges, over/underpasses, or no direct access (i.e., access to I-69 via frontage road only). To assist with visualizing the size and shape (and possibly direct impacts) of interchanges, celluloid cutouts were provided to lay over various potential interchange points.

Participants were also asked to "rate" each potential access point, over/underpass and non-access point from 1-5 (1 being the least desirable/necessary, and 5 being the most desirable/necessary).

Agenda Item 2- Workshop Results Summary:

Significant comments were provided on several possible interchange points and overpass/underpass locations. Specific ideas included:

That Road & Rockport Road

- Several participants considered That Road a better location than Rockport Road for an overpass than an interchange, especially in conjunction with an interchange at Fullerton Pike

Fullerton Pike:

- Considered by many to be a good place for an interchange (better than Tapp Road) to facilitate east/west to growing areas; however, a connection with Gordon Pike is considered essential.

Tapp Road

- Considered by some to be a better location for an interchange than Fullerton Pike because of current traffic and east/west connections, and also for future development.
- Emergency Medical Service (EMS) would prefer a Fullerton interchange over Tapp, if given a choice between the two.
- A bicycle underpass is desired

Bloomfield/SR 45 (2nd Street)

- The current interchange is acceptable, most considered it valuable to keep as it is, or modify if necessary for traffic.

Whitehall/3rd Street

- The current interchange is acceptable, most considered it valuable to keep as it is, or modify if necessary for traffic.

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Vernal Pike

- Considered a very important east/west route, particularly for industrial and commercial traffic
- Considered dangerous and difficult to maneuver in current status
- Most stated an interchange would not be necessary, but an under or overpass would be essential.
- Many stated an underpass with a realignment of 17th Street might be preferred due to topography
- A bike tunnel would be preferred, due to traffic, and cyclists would like to see a tie-in to 17th Street

SR 46

- Current interchange should be kept
- Bike/pedestrian access or retrofit is desired, possibly all the way to Ellettsville

Arlington Road

- Current overpass is considered appropriate
- Bike access should be added

Acuff Road

- Interchange is considered appropriate either at Acuff or Kinser, but is needed at least at one location
- Interchange not needed for emergency/police access
- Topography and floodplain issues would make it difficult to build an interchange
- Most considered over/underpass appropriate provide school access
- Bicycle access to over/underpass is desired
- East/west access required for EMS vehicles

Kinser Pike

- Interchange considered appropriate either a Acuff of Kinser
- Access to high school is considered important
- EMS access needed due to future industrial/commercial development
- Interchange not considered necessary for Hoosier Energy access
- At least an under/overpass is considered necessary for cyclists

Walnut Street / Bottom Road

- Several different opinions were expressed regarding this potential interchange point. Some stated that an Interchange is necessary because this is the "Gateway to Bloomington;" others stated that the lack of an interchange at this specific point would not really affect this concept – it could just as well apply to another interchange.
- The entire area is in a floodplain, and thus development will be difficult and restricted
- At least an overpass was considered appropriate.
- If kept as an interchange, access to Ellettsville is desired.

Wylie Road/Showers Road

- Most considered an interchange undesired here.
- The terrain is very steep and there is no current or planned development in surrounding area
- Floodplains exist to the east and west
- Some stated there is no need for an over/underpass because there is no continuation of Wylie to the west; however, others stated Wylie could be extended to the west, and thus an over/underpass could be useful here.
- Access at least to a frontage road is considered crucial

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Sample Road / Wayport Road

- Many considered this to be an appropriate location for an interchange due to the need for direct north/south access; however, concern was expressed for high direct impacts
- EMS access considered important here
- Future residential development expected to the west
- Considered a good access point for Windsor Estates, Oliver Winery, and Worms Way
- Access for Ellettsville should be considered

Crossover Road / Chambers Pike

- Considered an important access point for Poynter Metals and the Hoosier Energy substation
- Could be a useful interchange between Sample and further north (e.g. Paragon Road)
- At least an over/underpass is considered important, with access to a frontage road
- An underpass might be better due to terrain

Cooksey Lane / Turkey Track Road

- At least a frontage road connection is necessary here
- Some stated that an overpass would be desirable

Agenda Item 3- Wrap-up:

Following the exercises, WV asked for feedback. WV noted that the project team only received one comment after the CAC meeting – and as such Pepsi products are now provided as refreshment in addition to Coke products. Several comments suggested that the exercises were useful in allowing CAC members to present information, and to gain information to provide to the groups they represent.

A question was asked about how to accomplish distribution of information from the CAC. Suggestions included distribution of meeting materials and minutes and posting of information on community group websites.

The meeting adjourned at 8:00 pm.

The discussions described in this summary provide a meeting overview and do not create an obligation or commitment for final project decisions.
This meeting summary represents the project team's understanding of the events that occurred. Please forward any comments to the project manager's attention, Wendy Vachet.

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One City Centre Suite 106/108
120 W. 7th Street
Bloomington, IN 47404
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Attachment
Section 5 CAC Meeting # 2 Attendance
March 22, 2005

CAC Member Organization	Representative
Tom Micuda	City of Bloomington Planning Dept./MPO
Bob Cowell	Monroe County Planning Department
Paul Tedesco	Bloomington Chamber of Commerce
Gary Shelley	Bloomington Economic Development Corp.
Kathy Smith	Bloomington Bicycle Club
Jeff Barlow	Bloomington Fire Department
Mick Renneisen	Bloomington Parks and Recreation
Randy Williamson	Bloomington Police Department
Kriste Lindberg	Indiana Karst Conservancy
Richard Wilk	Showers Neighborhood Association
Mike Hefron	Maple Grove Neighborhood Association
Jim Lingvai	Windsor Estates Neighborhood Association
Mike Rampley	Hoosier Energy
Frank Nierzwicki	Town of Ellettsville
Susie Graham	Bloomington Board of Realtors

Project Team	Representative
Indiana Department of Transportation (INDOT)	Eric Swickard
Bernardin, Lochmueller & Associates, INC (BLA) *Project Management Consultant for corridor (PMC)*	Jonna Stack, Nicole Minton
Michael Baker, Jr., Inc. (Baker) *Project Management for Section 5*	Wendy Vachet, Mary Keith Floyd, Kurt Weiss, Stephanie Collier, Mark McElwain, Brian Curtis, Jim Peyton, Damion Purfrey

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Martinsville/Morgan County (M&M) CAC Summary

Location: Morgan County Fairgrounds

Date/Time: March 24, 2005, 6:00 – 8:00 p.m.

Subject: Martinsville/Morgan County Community Advisory Committee Meeting # 2

Participants: See attachment

Introduction:

The meeting began at approximately 6:00 p.m. Tim Miller (TM) introduced himself and Wendy Vachet (WV) as the project managers for Sections 6 and 5 respectively. Pointing to the study corridor maps, he reminded attendees of the study area boundaries. He indicated that Section 6 begins in Indianapolis and ends at Martinsville while Section 5 follows from Martinsville to Bloomington followed by self introduction of everybody present.

WV stated the purpose of the CAC as an opportunity for the project team to:

1. Present the status and progress of the project to the CAC,
2. To obtain input from the CAC based on comments from their communities, and
3. For the CAC members to obtain information that could be shared with their communities.

WV gave a brief overview of the potential future growth of Martinsville and Morgan County, as a whole, and indicated the meeting would involve two exercises. One exercise would focus on future land use in both the Section 5 and 6 portions of the corridor and the other exercise would focus on interchange spacing/access on the proposed I-69 in the Section 5 (southern) portion of the corridor. The CAC was divided into two groups to work with each section for approximately 40 minutes.

Agenda Item 1- Group Exercise – Land Use:

Dave Wenzel (DW) moderated the land use exercise for the CAC. He explained that the exercise was a tool to help determine future land use which would significantly influence traffic generation in different areas of the community and therefore where the study team should consider providing access on the proposed I-69. He presented the group with a set of three questions, maps of the study area, and three different markers of red, blue, and black. The questions included:

1. Looking at only undeveloped land or land currently used for agricultural purposes. Please use the red marker and circle those properties you predict will be developed over the next 25 year period. Please indicate next to that marking the type of land use you predict will develop there.
2. Looking at developed land, use the blue marker to identify any areas that you believe would be redeveloped to another land use because of the development of I-69

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One City Centre Suite 106/108 120 W. 7th Street
Bloomington, IN 47404
812-355-1390

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7550 S Meridian Street Suite B
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317-881-6408

3. Using the black marker identify areas that you believe are critical to having nearby access across I-69

Brock Hoegh (BH) explained how the existing land use map was developed and asked the group to check the community facility map for accuracy.

A group exercise followed with members discussing and writing/drawing on the land use maps.

Group one chose Norman Voyles as a spokes person for the group. There was a consensus within group one for all development trends and concepts discussed except for the issues of providing an interchange at Hospital Drive. Group one was split regarding if this interchange should be provided or not.

Groups one and two rotated stations. DW addressed group two with a similar introduction as he did with group one and BH followed with how the existing land use was put together. Group two chose Warren Waymire as their spokesperson. Group two's exercise included discussions and opinions of the group members that were noted on the maps. Warren Waymire presented the findings of a personal traffic study he performed on March 21, 2005 between 6:00 AM and 8:30 AM at Egbert Rd, Maple Turn Rd and Henderson Rd. These findings are attached to these meeting notes.

Agenda Item 2- Group Exercise – Mobility/Access:

Mary Keith Floyd (MF) moderated this exercise. The two groups (as described in the above exercise) took turns viewing aerial photo plots enhanced with GIS information showing basic corridor information (e.g., roads, access points, developments, natural features, etc.) as well as current and future planned land use features. They were asked to provide any corrections to what they saw on the maps, so that new maps would incorporate the changes.

Participants were asked to consider mobility and access needs for 2030, and what they thought might be important issues based on their particular points of views (e.g., neighborhood access, commercial access, bicycle/pedestrian access, etc.) They were asked to evaluate all current access points either as interchanges, over/underpasses, or neither an interchange or over/underpass. To assist with visualizing the size and shape (and possibly direct impacts) of interchanges, celluloid cutouts were provided to lay over various potential interchange points.

Participants were also asked to "rate" each potential access point, over/underpass and non-access point from 1-5 (1 being the least desirable/necessary, and 5 being the most desirable/necessary).

Agenda Item 3- Exercise Result Summaries:

Land Use

Norman Voyles presented the Land Use findings of group one. He summarized:

- The eastern side of Martinsville has the biggest potential to grow as residential, commercial, and industrial

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- Potential development to the west is significantly limited by floodplains,
- The auto dealerships and mobile homes will potentially be redeveloped,
- It is critical to provide access at SR-52 and SR-44. If possible,combine these into one interchange, and
- Provide another interchange at Henderson Ford Rd.

Warren Waymire presented the findings of group two as:

- east of Martinsville will mostly be residential,
- mobile homes and the auto dealership areas could potentially be redeveloped,
- Teeters Rd area and Legendary Hills have a high potential for residential development,
- it is critical to provide an interchange at Ohio Street
- access for the hospital (SR-44) is critical, and
- Liberty Church is important and should have access

Mobility/Access

Paragon Road/ Pine Blvd

- Many considered this point not necessary as an interchange; perhaps better for an over/underpass
- Access to the State Forest is considered important; however, this could be accomplished without an Interchange at Paragon.
- Folks from Martinsville use Old SR 37 to get to the forest; could be better served from Liberty Church.
- People also use Godsey Road to get to Paragon – not just Paragon Road

Turkey Track Road / Old SR 37

- Homes in vicinity will need access to an interchange, either on west side of highway, or via overpass or interchange at Paragon.
- People use north Turkey Track access point on SR 37 more than south access point; use Paragon access point most.

Liberty Church Road/Godsey Road

- Considered by many to be the second highest priority for Interchange (behind SR 39)
- Access needed for community functions at Liberty Church
- Godsey Road is used to get to Paragon – maybe even more than Paragon Road
- Need access for farm vehicles
- If frontage roads are built, this could be okay as an overpass; but there is concern that Jordan Road would not be able to handle traffic from/to SR 39 interchange
- At least a frontage road from Legendary Drive to Liberty Church is necessary

Legendary Drive

- Most state preference for an interchange at Liberty Church, with access road for the Legendary Hills subdivision

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- Over/underpass not needed, as long as there is a frontage road

Old SR 37 (South and North segments)

- No interchange or over/underpass required, as long as there is access to interchange(s) via frontage road, or if segments of Old SR 37 are connected and used as a frontage road
- Concerns for traffic if Old SR 37 is used as a frontage road

SR 37 / SR 39

- Considered by most to be the highest priority for an interchange
- Need interchange to connect with SR 67 (Mooresville)
- SR 39 crosses White River, provides best western access
- Interchange will keep heavy traffic and trucks from cutting through town, will allow local access to commercial areas, and church
- Concerns for floodplain (to west) – could be more impacted without the current connection to SR 67
- Concerns about type of access road to Martinsville Baptist (church and school). Need safe access/frontage road

Agenda Item 4- Wrap-up:

WV made a concluding statement that floodplain and the State Forest are big constraints for future land use development in Martinsville and south Morgan County. She stated that the team will be back with all findings including the CAC's comments and asked the attendees for final thoughts.

A CAC member commented that they want to see the highway be community friendly. Other CAC members also stated that the project team should consider greenways and parks as part of the design of I-69. TM responded by stating that the team will consider aesthetics and other measures to make the freeway more appealing to the community. DW added that the freeway will be designed in the context of all land uses of the area.

TM stated that the meeting has been productive.

With no more comments the meeting adjourned at approximately 8:00 PM.

The discussions described in this summary provide a meeting overview and do not create an obligation or commitment for final project decisions.
This meeting summary represents the project team's understanding of the events that occurred. Please forward any comments to the project managers' attention, Wendy Vachet or Tim Miller.

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317-881-6408

Attachment
M&M CAC Meeting # 2 Attendance
March 24, 2005

CAC Member Organization	Representative
Officer Gerard McGrath	Morgan County Sheriff's Office
Randy Davis	Mooresville Consolidated School Corporation
Dan Young	St. Francis Hospital
Fred Roberts	Harrison Township
Tom Cash	Liberty Church
Frans Hollanders	Martinsville Police Department
John Taylor	Morgan County Economic Development
Chuck Crouch	Morgan County Highway Department
John Almon	Legendary Hills Neighborhood Association
Charlene Hall	Morgan Hospital and Medical Center
David Zempel	Martinsville Baptist Church
Ron Mimna	Martinsville Chamber of Commerce
Norman Voyles	Morgan County Commissioners
Larry Smith	Morgan County Highway Department
Warren Waymire	Fox Cliff Neighborhhod

Project Team	Representative
Indiana Department of Transportation (INDOT)	Eric Swickard
Bernardin, Lochmueller & Associates, INC (BLA) *Project Management Consultant for corridor (PMC)*	Jonna Stack Nicole Minton
Michael Baker, Jr. Inc. *Project Management for Section 5*	Wendy Vachet, Kurt Weiss, Stephanie Collier, Mary Keith Floyd, Mark McElwain
HNTB *Project Management for Section 6*	Tim Miller, Brock Hoegh, Dave Wenzel, Kwame Awuah

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One City Centre Suite 106/108 120 W. 7th Street
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I-69 Section 6 Project Office
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317-881-6408

Section 5 CAC Summary

Location: Section 5 Project Office One City Centre - 1st Floor conference room

Date/Time: July 19, 2005, 6-8 p.m.

Subject: Community Advisory Committee (CAC) Meeting # 3

Participants: See attachment

The meeting began at approximately 6:00 p.m. Wendy Vachet (WV) introduced members of the Section 5 Project Team and briefly described the display materials and handouts. She explained that the materials represented the culmination of the past 14 months of environmental and engineering studies in Section 5, and would be the same materials presented at the Public Information Meeting to be held the next evening (July 20th) at Liberty Church in Martinsville, Indiana.

Boards shown to the CAC members included:

- Alternative Access Plan Maps (1 set of boards for each of three alternatives)
- Conceptual Typical Sections graphics
- Access Alternative Comparison Table
- "Ways to Submit Comments"

Handout "Packet" provided to the CAC members included:

- Alternative Access Plan Maps (three tiger-based maps, 1 for each alternative)
- Comment Survey form (with access plan comparison comment form)

WV advised members to comment in as much detail as they could and mail or return the forms to the project office. She indicated CAC comments would be invaluable in getting to the next stage of narrowing down the alternatives.

WV noted that the following were significant considerations during alternative development: avoidance of historic properties/districts and cemeteries; maintaining access at 2nd St., 3rd St., and SR 46; providing appropriate frontage/access roads; and limiting potential impacts to certain features such as superfund sites and floodplains.

WV described some general features of the alternatives presented. All three alternatives are generally broken down into three areas: "Urban," "Transition," and "Rural." WV noted that Alternative 1 basically shows the interchange points developed in the Tier 1 study with the addition of access plan details (frontage roads, etc.). She also described the conceptual typical section graphic (urban, urban collector-distributor, and rural), and the Collector-Distributor (CD) concept.

WV explained that none of the alternatives show an interchange at Vernal Pike; however, either an overpass or an underpass will be considered and that Acuff Road will be either no direct access, an overpass, or a frontage road.

WV also described the various options associated with Kinser Pike and Walnut St./SR 37 (ability to have one or the other as an intersection, but not both). She noted that the options showing a Kinser Pike interchange would not really use existing Kinser Pike, but would be a shift of the current Walnut connection to the south.

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WV pointed out that all of the alternatives show the northbound lane of existing SR 37 as an access road starting at Sample road north to either Chambers Pike or Paragon Road.

CAC members were asked to spend as much time as possible examining the provided materials, visit the office if additional clarification was needed, and to encourage the members of their representative groups to visit the office. WV indicated they should attempt to provide comments as soon as possible.

WV asked if members had any preliminary questions.

A CAC member asked about how floodplain impacts could be mitigated, particularly at Walnut St. WV responded that this was being carefully considered – an interchange would have a much bigger impact than just expansion of the mainline and that permitting would need to be considered in some areas.

A CAC member asked about traffic in relation to travel lanes, particularly in the urban section. WV said models are being generated, but analysis of specific alternatives has not yet been finished; she added that traffic analysis would definitely be used in evaluating alternatives and access plans. A CAC member asked what the traffic design level of service (LOS) was for the project. Brian Curtis said that for Rural areas the LOS will be B and for Urban areas the desirable is B and the minimum is set to C.

A CAC member asked about environmental impacts. WV indicated the goal is to minimize impacts as much as possible. She added that the interchanges shown on the current maps are intentionally large in order to establish a "worst case" scenario, and they will be contracted where possible based on additional analysis; thus, further impact avoidance and/or minimization is likely. Jim Peyton pointed out that all alternatives would be designed to avoid drainage impacts to the two superfund site's (Lemon Lane and Bennetts Dump) groundwater recharge areas since the water is either undergoing active treatment or evaluation of remedial alternatives.

WV added that drainage will be an important design consideration throughout the Section 5 corridor.

Following the discussion, CAC members dispersed to view the maps and other materials and to discuss specific questions with Section 5 team members .

The meeting ended at approximately 7:45 pm

The discussions described in this summary provide a meeting overview and do not create an obligation or commitment for final project decisions.
This meeting summary represents the project team's understanding of the events that occurred. Please forward any comments to the project manager's attention, Wendy Vachet.

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Attachment
Section 5 CAC Meeting # 3 Attendance
July 19, 2005

CAC Member Organization	Representative
City of Bloomington Planning Dept./MPO	Tom Micuda
North Kinser Point Neighborhood Assoc.	Linda Thompson
Bloomington Bicycle Club	Kathy Smith
South Central CAP	Matt Wysocki
Maple Grove Neighborhood Association	Jennifer Hubbard
Windsor Estates Neighborhood Association	Jim Lingvai
Hoosier Energy	Mike Rampley
Town of Ellettsville	Frank Nierzwicki
Bloomington Board of Realtors	Susie Graham

Project Team	Representative
Indiana Department of Transportation (INDOT)	Eric Swickard
Bernardin, Lochmueller & Associates, INC (BLA) *Project Management Consultant (PMC) for I-69 Tier 2 Studies*	Jim Dittoe Nicole Minton
Michael Baker, Jr., Inc. (Baker) *Project Management for Section 5*	Wendy Vachet, Mary Keith Floyd, Kurt Weiss, Stephanie Collier, Mark McElwain, Brian Curtis, Jim Peyton, Damion Purfrey

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One City Centre Suite 106/108
120 W. 7th Street
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812-355-1390

Community Advisory Committee Meeting Summary
I-69 Tier 2 - Section 5
March 15, 2012
6:00-7:30 PM (ET)

I. Attendance/Introductions

Community Advisory Committee Members

Area 10 Agency on Aging 9Rural Transit)	Kerry Conway
Bloomington Bicycle Club	Ron Brown
Bloomington Transit	Ian Patton
Bloomington/Monroe County MPO	Patrick Murray
Ellettsville Fire and Rescue	Mike Corman
Hoosier Energy	Mike Rampley
Indiana Karst Conservancy	Keith Dunlap
IU Health	Mark McMath
Maple Grove Neighborhood Assoc.	Jennifer Hubbard
Monroe County Sheriff's Department	Charles Wilson
Monroe Hospital	Faye Jameson
Morgan County Hospital and Medical Center	Charlene Hall
North Kinser Pike Neighborhood Assoc.	Linda Thompson
The Greater Bloomington Chamber of Commerce	Morgan Hutton
Windsor Estates Neighborhood Assoc.	Julie Booze

INDOT
Sam Sarvis
Steve Walls

Bernardin Lochmueller Associates
Eric Swickard

Michael Baker Jr., Inc.
Mary Jo Hamman
Jim Peyton
Lisa Manning

Observers
Reed Quarries Debby Reed

II. Purpose of the Meeting

Michael Baker Jr., Inc. is working with INDOT to develop alternatives for the I-69 project. We request feedback from CAC members on specific interests and potential options to incorporate these elements in INDOT's Tier 2 environmental studies.

III. What is a Community Advisory Committee?

The CAC is comprised of community groups that represent neighborhoods, businesses, and emergency responders. This committee was formed by invitation with every effort to reach out to and encompass a comprehensive group of organizations with an interest in the I-69 project. CAC member responsibilities do include serving as a liaison and advisor between respective organizations and the Section 5 project team to address community issues.

IV. I-69 Project Background

In 2004 a Record of Decision was issued to develop a 142 mile long interstate highway from Evansville to Indianapolis. Section 5 of this route includes 23 miles in Monroe and Morgan Counties. Section 5 begins at SR 37 and Rockport Road and continues to just south of Martinsville. The project involves upgrading the current SR 37 to interstate highway standards.

V. I-69 Project Activity/Timeline

Within the upcoming I-69 Project schedule, numerous meetings will occur with organizations such as stakeholders, the Expert Land Use Panel, the Community Advisory Committee, and Participating Agencies .

A. Four alternatives currently are being screened with an anticipated release date of 3 to 4 weeks from now.
B. The Draft Environmental Impact Statement is anticipated for release in the 3rd Quarter of 2012.
C. The Final Environmental Impact Statement is anticipated for release in the 1st Quarter of 2013.
D. The Record of Decision is anticipated for release in the 2nd Quarter of 2013.

VI. Considerations and Questions for the Next CAC Meeting

A. The Bloomington Bicycle Club advocates for a bicycle bridge crossing I-69, just south of Menards.
B. Area 10 Agency requested interchange locations..
C. The Morgan County Memorial Hospital is concerned about access across I-69..
D. Monroe County Sheriff's Department voiced the same concerns.
E. Indiana University Health raised concerns about access across I-69. They were also concerned about how sections 4 and 5 would connect.
F. Hoosier Energy asked about alternatives and how they will affect its facility north of Bloomington and its substation access north of Oliver Winery.
G. Indiana Karst Conservancy raised concerns about school bus detours, construction closings, and crossing SR 37 during the improvements.
H. Ellettsvile Fire and EMS voiced concerns about mobility and about Bloomington and Washington Townships' Insurance Service Office ratings. ISO is a leading source of information about risk. ISO delivers mission-critical information to help solve challenging infrastructure problems and aid in disaster readiness and threat assessment for communities. Insurance companies then use the statistical information to calculate rates based on public protection. Ellettsville has worked diligently at receiving those ratings and do not want tax increases to occur.
I. North Kinser Point Neighborhood Association is concerned about potential noise from I-69 and if they will have an interchange at Kinser Pike. They are also concerned about potential karst and wetland impacts in their neighborhood.
J. Windsor Estates Neighborhood Association is also concerned about noise. They suggested using aesthetically pleasing noise barrier walls. They also inquired about including an access road at least northbound since their neighborhood has only one entrance.
K. Maple Grove Neighborhood Association is also concerned about access to its neighborhood.
L. Bloomington Chamber of Commerce requested attention to access and mobility citywide and to Fullerton Pike for goods and services being delivered to the hospital.

VII. Sequencing plan

The project team in coordination with the city will work on a sequencing plan for construction of I-69 to submit to the Federal Highway Administration.

VIII. Closing

INDOT and Michael Baker Jr., Inc. welcome all suggestions and can arrange special meetings with groups for further discussion. After the alternative screening report is posted online, an e-mail notice will be shared with the CAC. The CAC will convene again before the public information meeting. We estimate five additional CAC meetings will occur for the remainder of this year. If you are not able to come please let us know. You are welcome to send a representative from your organization as a replacement. We believe the most effective communication will be reached through consistent meetings and collaboration. Also Steve Walls from INDOT is normally in the I-69 Project office Monday through Friday from 9-4 to answer any questions. The Project Office is located at 3802 Industrial Blvd., Unit 2, Bloomington, IN 47403.

Community Advisory Committee Summary
I-69 Tier 2-Section 5
April 19, 2012
Lamkin Room at Ivy Tech Community College
6:00-8:00 PM (ET)

I. Attendance/Introductions

Community Advisory Committee Members

Area 10 agency on Aging (Rural transit)	Kerry Conway
Bloomington Bicycle Club	Ron Brown
Bloomington Transit	Ian Patton
Bloomington/Monroe County MPO	Patrick Murray
Cook Group	Brent Conner
Ellettesville Fire and Rescue	Mike Corman
Hoosier Energy	Bob Hill
Hoosier Energy	Harold Gutzwiller
Indiana Karst Conservancy	Keith Dunlap
IU Health	Cary Chambers
Maple Grove Neighborhood Assoc.	Don Jordan
Rural Transit	Kerry Conway
Monroe Hospital	Faye Jameson
The Greater Bloomington Chamber of Commerce	Larry Jacobs
Windsor estates Neighborhood Assoc.	Julie Booze

Federal Highway Administration	Michelle Allen
INDOT	Steve Walls
Bernardin, Lochmueller & Associates, Inc.	Eric Swickard
Michael Baker Jr., Inc.	Mary Jo Hamman
Michael Baker Jr., Inc.	Jodi Snyder
Michael Baker Jr., Inc.	Jim Peyton
Michael Baker Jr., Inc.	Julie Thurman
Michael Baker Jr., Inc	Lisa Manning

II. Goals for Community Advisory Committee

Jodie Snyder Enforced the two main goals for the meeting. Goal number one is to gain feedback on alternatives to reduce community impacts. Goal number two was to present information to share with the local community. Jodi also encouraged everyone to respect their fellow members.

III. Project Updates/Background

In 2004 the I-69 corridor was identified. The environmental studies for section 5 are ongoing. The Draft Purpose and Need Statement released April 2012 addresses transportation safety The Preliminary Screening of Alternatives (options) is a compiled from ongoing environmental studies to design the highway alignment, interchanges and effects on the existing corridor. The select preferred Draft Environmental Impact Statement should be released the end of this year. There are currently 4 alternatives. Alternatives 4 & 5 were designed in 2007. Alternatives 6 & 7 considered "minimal impact" were released April 2012. The basic difference between the 2 sets of alternatives is to expand the existing SR 37 road to the inside or outside of the current lanes. Alternatives 4 & 5 expand the current road to the outside with a grassy median. Alternatives 6 & 7 expand SR 37 to the inside and use a concrete barrier to lesson impacts. The interchanges and grade separations are similar in all alternatives.

IV. Questions/Comments

1. Michelle Allen from the Federal Highway Administration explained that it is not an all or nothing choice of alternatives for the entire corridor. The project must move through the National Environmental Policy Act process for protecting our environment. Favored aspects will most likely be a hybrid of various alternatives.
2. Ellettesville Fire and Rescue asked for a definition of minimal impact. Mary Jo Hamman from Michael Baker Jr., Inc. clarified the minimal impact meant using as much of the existing SR 37 as possible. Three lanes are required in Bloomington and the minimal impact alternative would be 6 or 7.
3. Indiana Karst Conservancy asked if there would still be a truck climbing lane in the rural area. Mary Jo said that truck climbing lanes are generally required depending on traffic volumes and land grades.
4. Mary Jo advised that the end goal was to have a safe facility. The alternatives were designed from expected projections for 2035.

5. Maintenance of traffic and sequencing of construction was still a major concern along with which alternative would be chosen.
6. Indiana Karst Conservancy wanted to know how long it would take to complete the project. It was explained that the study is not far enough along for that determination.
7. IU Health Wanted to confirm that traffic from sections 1-4 are being taken into consideration in the planning process.
8. Hoosier Energy would like to see display board maps with descriptive comment boxes on website to help explain where and what they are seeing.
9. It would be helpful to have a note or descriptive comment boxes on website to define 1 or 2 lanes and one way at Tapp Rd.

V. Group Breakout Comments

1. Hoosier Energy and IU Health both support Alternative 5 at Kinser Pike.
2. The Bicycle Club advocates for a side path across bridge consistent with Clear Creek Trail route.
3. The town of Ellettsville explained that Gordan Pike is critical for EMS.
4. The Town of Ellettesville, Area 10 Agency and the Bicycle Club all three are advocates of Alternate 7 at 2nd/SR45 and Tapp Rd. because of potential growth. It will increase impact initially but is more cost effective long term.

VI. Closing

Section 5 is open to comments and will use all comments while moving forward through Environmental Impact Statement process. A list of local religious, fire, EMS and schools was presented for evaluation of additional community agencies.

Section 5 Environmental Studies
Evansville to Indianapolis

Meeting Summary

Community Advisory Committee Meeting
December 4, 2012 6:00 PM (EST)
Ivy Tech Community College
200 Daniels Way
Bloomington, IN 47404

I. Attendees/Introductions

Sandra Flum - INDOT	Lisa Manning - Michael Baker Jr. Inc.
Tim Miller - Bernardin, Lochmueller & Associates	Ron Brown – Bloomington Bicycle Club
Eric Swickard - Bernardin, Lochmueller & Associates	Donald Jordan – Maple Grove Neighborhood Assoc.
Mary Jo Hamman – Michael Baker Jr. Inc.	Dennis Mills – Martinsville School District
Jim Peyton – Michael Baker Jr. Inc.	Charlene Hall – Morgan County Hospital
Julie Thurman - Michael Baker Jr. Inc.	Linda Thompson – North Kinser Pike Neighborhood Assoc.
David Miller - Michael Baker Jr. Inc.	Julie Booze – Winder Estates Neighborhood Assoc.
Lorraine Richards - Michael Baker Jr. Inc.	

II. Purpose of Meeting/Updates

Mary Jo Hamman opened the meeting with introductions and explained that everyone should have received a DVD of the Draft Environmental Impact Statement in the mail. She reminded Committee Members where the Project Office is located and encouraged them to come in or schedule an appointment if there are any questions. Mary Jo informed members that the Public Hearing was scheduled for Thursday, December 6, 2012 from 5:30 pm to 8:30 pm at the Monroe County Fairgrounds. The formal presentation would begin at 6:30 pm in the Auditorium. The Community Building would be set up with maps and plenty of staff would be available for questions.

She told the group that this evening's meeting would cover a summary of the Draft Environmental Impact Statement along with reviewing various features. She included that the Project Team is seeking comments to be incorporated into the Final Environmental Impact Statement and the Record of Decision.

III. Presentation

Mary Jo narrated a PowerPoint presentation which included slides with the following information:

Section 5 of the I-69 Project involves upgrading 21 miles of SR 37 beginning north of Victor Pike to south of Martinsville to interstate standards. SR 37 is currently a limited access highway with driveways. NEPA looks at all aspects and serves as an umbrella for regulatory requirements to upgrade to interstate standards.

Section 5's goals are safety throughout the corridor with more efficient distribution of traffic through the area. The total number of accidents compared to not building the interstate is estimated to decline by 300 accidents per year.

The Tier 1 Record of Decision approved a 2000 foot corridor for study. The Tier 2 study included looking at ways to decrease impacts and costs presented in April 2012. Since April we have looked at all of the Section 5 Alternatives and developed the Preferred Alternative 8. Handouts will be available at the Public Hearing and can be made available for attendees also. The handouts include information for Alternative 8. All comments received help identify the Final Environmental Impact Statement next spring.

The Preferred Alternative 8 helps minimize impacts and narrows the right-of-way. Instead of taking additional property along the corridor the Project Team is looking to expand the roadway with any required additional lanes being constructed to the inside of the existing facility.

The Preferred Alternative reuses the existing SR 48/3rd St. interchange and Indiana Railroad Bridge.

Impacts to farms, wetlands, etc. will decrease with Alternative 8 as compared to many of the other alternatives.

Mary Jo explained that after tonight's presentation the group would have the opportunity to go through each sheet of maps for Alternative 8.

- Through urban Bloomington we will build what is needed, when it is needed.
- Existing interchanges include SR 45/ 2nd St., SR 48/3rd St., SR 46. They will be retained. The existing overpass at Arlington Rd. will also be retained.
- Rockport Rd. would have an overpass and an interchange is proposed at Fullerton Pike. Tapp Rd. and 2nd St. have a split interchange.
- An overpass is proposed for both Vernal Pike and Kinser Pike.
- Walnut St. has 2 interchange options.
- An interchange is proposed at Sample Rd. with an overpass at Chambers Pike. Liberty Church Rd. has an interchange while Paragon/Pine will close.

Linda Thompson asked if there would be sidewalks on the overpasses. Mary Jo responded that there would be if the overpass was new construction. With the existing interchanges, we intend to re-use what is out there today.

Ron Brown questioned 3rd Street. Mary Jo said it would remain as it is now.

- North of Walnut St. to Martinsville we will be constructing portions of access roads to connect to existing local roads. There will be some construction of new access roads. Near Sample Rd. the road will shift west and reuse existing SR 37 northbound lanes as the local access road. The existing southbound SR 37 lanes will be re-used as the I-69 northbound lanes, and new pavement will be constructed for the southbound I-69 travel lanes. There will be construction of a new access road from Dittemore up to Burma Rd.

Within Alternative 8 there are 2 options at Walnut St. Option A is a full interchange to address FHWA guidelines to provide access in all directions. The full interchange has an additional cost of $45 million and results in increased impacts to natural resources. Option B is maintaining what is there today, a partial interchange providing for exit to the south and allowance for entering north. Option B has a smaller footprint and allows for fewer impacts to wetlands and reduced costs.

The Preferred Alternative 8 with the full interchange at Walnut St. is estimated at $546 million including development, construction and pavement. The DEIS assumes full pavement reconstruction but the Project Team has found that much of the pavement is in good shape and will be able to reuse. The FEIS will address the final recommended pavement treatment and the associated cost reduction.

The DEIS accounts for a large range of environmental and social impacts. Our goal for each of the resources is first try to avoid or minimize the best we can, then mitigate or offset those impacts with mitigation for any of the resources.

Potential displacements estimated in the DEIS in the Preferred Alternative is in the lower range when compared to the other alternatives explored in the document. Displacements and right-of-way purchases will be finalized during final design and property owners will be compensated for any required acquisition. INDOT Real Estate representatives will be available at the Public Hearing December 6th.

Surveys were sent out during the DEIS phase and we are still coordinating as well as updating. All new structures incorporate shoulders and or sidewalks with consideration for a bicycle/pedestrian path. Mary Jo asked those in attendance to submit comments and suggestions during this comment period.

Wapehani Mountain Bike Park is a protected 4F resource. Alternative 8 shifts to the west avoid impacts to the park. The DEIS requests community input about another option at this location, which does not include this westerly shift. If there is no shift, seven residential displacements can be avoided and the design could reduce utility relocation and avoids bridge reconstruction. Reducing these impacts would require purchasing about 50 feet of the park with concurrence of the city and depending on public comments.

Three locations met FHWA criteria for noise barriers after noise analysis. The first area is along I-69 on the west between Fullerton Pike and Tapp Rd. The other 2 areas are on the east side of the highway, north and south of 2nd St. Surveys have been sent to residents who may benefit from potential noise barriers to determine their interest.

A review of cultural resources determined I-69 Section 5's Preferred Alternative has either "no effect" or "no adverse effect" on all identified resources within the project

limits. Many of the water resources along SR 37 have already been impacted. INDOT is committed to clean air with ongoing agency coordination. Agency consultation is underway for the endangered species, Indiana Bat. Portions of Section 5 are in Karst terrain. The Karst Memorandum has been used and followed. About 70% of Karst features impacted have been identified as already being impacted by SR 37.

Public involvement and outreach has been an important factor.

Mary Jo thanked participants for their involvement and encouraged them to stay involved. She noted that she hopes everyone has been able to stop by the Project Office. The maps from the Public Hearing will be in the project office. It is open Monday-Friday from 9:00 am – 4:00 pm, or by appointment.

The comment period runs through January 2, 2013. Comments become part of the Final Environmental Impact Statement and INDOT responds to all comments. Completion of the FEIS is expected in spring 2013. There will be an opportunity public comments after the presentation; verbal comments or written comments. A comment sheet has been provided tonight which can be submitted by mail or on the project website.

IV. Questions

Mary Jo encouraged questions from anyone.

Linda Thompson was curious about EPA regulations for air quality. She questioned how air quality could be controlled after construction of I-69. She clarified that Monroe County has attainment status and Morgan County has nonattainment. There is interagency coordination for Morgan County because they fall within a non-attainment area.

Julie Booze asked what determines where noise barriers are placed. Mary Jo announced that Andy Kuchta, Baker's noise specialist, would be available for questions at the Public Hearing on December 6th. Julie informed that it is loud now with SR 37. Tim Miller suggested getting on the INDOT website to get an idea of questions to ask but explained that the criterion has to do with density of receivers.

Don Jordan expressed that noise was a concern for him and Maple Grove Neighborhood Association also. Mary Jo said that she would email participants the INDOT link tomorrow.

V. Map Review

Mary Jo inquired as to breaking into small groups to discuss maps. It was determined that since there was such a small number of attendees that one group would be fine.

Jim Peyton took the podium to begin reviewing Alternative 8 maps. He explained that Section 5 picks up at the end of Section 4.

That Rd. on the west will cul-de-sac while the east will construct a new piece and tie into Rockport Rd. Alternative 8 includes an overpass at Rockport Rd. and potential displacements will be determined in final design.

Sandra Flum questioned if attendees understood the difference between where the process is now and final design. She then explained that different consultants will look at the proposed plans with a new set of eyes to eliminate impacts within the footprint and continue to tweak the final design as they prepare construction plans.

Ron Brown requested a bike path at Rockport Rd. and told that the city was going to build it but it looks as though the state is now. Jim added that it is a gentleman's agreement with continued discussion. Sandra reminded that is a good example of a suggested comment and if the state intends to do an overpass it can be considered for upgrades. Linda asked of Rockport Rd. is considered a state or county project. Jim explained that the green on the map would be constructed by the state but would become part of the local government's inventory. Ron asked if the color is different than the coloring in the DEIS. Jim said that the coloring has been updated.

Linda asked if the new overpass at Rockport Rd. would include a shoulder or sidewalk. Jim confirmed that there would be enough space included within the footprint for either, although there will be continued coordination with the city. The final design will determine what would be used there.

The first interchange is at Fullerton Pike. It includes 2 loop ramps, avoiding Monroe County Hospital and matches Monroe County's project to the east. He added that this area is near the North Clear Creek Historic Landmark District, Maple Hill Quarry and C & H Stone and that comments are requested on this alignment. Sandra expressed that Michael Baker Jr., Inc. will show what works and the impacts and final design will tell everything else. Jim said it is a conceptual design to go into the FEIS.

Jim continued and explained that Tapp Rd. and 2nd St. are a major decision point in need of comments. Alternative 8 recommends a split interchange and if you are getting off at Tapp Rd. or SR 45/2nd St. you would go onto a collector-distributor road to exit.

Input is requested about Wapehani Mountain Bike Park, as the Preferred Alternative currently shifts the road to minimize impacts to the park while increasing impacts to residential homes. The Project Team needs community views about allowing a strip to be purchased from Wapehani to reduce construction time and displacements. As a community, is this something of interest? The Project Team believes that because of high power utility lines, gas lines and Smithville Telephone, this shift will result in more utility relocation costs. When the road shifts west the ramps shift also and affects Van Buren neighborhood on Yonkers St. Some impacts can be reduced in final design but the team has to account for now in the DEIS. Julie explained that if only 50 feet of Wapehani can be acquired it doesn't really affect the park and people can still use the park. Jim indicated there would be accommodations to consider relocation of the impacted trail. Sandra assured if any trails are impeded that they would be replaced and mitigated for. Jim advised that special consideration is required because it is a park.

Linda asked if however many feet is acquired and mitigated if it could be put in another park. Jim explained the requirement is to keep the mitigation in the same facility but can be flexible with what it does within the park limits.

Charlene Hall questioned that if Rex Grossman Blvd. is closed where the access would be. Jim said that possibly Cota Drive or Schmaltz Blvd or another access point could be considered in final design.

The Railroad Bridge and SR 48/3rd St. interchange configuration will be reused. The right-in/right-out at Whitehall Crossing Boulevard would be closed and traffic would route to 3rd St. via Gates Dr.

Vernal Pike includes a new overpass and connection with 17th St. The power lines over SR 37 are a good visual for where the overpass will be. Potential displacements will be refined in final design. Industrial Dr. traffic could be rerouted to Curry Pike. Sandra suggested comments about traffic diversion and expressed that this is the biggest change of diversion. The stop lights and intersection at Curry Pike and SR 46 are semi-friendly.

SR 46 will remain the same as it is today. Alternative 8 maintains the existing Arlington Bridge.

Access will be closed on both the east and west side of Acuff Rd. Some of the reasoning is terrain and Maple Grove Road Rural Historic District. An overpass is proposed at Kinser Pike with upgrading approximately where Kinser Pike is located today on the west.

There are 2 options for Walnut St. Option A includes a full interchange and will utilize a new road and reuse the historic bridge while connecting with existing Kinser Pike and Bottom Rd. Option B utilizes the current partial interchange and could have an access road to Sample Rd. Option B requires FHWA approval for a partial interchange. Sandra advised that if a full interchange is built the 2 ramps would only carry 10% of travelers, the other 90% would use as is. Linda admitted that at first glance a full interchange seems best for traffic flow and asked if engineers could build so that water flows through instead of over – it could be done but would be more expensive. Jim reminded that the 2 options are examples of interchange types and the Project Team is seeking comments from locals and that agencies may not have the same view. The full interchange increases impacts and the cost difference is $45 million. If cost is not an issue it could be built. The Preferred Alternative will go forward with the 2 proposed options. The existing partial interchange already meets the needs including future needs and both choices are in the Preferred Alternative. Sandra explained that construction of an interchange looks at potential economic development. Jim added that a wrinkle in a full interchange is the historic bridge. Historic bridges have special considerations and a historic bridge is a high priority to reuse. Sandra suggested submitting comments regarding this issue.

Jim continued and suggested comments regarding the existing Hoosier Energy access road near Thompson Furniture on the west to Sample Rd. This area is still part of the proposed 3 lanes, when needed. The access road is part of the I-69 project. Current access for both facilities is directly onto SR 37. The Sample Rd. interchange will become the hub from Hoosier Energy to Burma Rd. Sandra informed that INDOT is required to provide access for properties affected by the change in access or the property should be acquired. Jim noted that at this stage in the project the proposed plans are biased to more impacts rather than less. Sample Rd. has topographic issues. The west side access road will reconnect pieces of the existing local road network. The access road on

the east swings around the BP gas station and is brought around and then back up where the I-69 travel lanes move over to use the existing SR 37 north bound lane as the local access road north from Sample Rd. to the Hoosier Energy Substation. North of Sample Rd. only 2 mainline lanes are required in design year (2035).

An overpass is planned for Chambers Pike. The intended overpass is skewed to connect Chambers Pike with Crossover Rd., with connectivity up to Burma Rd. on the west side while the east side access road stops at Sparks Lane.

Cooksey Lane access will be removed. The cost analysis proved less expensive to consider relocation of the residents than to build a new access road.

Charlene inquired how long the stretch is with no east/west connectivity from Chambers Pike to Liberty Church Rd. It was reported that it is just over 5 miles. The west side access will construct and piece together Turkey Track Rd. up to Liberty Church Rd.

Cul-de-sacs are proposed at Paragon Rd. and Pine Blvd. Old SR 37 will be pieced together for the access road on the east side past Liberty Church Rd. to Indian Creek where Section 6 begins. The access road on the west will stop at Legendary Hills. Sandra asked if this creates concerns for Martinsville schools. Dennis Mills from Martinsville School District affirmed it doesn't really create any concerns.

Morgan County has committed to and included in their Comprehensive Plan to maintain a green floodway and expand their well field area in the northwest quadrant of the proposed Liberty Church interchange. Charlene commented that Morgan County Hospital was built on white sand and the soil quality is not conducive for heavy structures. Although still waiting on Resource Agency feedback, Martinsville would like an interchange at Liberty Church Rd. to assist with sparking development. Sandra suggested if there is support for an interchange to please provide comments.

VI. Closing

Jim asked if there are any questions or if anyone would like to go back through the maps to look at anything.

Linda questioned the landscape along the highway in the urban area. Jim reminded that this is comment period and please provide comments. Sandra stated that landscaping is definitely in final design but to provide ideas and comments. Mary Jo reassured that any commitments are to be carried through the life of the project. Sandra said that they would and she thought that there had been some discussion about capitalizing on limestone and encouraged ideas and comments.

Mary Jo asked what the member's expectations were regarding involvement after the Final Environmental Impact Statement and Record of Decision. She informed that in other sections members requested periodic updates. Julie Booze suggested email summaries with any updates. Sandra stated that the FEIS may be out as early as March, depending upon the number and content of comments. All comments will need to be addressed before any more information was sent out. Mary Jo reminded the group that the end of the comment period is January 2, 2013 and encouraged members to attend the Public Hearing.

Having no other comments or questions, the meeting was adjourned.

Section 5 Environmental Studies
Evansville to Indianapolis

Meeting Summary

Community Advisory Committee Meeting
May 1, 2013 6:00 PM (ET)
Holiday Inn Express
117 S. Franklin Road
Bloomington, IN 47404

I. Attendees/Introductions

Sandra Flum - INDOT	Brent Connor – Cook Group
Michelle Allen - FHWA	Mike Cornman – Deputy Chief, Ellettsville Fire and Rescue
Eric Swickard - Bernardin, Lochmueller & Associates	Charlene Hall – IU Health/Morgan Co. Hospital
Mary Jo Hamman – Michael Baker Jr. Inc.	Marvin Ulmet – Monroe County Farm Bureau
Jim Peyton – Michael Baker Jr. Inc.	Julie Booze – Windsor Estates Neighborhood Assoc.
David Miller - Michael Baker Jr. Inc.	Matt Mabrey – Hoosier Energy
Lisa Manning - Michael Baker Jr. Inc.	Mike Rampley – Hoosier Energy
Ron Brown – Bloomington Bicycle Club	Ross Holloway – Holloway Engineering/City of Martinsville
Lew May – Bloomington Transit	

II. Purpose of Meeting/Updates

Mary Jo Hamman opened the meeting with introductions and noted that the Project Team anticipates this will be the last gathering of the I-69, Section 5 Community Advisory Committee (CAC), as we are nearing the end of the environmental process.

It was noted that the Refined Preferred Alternative has been determined, based upon input received during the comment period for the Draft Environmental Impact Statement (DEIS), and the Project Team is updating the documentation for publication in a Final EIS (FEIS). It is planned that FHWA will issue a Record of Decision (ROD) for the project at the same time the FEIS is published.

Tonight's presentation will include an overview of the Refined Preferred Alternative.

It was noted that the I-69, Section 4 project, which runs from US 231 to SR 37 south of Bloomington, includes 27 miles of new roadway. The full project length is under construction and is expected to be open to traffic by the end of 2014.

III. Presentation

Mary Jo narrated a PowerPoint presentation which included the following information:

- Section 5 of the I-69 Project involves upgrading 21 miles of existing SR 37 to interstate standards. Access to the highway will be provided only at interchanges. In those areas where drives or local roads intersect SR 37 today, local access roads will be constructed to allow access to one of the interchange locations.
- The project begins north of Victor Pike and continues to south of the SR 39 interchange in Martinsville.
- The DEIS was published in October 2012, a Public Hearing held on December 6, 2012, and the formal comment period ran until January 2, 2013. The DEIS analyzed five alternatives, noting that Alternative 8 was the Preferred Alternative.
- The Project Team anticipates the publication of the FEIS and the ROD in late spring 2013. The ROD is the document which authorizes the use of federal funds for the final design, right of way acquisition and construction of the project.
- The FEIS includes refinements to that preferred alternative introduced in the DEIS. The refinements were based upon input received during the comment period from individuals, civic groups, units of local government and environmental resource agencies. It includes attempts to avoid impacts to various resources throughout the corridor, minimize the impact where they can't be avoided, and mitigating for any impacts that must occur.
- The Refined Preferred Alternative includes key components for those structures crossing I-69 to incorporate Bicycle/Pedestrian features, as coordinated with the City of Bloomington and Monroe County. The refinements do include widening of the existing bridges at 2nd Street and 3rd Street to provide Bicycle/Pedestrian accommodations. It also includes the re-use of much of the existing SR 37 pavement, re-use of bridges where they can be used widened, and a more refined review of right of way needs to minimize the number of potential displacements.
- As a reminder, Refined Preferred Alternative 8 includes three travel lanes in each direction between Fullerton Pike and Sample Road. It includes two travel lanes in each direction between Sample Road and the north end of the project. These lane requirements are based upon the traffic expected in 2035. INDOT will evaluate the timing of when the third lanes are needed and will build to meet that need.

- Within the **urban area**, the following intersecting road treatments are included in the Refined Preferred Alternative:
    - That Road – a cul-de-sac constructed on the west side of the highway, the east side will include a new segment of roadway that connects That Rd. to Rockport Rd.
    - Rockport Road – overpass with accommodations for sidewalks to be included on the roadway as part of a county effort
    - Fullerton Pike – interchange with a sidewalk on the south side and a multi-use path on the north side, coordinated with the County's Fullerton Pike project
    - Tapp Road – split diamond interchange (with SR 45/2nd St.) with a sidewalk on the south side and a multi-use path on the north side

- SR 45/2nd Street - split diamond interchange (with Tapp Rd.) with a sidewalk on the south side and a multi-use path on the north side – re-use existing bridge
- SR 48/3rd Street – interchange with a widened bridge to accommodate requested multi-use paths on both sides of the bridge and additional width adjacent to the travel lanes for bicycles
- Vernal Pike – overpass connecting Vernal Pike on the west and 17th Street on the east, includes a sidewalk on the south side and a multi-use path on the north side
- SR 46 – no change from the existing interchange
- Arlington Road – re-use the existing structure, lower the pavement to achieve a 16-foot vertical clearance

Maps were reviewed of the **urban areas** and additional discussion about features of the Refined Preferred Alternative included the following:

- Fullerton Pike (west) – includes a smoothing of the horizontal curve near the Monroe Medical Arts buildings. The construction extends slightly farther to the west.
- Tapp Road – Wapehani Mountain Bike Park – based on feedback received from the community and continued coordination with the City of Bloomington, the Refined Preferred Alternative will stay on the existing SR 37 alignment, minimizing the impacts to the neighborhood to the west, requiring the use of a strip of land from the park. The City of Bloomington, INDOT and FHWA are working towards a Memorandum of Agreement for this use of park property.
- Hickory Hills Trailer Park – access had been proposed in the DEIS by connecting Barger Lane to Maple Leaf Drive to the north. The Refined Preferred Alternative modifies this access by connecting Barger Lane to Danlyn Road to the west. The Project Team is meeting with residents of these neighborhoods next week to discuss these changes in access.
- Ron Brown (Bloomington Bicycle Club) noted that people on the west side of SR 37, between Tapp Rd. and SR 45/2nd St. can't walk to Walmart on the roadway they have today. It was noted that Monroe County is working on a project to provide sidewalks along Leonard Springs Road. He would like to see an additional side path through the Yonkers Road area. Mary Jo noted that INDOT is committed to coordination with local projects and that the FEIS includes a cul-de-sac at the current Yonkers Rd./Tapp Rd. intersection.
- Ron Brown suggested the inclusion of a refuge island at various locations along Tapp Rd.
- Lew May (Bloomington Transit) commented on the potential need for a bus stop on both the north and south sides of SR 45 near the Sam's Club entrance. He also suggested that a commuter Park & Ride area be considered at interchanges where space is available. Mary Jo noted that there are not any such facilities included in the FEIS, but that doesn't preclude the possibility of inclusion with a separate project. Sandra Flum suggested coordination with INDOT's Seymour District.
- SR 48/3rd St. interchange – the existing interchange configuration will carry the current traffic demands, but as the design year (2035) approaches, there is a need to provide additional capacity on the exit

ramps. It's possible that as the bridge is widened to provide for the Bicycle/Pedestrian features, that the ramps will be expanded at the same time.
    - It was noted that the stand-alone Bicycle/Pedestrian bridge which had been requested between 2nd St. and 3rd St. is not being included in the FEIS. The project can still be considered in the future as a separate project, but the full connectivity of the path will need to be determined. Any future requests should be coordinated through INDOT Seymour District.
    - Construction along SR 48/3rd Street will extend between Gates Drive on the west and Franklin Road on the east. Lew May noted a desire for transit stops in all four quadrants of the SR 48 interchange. Mary Jo noted that during the final design phase, Monroe County (Bill Williams) and the City of Bloomington (Adrian Reid) will be reviewing the design plans. This type of issue should be coordinated with these representatives.
    - Vernal Pike – there was discussion of the ADA requirements for the sidewalk on this structure and the use of a meandering alignment and the probable use of resting pads to be included in the final design.

- Within the **rural area**, the following intersecting road treatments are included in the Refined Preferred Alternative:
    - That Road - overpass
    - Walnut Street – FHWA has approved the use of a partial interchange. This structure will be widened through a rehabilitation contract in 2013.
    - Sample Road – interchange
    - Chambers Pike – overpass
    - Liberty Church Road – interchange

Maps were reviewed of the **rural areas** and additional discussion about features of the Refined Preferred Alternative included the following:

- Kinser Pike – the Refined Preferred Alternative is the same as that proposed in the DEIS
- Walnut Street - this structure will be widened through a rehabilitation contract in 2013. The bridge will be raised slightly to provide the required minimum vertical clearance of 16-foot.
- Access Roads north of Beanblossom Valley
    - The DEIS included an access road on the west side between Charlie Taylor Ln. and Sample Rd. The FEIS proposes no change on the west side.
    - The east side access road extended between Walnut St. and Sample Rd. The FEIS eliminates a portion of that roadway crossing the floodplain, allowing access between Connaught Rd. and Sample Rd. This lessens impacts to aquatic resources - wetlands and floodplains.
- Marvin Ulmet (Monroe County Farm Bureau) asked about weight limits along Showers Road. The Project Team referred him to Monroe County (Bill Williams) as this is a local issue.
- Sample Road interchange – there is no change to the interchange configuration from what was proposed in the DEIS, but it's important to

note that the final design may consider alternate interchange types, as long as those impacts stay within the footprint defined with the FEIS.

- The FEIS includes the use of a portion of existing Wayport Road as part of the east side access road south of the Sample Rd. interchange, based upon input received during the DEIS Comment Period.
- It was noted that similar to what was shown in the DEIS, the FEIS includes the western shift in the alignment between Griffith Cemetery and approximately Norm Anderson Road.
- Similar to what was presented in the DEIS, access roads north of the Sample Rd. interchange run between Sample Rd. and Chambers Pike on the east, and between Sample Rd. and Burma Rd. on the west (the west side access road includes the use of existing Simpson Chapel Rd., along with some sections of new pavement)
- Liberty Church Rd. interchange – the FEIS incorporates a shift to the north to minimize the amount of floodplain impact.
- Martinsville has recently relocated the water booster station near the Liberty Church Rd. interchange. The Refined Preferred Alternative includes a slight alignment change to avoid this new facility.

- General comments included the following:
  - Median crossovers will be provided at select locations as part of the final design process, as per the Indiana Design Manual. This will afford the opportunity for emergency vehicles to access both directions of traffic.
  - Ron Brown inquired about the residences along Bryants Creek Road, Cooksey Lane, and Petro Road. Mary Jo noted that these are being noted as potential displacements in the FEIS, but that final decisions about whether properties are displaced or access is provided is made during the final design effort.
  - Ross Holloway (Holloway Engineering/City of Martinsville) asked about the Bicycle/Pedestrian accommodations at the Liberty Church Rd. interchange. The Project Team noted that Liberty Church Rd. included 11-foot travel lanes with a 5-foot shoulder on each side. This width is provided across the overpass structure as well.

IV. Closing

It was noted that the FEIS/ROD are expected to be finalized in the late spring 2013.

INDOT is currently reviewing construction sequencing and will be ready to acquire properties soon after the ROD is issued. Sandra briefly explained the innovative design and delivery concept INDOT is planning to use to complete this project. A Technical Procurement Advisor has been selected to assist INDOT with preparing technical specifications for this delivery method.

Mary Jo noted that this is the last meeting of the CAC for the I-69, Section 5 project. CAC Members will receive a copy of the combined FEIS/ROD as the document is finalized. The Project Office remains open, Monday-Thursday from 9:00am – 4:00pm, or by appointment. The Project Team is still available for neighborhood and community group meetings upon request. As the environmental studies transition into the final

design phase of the project, it is anticipated that the Project Office phone number (812-355-1390) will remain the same.

The Project Team sincerely appreciates the willingness of the CAC membership to participate with their input and feedback.

Having no other comments or questions, the meeting was adjourned.

APPENDIX CC
CAC AND PUBLIC INFORMATION MEETING SUMMARIES

PUBLIC INFORMATION MEETING PRESENTATION; JULY 20, 2005

Section 5 Public Information Meeting

Project Update
and
Preliminary Alternatives

July 20, 2005

Public Information Meeting #1
Section 5

Meeting Purpose

- Progress Update
- Discussion of New Information
- Get Your Feedback

Public Information Meeting #1
Section 5

New Information

- **Historic Properties Report & Consulting Parties**
- **Completion of Field Surveys**
- **Public Involvement, Community Advisory Committees**
- **Development of Access Alternatives**

Public Information Meeting #1
Section 5

Historic Properties Report

- Section 106 process is on-going
- Two Consulting Parties Meetings held to date
- Draft Historic Properties Report (HPR) completed June 2005
- One structure (Daniel Stout House), and one Historic District (Maple Grove Road Rural Historic District) already listed in the National Register of Historic Places



- Additional properties recommended as eligible: Stipp-Bender Farmstead, Philip Murphy-Jonas May House, Morgan County Bridge # 161, and Morgan County Bridge # 224
- Over 300 structures over 50 years old identified in the Section 5 Area of Potential Effect (APE) were mapped, photographed and evaluated

Public Information Meeting #1
Section 5

Field Surveys

- Land Use/Development
- Community Resources
- Emergency Services
- Wetlands
- Streams
- Karst/Geological
- Historic Resources
- Archaeological
- Noise



- Endangered Species
- Hazardous Materials
- Biological

Public Information Meeting #1
Section 5

Project Office / Public Involvement / Outreach

Project Team has met with numerous groups to date, including:

- **Bloomington Planning Staff**
- **Monroe County Planning Staff**
- **Morgan/Martinsville Planning Staff**
- **Bloomington Chamber of Commerce**
- **Martinsville Chamber of Commerce**
- **Ellettsville Chamber of Commerce**
- **Morgan County Commissioners**
- **Monroe & Morgan Historical Societies**
- **Ellettsville Planning Staff**
- **Local Utility Providers**
- **Neighborhood Associations**
- **Emergency Service Providers**
- **Maxwell Family Farms**
- **Township Trustees**
- **Morgan-Monroe State Forest**
- **Individuals and Citizens**

Public Information Meeting #1
Section 5

Community Advisory Committee = CAC

- Two Groups: one in Monroe, one in Morgan
- Members of local groups and organizations meet in workshops to provide information to the project team and bring information back to their groups



- Information is used to help identify and evaluate topics of interest, and to discuss methods to avoid, minimize and/or mitigate impacts
- Three Monroe and Two Morgan meetings held to date

Public Information Meeting #1
Section 5

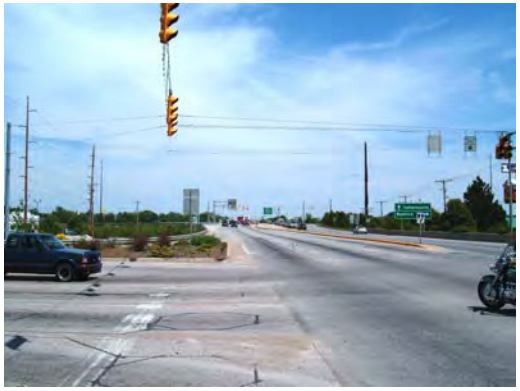
Section 5 Goals

- Upgrade SR 37 to Interstate Highway Standards

- Provide Access Plan to Improve East/West Mobility And Increase Safety in the Transportation Study Area







Public Information Meeting #1
Section 5

Access Alternatives

- Displays are “Conceptual Layouts” showing I-69 mainlines and proposed interchanges and over/underpass locations
- Frontage roads to provide local access are presented in association with the alternatives
- Three preliminary access alternatives have been developed for review and consideration

Public Information Meeting #1
Section 5

Area Type	Major Road Name	Tier 1 3C Access Plan 1	Access Plan 2 (CD Facility)	Access Plan 3	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access TBD = To Be Determined				
Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I		
	That Road	X	O	O		
	Rockport Road	O	X	X		
	Fullerton Pike	I	O	I		
	Tapp Road	O	I	O		
	SR 45/2nd Street	I	I	I		
	SR 48/3rd Street	I	I	I		
	Vernal Pike	U	O	U		
	SR 46 Interchange	I	I	I		
Rural/Urban transition area	Arlington Road	O	O	O		Please provide any additional comments on Section 5 below:
	Acuff Road	X	O	O		
	Kinser Pike	O	I	I		
Rural	N. Walnut Street	I	X	O		
	Sample Road	I	I	O		
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West		
	Chambers Pike	O	I	I		
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side		
	Paragon/Pine	I	O	I		
	Liberty Church	O	I	O		
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD		

Public Information Meeting #1
Section 5

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

All Access Alternatives included the following considerations:

- Use of existing SR 37
- Avoidance of cemeteries
- Avoidance of Superfund Sites
- Interchange Spacing and Safety Guidelines
- Minimization of floodplain impacts
- Avoidance of public parks and historic resources
- Incorporation of local land use and transportation planning

Area Type	Access Options	Alternative's Option(s)			Reason for Option(s)	Advantages	Disadvantages
		Tier 1 3C Access Plan 1	Access Plan 2	Access Plan 3			
Urban	That Road Overpass		X	X	No interchange is possible due to proximity to the southern terminus; and either road provides the same basic east-west access.	Better emergency services route	Hard stop would result at Rockport Road intersection
	OR Rockport Road Overpass	X				Better overall east/west mobility	Reduced access to developing areas on That Road
	Fullerton Pike Interchange	X		X	Both offer adequate spacing from the southern terminus; however, the access points are too close together to allow interchanges at both	Reduced lanes and interchange footprint	Requires upgrade to Fullerton Pike; west side terrain challenges
	OR Tapp Road Interchange with Collector/Divider (CD) System		X			CD System designed to ease through-traffic on main travel lanes while allowing local access	Wide interchange footprint; mainline traffic access reduced; and opportunities to enter and exit mainline are limited
	Vernal Pike Overpass		X		No interchange possible due to proximity to SR 46	Overpass may be preferable for bike/pedestrian options	Elevated bridge structure would be required
	OR Vernal Pike Underpass	X		X		Underpass would be a better match with existing terrain	Drainage design under roadway may be challenging
Urban/Rural transition area	Acuff Road Overpass		X	X	No interchange possible due to proximity to SR 46 interchange	Overpass would facilitate access to high school and allow east-west bike/pedestrian options	Overpass would result in west side terrain challenges and would encroach on the Maple Grove Rural Road Historic District
	OR Acuff Road – No Overpass	X					
	Kinser Pike Interchange		X	X	Both offer adequate spacing from the SR 46 interchange; however, the access points are too close together to allow interchanges at both	Reduces floodplain impacts; accommodates current & future development; allows access to high school; good terrain	Potential impacts to residences and farmland
	OR Walnut Street Interchange	X				Unofficial "Gateway to Bloomington"; maintains existing interchange access	Floodplain impacts; limits development potential southeast of Kinser Pike
Rural	Sample Road Interchange	X			Spacing considerations between these access points; goal is to optimize access to developing "urban" cluster	Existing infrastructure in place; easy terrain	Limits additional development potential
	OR Chambers Pike Interchange			X		Fewer residential/business impacts	Challenges mobility patterns and impacts Morgan-Monroe State Forest
	OR Sample & Chambers Interchanges		X			Better access to "urban" area & emergency services; maximizes opportunities for development	Interchange spacing is closer together than optimal for a "rural" area
	SR 37 Split – all 6 mainline lanes on west side; northbound SR 37 used as access road	X			To provide, or not provide, an access road in this area	Use of northbound SR 37 as access road	Loss of existing visual aesthetic; presents terrain challenges
	OR SR 37 Split – 3 lanes on each side; no access road		X	X		Maintains visual aesthetic	Does not provide access road
	Paragon/Pine Interchange	X		X	The access points are too close together to allow interchanges at both.	Direct Access to Morgan-Monroe State Forest; fewer roads required for parcel access	More residential and forest impacts
	OR Liberty Church Interchange		X			Easy terrain; better access to farms and developing areas; maintains existing mobility patterns to west	More farm impacts

Public Information Meeting #1
Section 5

What's Next?

- Following the PIM, comments on the access alternatives will be reviewed in detail
- Alternatives will be evaluated for preliminary impacts, traffic movement efficiency and cost
- Opportunities to incorporate bicycle and pedestrian uses will be identified
- An additional Public Information Meeting will be held this fall to provide updates

Public Information Meeting #1
Section 5

Ways to Submit Your Comments



Comment Box:
Drop your comment sheet in one of the comment boxes here today.



Website:
Submit your comments to the project website:
www.i69indyevn.org



Mail:
I-69 Section 5 Project Office
One City Centre, Suite 106/108
120 W 7th Street
Bloomington, IN 47404

Public Information Meeting #1
Section 5



Project Office / Public Involvement / Outreach

- **Project Office: One City Centre, 120 W. 7th St.**

  Open: Tuesday – Thursday 9:00 am – 6:30 pm

  Friday 9:00 am – 4:30 pm

  Closed Monday

- **Services Include: Maps, Project-Related Materials; Project Updates; One-on-One Discussion.**

Public Information Meeting #1
Section 5

Thank You

All Access Alternatives included the following considerations:

- Use of existing SR 37
- Avoidance of cemeteries
- Avoidance of Superfund Sites
- Interchange Spacing and Safety Guidelines
- Minimization of floodplain impacts
- Avoidance of public parks and historic resources
- Incorporation of local land use and transportation planning

Area Type	Access Options	Alternative's Option(s)			Reason for Option(s)	Advantages	Disadvantages
		Tier 1 3C Access Plan 1	Access Plan 2	Access Plan 3			
Urban	That Road Overpass		X	X	No interchange is possible due to proximity to the southern terminus; and either road provides the same basic east-west access.	Better emergency services route	Hard stop would result at Rockport Road intersection
	OR Rockport Road Overpass	X				Better overall east/west mobility	Reduced access to developing areas on That Road
	Fullerton Pike Interchange	X		X	Both offer adequate spacing from the southern terminus; however, the access points are too close together to allow interchanges at both	Reduced lanes and interchange footprint	Requires upgrade to Fullerton Pike; west side terrain challenges
	OR Tapp Road Interchange with Collector/Divider (CD) System		X			CD System designed to ease through-traffic on main travel lanes while allowing local access	Wide interchange footprint; mainline traffic access reduced; and opportunities to enter and exit mainline are limited
	Vernal Pike Overpass		X		No interchange possible due to proximity to SR 46	Overpass may be preferable for bike/pedestrian options	Elevated bridge structure would be required
	OR Vernal Pike Underpass	X		X		Underpass would be a better match with existing terrain	Drainage design under roadway may be challenging
Urban/Rural transition area	Acuff Road Overpass		X	X	No interchange possible due to proximity to SR 46 interchange	Overpass would facilitate access to high school and allow east-west bike/pedestrian options	Overpass would result in west side terrain challenges and would encroach on the Maple Grove Rural Road Historic District
	OR Acuff Road – No Overpass	X					
	Kinser Pike Interchange		X	X	Both offer adequate spacing from the SR 46 interchange; however, the access points are too close together to allow interchanges at both.	Reduces floodplain impacts; accommodates current & future development; allows access to high school; good terrain	Potential impacts to residences and farmland
Rural	**OR** Walnut Street Interchange	X				Unofficial "Gateway to Bloomington"; maintains existing interchange access	Floodplain impacts; limits development potential southeast of Kinser Pike
	Sample Road Interchange	X			Spacing considerations between these access points; goal is to optimize access to developing "urban" cluster	Existing infrastructure in place; easy terrain	Limits additional development potential
	OR Chambers Pike Interchange			X		Fewer residential/business impacts	Challenges mobility patterns and impacts Morgan-Monroe State Forest
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	SR 37 Split – all 6 mainline lanes on west side; northbound SR 37 used as access road	X			To provide, or not provide, an access road in this area	Use of northbound SR 37 as access road	Loss of existing visual aesthetic; presents terrain challenges
	OR SR 37 Split – 3 lanes on each side; no access road		X	X		Maintains visual aesthetic	Does not provide access road
	Paragon/Pine Interchange	X		X	The access points are too close together to allow interchanges at both.	Direct Access to Morgan-Monroe State Forest; fewer roads required for parcel access	More residential and forest impacts
	OR Liberty Church Interchange		X			Easy terrain; better access to farms and developing areas; maintains existing mobility patterns to west	More farm impacts

Public Information Meeting #1

Speakers' Sign-In for Governmental Officials

I-69 Tier 2 Studies - Section 5

Liberty Christian Church, 2010 Liberty Church Road, Martinsville, IN 46151

July 20, 2005, 5:30 p.m. to 8:30 p.m.

By signing this sheet, you attended this meeting 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.

PLEASE PRINT CLEARLY

	Name	Address (including City & Zipcode)	Organization (if any)
1	STACY JANE RHOADS CITY OF BLOOMINGTON	401 N. MORTON	
32			
33			
34			
35			
36			
37			
38			
39			
40			
41			
42			
43			
44			
45			

City of MARTINSVILLE

Shannon L. Buskirk, Mayor

November 28, 2005

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

Re: Proposed I-69 Interchanges Martinsville area

Dear Mr. Miller,

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

SR 39 Interchange and Ohio Street Interchange

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

SR 252/44 Interchange and Grand Valley

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

Liberty Church Road Interchange

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

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

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

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

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

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

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

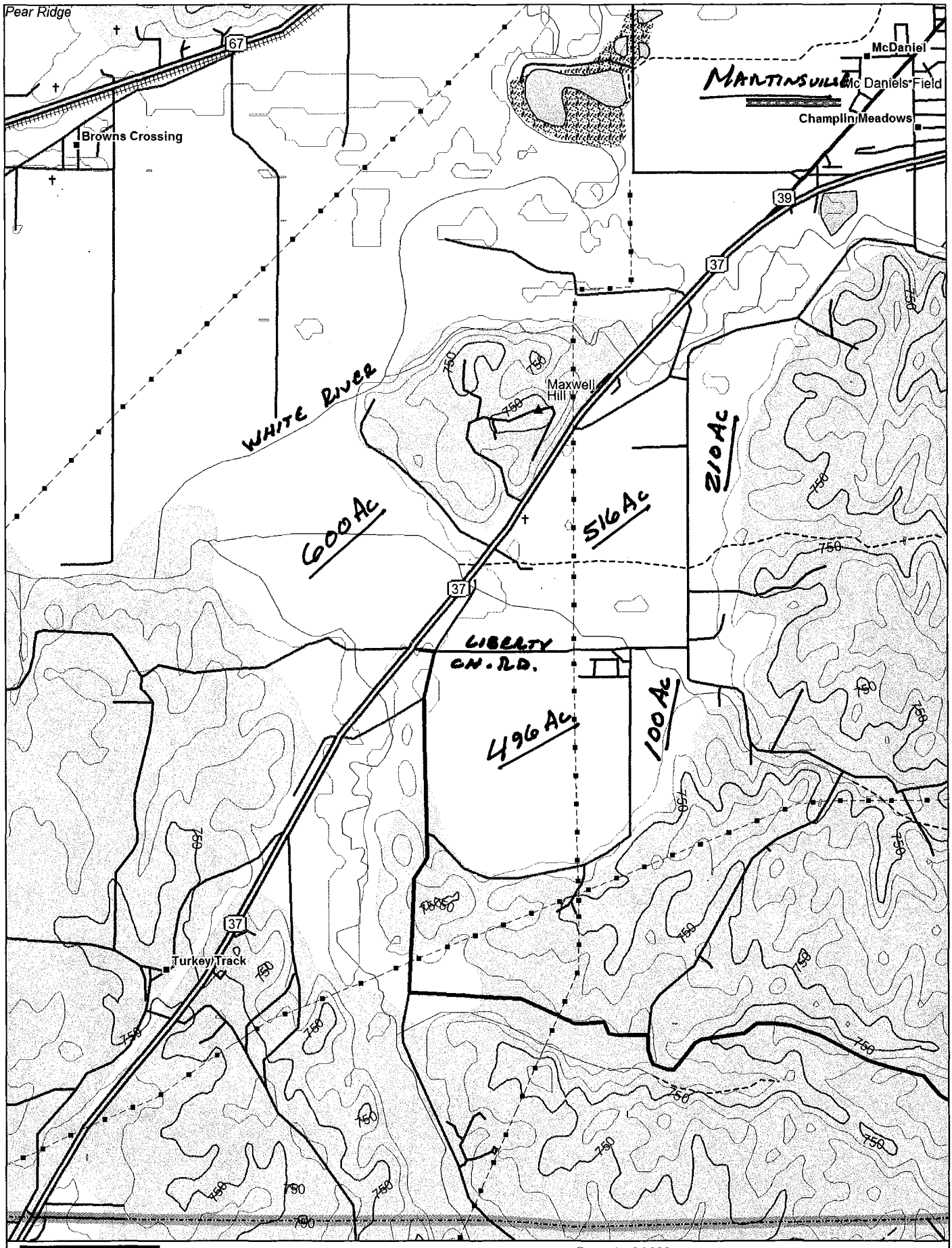
Sincerely,

Mayor Shannon Buskirk
City of Martinsville

Commissioner Norman Voyles
Morgan County

Attachment: Liberty Road Area Map

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



DeLORME

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Zoom Level: 12-5 Datum: WGS84

Scale 1 : 36,000
1" = 3000 ft

TN
MN
3.1°W

MARK KRUZAN
MAYOR

CITY OF BLOOMINGTON

OFFICE OF THE MAYOR

401 N Morton St
Post Office Box 100
Bloomington IN 47402

p 812.349.3406
f 812.349.3455
mayor@bloomington.in.gov

August 22, 2005



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

RE: Proposed I-69 Section 5 Design Alternatives

Dear Ms. Vachet:

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

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

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

General Concerns

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

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

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

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

Specific Interchange/Overpass Comments

That Road/Rockport Road

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

Fullerton Pike/Tapp Road

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

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

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

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

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

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

Final Questions and Comments

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

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

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

Thank you,

Mark Kruzan, Mayor
City of Bloomington

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

August 22, 2005

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

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

Ms. Vachet:

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

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

Sincerely,

Robert S. Cowell, Jr., AICP
Planning Director

APPENDIX CC
CAC AND PUBLIC INFORMATION MEETING SUMMARIES

TABLE CC-1: CAC AND PUBLIC

INFORMATION MEETINGS SUMMARY

CAC MEETING MINUTES

PUBLIC INFORMATION MEETINGS

July 20, 2005 Public Information Meeting

Presentation
Alternative Comparison Table
Government Official Speaker Sign In Sheet
Written PIM Comments: Martinsville/ Monroe County
Written PIM Comments: Mayor Mark Kruzen
General Sign-In Sheet
Speakers' Sign-In for General Public
Synopsis of Public Comments
Comment Survey Forms (Completed)

April 24, 2012 Public Information Meeting

Public Information Meeting #1 Sign-In

I-69 Tier 2 Studies - Section 5

Liberty Christian Church, 2010 Liberty Church Road, Martinsville, IN 46151

July 20, 2005, 5:30 p.m. to 8:30 p.m.

By signing this sheet, you attended this meeting 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.

PLEASE PRINT CLEARLY

Name	Address (including City & Zipcode)	E-mail	Organization (if any)	☑	Check to be added to:
Sharon Makely	1051 W. Burma Rd Bloom 47404	pineridge@bluemarble.net		X	Mailing List
Julia Booze	7970 Thames Dr Bloomington 47408	bdbooze@aol.com		X	Mailing List
Peggy Hunter	2600 St. Rd. 37 South Martinsville In. 46151	buggywks@reliable-net.net			Mailing List
David Zempel	2189 Burton Lane Martinsville IN 46151	pastor@mbttcm.org	Baptist Tavernacle	X	Mailing List
David Easterday	8 6515 N. Maple Grove RD Bloomington IN 47403				Mailing List
Dennis Maxwell	3940 Old State Rd 37 So Martinsville IN 46151	dmaxwell@scican.net		X	Mailing List
Olsens	602 W Burma Rd. Bloomington				Mailing List
John D Wood	Mart.				Mailing List
John Taylor	26 S Indiana Mooresville 46158				Mailing List
Parrin N. Dato	R+1 Box 106 Bloomfield				Mailing List

Public Information Meeting #1 Sign-In

I-69 Tier 2 Studies - Section 5

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Name	Address (including City & Zipcode)	E-mail	Organization (if any)	☑	Check to be added to:
RALPH TEDROW	5645 HACKER CREEK Rd MARTINSVILLE, IND 46151				Mailing List
ROSALEE Anderson	7751 THAMES DR. Blgton, IN. 47408			X	Mailing List
NORMAN Voyles	1620 CRAMERTOWN ROAD MARTINSVILLE IN 46151		@ Commissioner	X	Mailing List
KAREN EASTERDAY	6515 N MAPLE GROVE RD BLGTN 47404		MONROE CO. HIS. PRES. REVIEW BOARD		Mailing List
LARRY & CATHY SCOTT	2410 OLD 37 South Martinsville, Ind. -46151	Cathyscott@insightbb.com		✓	Mailing List
FRANK NIERZWICKI	1406 B TEMPERANCE ST. ELLETTSVILLE, IN 47429				Mailing List
WILLARD O. Polley	8032 N SHILOH RD VINCONNES, IN.				Mailing List
GARY Fishel	930 East Chambers Pike Bloomington, IN 47408			✓	Mailing List
DAVID BEST	4820 N BAWTA Rd Bargersville IN 46106				Mailing List
Gilbert Snooks	7247 N ST Rd 37 Bloomington IN 47404				Mailing List

Public Information Meeting #1 Sign-In

I-69 Tier 2 Studies - Section 5

Liberty Christian Church, 2010 Liberty Church Road, Martinsville, IN 46151

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Name	Address (including City & Zipcode)	E-mail	Organization (if any)	☑ Check to be added to:
Ralph & Lorraine Ridge	7255 N. Wayport Rd Bloomington, IN 47408	None	None	✓ Mailing List
DALE & BECKY Goodnight	4460 TURKEY TRACK Rd, MARTINSVILLE, IN, 46151	NONE	NONE	✓ Mailing List
Bill Cuttill	7435 N John Gray Rd Unionville IN 47468			✓ Mailing List
GENE + LADONNA Voyles	3755 ADAMS DR. MARTINSVILLE			Mailing List
Charles & Carolyn Beasley	2570 Old St. Rd. 37 South Martinsville In 46151			✓ Mailing List
MARGARET T. GILBRIDE	345 E. ELLIS ROAD BLOOMINGTON, IN 47401	mgilbrid@indiana.edu	None	✓ Mailing List
Kim Maxwell	~~2165 Liberty Chr~~			Mailing List
Brenda Buster				Mailing List
Charles J. Savage	7620 W. Eller Rd Bloomington, IN	buckbeech@smithville.net		✓ Mailing List
Robert & Barbara Livingston	1103 N Oolitic Blgtn IN	—		✓ Mailing List

Public Information Meeting #1 Sign-In

I-69 Tier 2 Studies - Section 5

Liberty Christian Church, 2010 Liberty Church Road, Martinsville, IN 46151

July 20, 2005, 5:30 p.m. to 8:30 p.m.

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Name	Address (including City & Zipcode)	E-mail	Organization (if any)	☑ Check to be added to:
Thomas Tarry	4560 Turkey Track RD Martinsville, 46151			✓ Mailing List
Claire King	345 E. Ellis RD	cljking@indiana.edu		Mailing List
Stan Scamen				Mailing List
Merill Maxwell				Mailing List
Richard Bales	5265 Turkey Track Rd			Mailing List
Marlene Maxwell	4810 Hunker Creek Rd			Mailing List
BRIDGETTE Z. SAVAGE	7620 W. Eller Rd Bton IN	buckbeech@smithville.net		✓ Mailing List
PAUL HUFF	610 S. MARION MARTINSVILLE			Mailing List
Richard Cathy Keith	381 W. Sample Rd. Bloom. 47404			✓ Mailing List
Kelly Craven	3486 E. Mahalasville Rd Martinsville IN			✓ Mailing List

Public Information Meeting #1 Sign-In

I-69 Tier 2 Studies - Section 5

Liberty Christian Church, 2010 Liberty Church Road, Martinsville, IN 46151

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Name	Address (including City & Zipcode)	E-mail	Organization (if any)	☑ Check to be added to:
SHARON (ELY) HAUSS	7871 WEXFORD CT. Bloomington 47408	shauss@indiana.edu		✓ Mailing List
Kathy Anderson	602 Jocelan Court, Bloomington IN 47404			✓ Mailing List
TONY CRAMER	5075 S Victor Pk Blgtn IN 47403			✓ Mailing List
DALE BENNETT	3735 Paragon Rd Martinsville			Mailing List
Charles W. Harmon	3980 St Rd 37 South			Mailing List
T. Kent UNGER	7809 Wildrose Ct.			Mailing List
Walt & Betty Maxwell	2610 Rebecca Church Rd			✓ Mailing List
Ron Pendill	7459 N. St. Rd 37, Blgtn.			✓ Mailing List
Kim Van Leeuwen	641 Holland Dr. Blgtn.			Mailing List
RICHARD THACKER	560 CAROLYNE ST, MARTINSVILLE, IN 46151			✓ Mailing List

Public Information Meeting #1 Sign-In

I-69 Tier 2 Studies - Section 5

Liberty Christian Church, 2010 Liberty Church Road, Martinsville, IN 46151

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Name	Address (including City & Zipcode)	E-mail	Organization (if any)	☑	Check to be added to:
Lee Walters	602 Jocelan Ct Bloomington IN 47404	lewalter@indiana.edu			Mailing List
Bill Bales	5315 Turkey Track Rd Martinsville 46151				Mailing List
Larry Robinson	1200 S Park Ave Bloomington 47401	lrobins@indiana.edu		✓	Mailing List
Verner Ulmet	851 E. Renard Dr. 47408	Veulmer@yahoo.com			Mailing List
Nancy Teeters	989 Emorgan St Martinsville 46151				Mailing List
Dianna Jennings	590 Central Dr. Martinsville, In.	diannart@scican.net			Mailing List
Christine Hotte	7817 S. Harmony Rd Bloomington	Silentzhear@hotmail.com		X	Mailing List
Susan Leonard	2150 Legendary Dr., Martinsville 46151	sjleonard@scican.net	Legendary Hills Homeowners Assn.		Mailing List
Nancy Sin	3151 W. 3rd St. Bloomington.				Mailing List
Kenneth Hine	4280 State Road 37 N. Martinsville				Mailing List

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

State Road 45
The City prefers utilizing the existing interchange configuration at this location, as shown in Alternative 1. This configuration would minimize the impact on adjacent businesses and would be more conducive to east-west bicycle and pedestrian movement.

State Road 48
The City prefers the use of the "single-point" interchange configuration at this location. The right-of-way footprint for this configuration is smaller than the existing footprint, and would be a more efficient solution for the expected traffic volumes at this intersection.

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

State Road 46
The existing interchange configuration at State Road 46 is appropriate.

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

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

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

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

Public Information Meeting #1 Sign-In

I-69 Tier 2 Studies - Section 5

Liberty Christian Church, 2010 Liberty Church Road, Martinsville, IN 46151

July 20, 2005, 5:30 p.m. to 8:30 p.m.

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Name	Address (including City & Zipcode)	E-mail	Organization (if any)	☑	Check to be added to:
M. Reinhold	8775 S Rockport Rd				Mailing List
Karen Spriggs	330 West Sample Rd.				Mailing List
Gary Funk	331 W. Sample	—			Mailing List
[illegible]	330 W Sample				Mailing List
Kris Smith	750 E. Chambers Pike Bloomington, IN.				Mailing List
Mr. & Mrs Kenny Nikirk	442 W. Banta Rd Indpls, IN 46217-3876				Mailing List
Marlee Ginter Jerry Peck	1950 N. meridian St. WISH Indianapolis 46202	mginter@ wishtv.com	WISH		Mailing List
Lana & Jim Burton	3505 N. Prow Rd Bloomington IN 47404	dburton@mcpl.info			Mailing List
Laura Ann Hodges	659 East Jackson St Martinsville Ind 46151				Mailing List
Bob & Sue Pittlebaugh	8535 N. Crossover Road ~~Bloomington Ind~~ 47404				Mailing List

Public Information Meeting #1 Sign-In

I-69 Tier 2 Studies - Section 5

Liberty Christian Church, 2010 Liberty Church Road, Martinsville, IN 46151

July 20, 2005, 5:30 p.m. to 8:30 p.m.

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Name	Address (including City & Zipcode)	E-mail	Organization (if any)	☑	Check to be added to:
Carolina Smits	4060 E. Bethel Rd. Bldg 47401				Mailing List
Don + Janice Spriggs	320 W. Sample Bldgtn, IN	dspriggs@indiana.edu			Mailing List
Patricia Smith	750 E. Chambers Pike Bldgtn 47401	Patsm803@aol.com			Mailing List
LISA M. STERN	180E 120N, FRENCH LICK	Lisa_Stern@Yahoo.com			Mailing List
Bill Willems	7840 N WILDROSE CT	OLDFROG-G@AOL.COM			Mailing List
Troy Gilstad	299 E. Sample Rd.				Mailing List
JEAN BAUMERT	1168 E CHAMBERS PIKE BLOOMINGTON 47408	JRJMSMOM@SBCGLOBAL.NET			Mailing List
Margarite Hodges	6810 Old St. Rd 37N Martinsville IN 46151				Mailing List
Brad Quinly	6125 south hwy. 37 Martinsville, In. 46151			✓	Mailing List
Bud Bernitt	1519 ARLINGTON RD BLOOMINGTON IN 47404	bud@bernitt Realty.com			Mailing List

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Name	Address (including City & Zipcode)	E-mail	Organization (if any)	☑ Check to be added to:
David H. Johnson & Marcia D. Johnson	2424 W Evergreen Drive Bloomington, IN 47404	kokorop@hpcisp.com	self	✓ Mailing List
Rebecca S. Hansen	1655 Cope Rd. Martinsville, In. 46151		Self	✓ Mailing List
William Means	2455 ST. Rd. 37 South MARTINSVILLE, IN 46151		self	✓ Mailing List
Tom Flatt	2035 Hawthorn Dr Martinsville, IN		S. I R	Mailing List
LARRY JUDD	225 BAILIERE DR. MARTINSVILLE IN 46151		SELF	Mailing List
LYNN & CHERYL MANLEY	1673 HINSON MARTINSVILLE, IN. 46151			Mailing List
Eric Santiago	2540 Legendary Drive Martinsville In 461511		Sel R	Mailing List
SCOTT & KAREN STINE	3375 WAGON TRACK ROAD MARTINSVILLE IN 46151	—	—	✓ Mailing List
Delmer & Melva Brown	1240 Pumpkinvine Hill Martinsville IN-46151	—	Self	Mailing List
CHERYL & WAYNE BOGER	2480 ~~US~~ ST RD 37 SOUTH MARTINSVILLE IN 46151	—	SELF	Mailing List

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Name	Address (including City & Zipcode)	E-mail	Organization (if any)	☑ Check to be added to:
Brenda Means	2455 St. Rd. 37 S Mart.			✓ Mailing List
George OSTHEIMER	5235 Paragon Rd Mtsv			Mailing List
Ray Stidd	1999 Packinghouse Rd., Bloomington	Raystidd@Hotmail.com		Mailing List ✓
Rick Ogden	4590 Turkey Track RD	Rogden1960@aol.com		Mailing List —
RHOADS, STACY JAMES	CITY OF BLOOMINGTON COUNCIL OFFICE	rhoades@bloomington.in.gov		Mailing List
Richard L Tapp	710 E GRAY ST. MART.			Mailing List
Joe Mich	390 E Washington St Martinsville			Mailing List
Marjorie Cornell	4725 St. 37 South	—	Home Owner	Mailing List
[illegible]	661 W. Fairway Ln. Blm 47403		" "	✓ Mailing List
LARRY PHELPS	8117 N. COLLIER CEMETERY RD.			Mailing List

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Name	Address (including City & Zipcode)	E-mail	Organization (if any)	☑	Check to be added to:
Sharon McKeen	5716 N. Maple Grove Rd. Bloomington, IN 47404	Sharon.mckeen@gmail.com	Monroe Co. Historic Preservation Board		Mailing List
Ryan Wallingford	1825 Lynn Dr Martinsville IN 46151	ryanwallingford@hotmail.com	Liberty Christian Church		Mailing List
Lisa Tennies	1661 E Bryants Creek Rd. Martinsville, IN 46151				Mailing List
Bill Herring	2433 Foxcliff N Martinsville, IN 46151		Morgan County Park and Recreation Board		Mailing List
Ron Eller	7469 N. St. Rd. 37 Bloyt, IN 47404			✓	Mailing List
Lee Ridge	7241 NO SR 37 Bloy, 47404				Mailing List
Joanne Raetz Stuttgen	759 E. Washington St. Martinsville, IN 46151		Morgan County Historic Preservation Society & Traditional Arts Indiana		Mailing List
Jonal Allison	2200 LEGENDARY DR MARTINSVILLE, 46151				Mailing List
Martha Crouch	824 W. 8th St. Bloomington, IN 47404				Mailing List
					Mailing List

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Name	Address (including City & Zipcode)	E-mail	Organization (if any)	☑ Check to be added to:
Gabe Rivera	none Bloomington, IN 47401	gabe121213@yahoo.com	G.R.A.C.E.	☐ Mailing List
Becky Wagoner & Jonathan Ann & John Jackson	2110 Foxcliff N. Martinsville, IN 46157			☑ Mailing List
	4950 Old SR 37 S. Martinsville 46151	jackson4@scican.net		☐ Mailing List
LAWRENCE STRADER	MARTINSVILLE 1815 LIBERTY Church RD			☐ Mailing List
Jason Maxwell	3609 Old State Rd 37 S Martinsville			☐ Mailing List
ARLEN PACKARD	401 WEST BURMA RD BLOOMINGTON IN 47404	arlenpackard@gmail.com		☐ Mailing List
Rary Conrad	78175 Harmon Blvd			☐ Mailing List
Chris Maxwell	4595 Liberty Loop Martinsville IN	cmax5L@prodigy.net		☐ Mailing List
BRUCE HUDSON	Bloomington			☐ Mailing List
Polly Spiegel	4410 N. Penn			☐ Mailing List

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Name	Address (including City & Zipcode)	E-mail	Organization (if any)	☑	Check to be added to:
Nick Kenney	State of Indiana	nkeener@heoweb.org	HxExCx	✓	Mailing List
Edith Sarra	1816 Concord Rd Gosport, IN 47433	esarra@indiana.edu	CARR	✓	Mailing List
Charlene Hall	1069 E Morgan Martinsville IN 46151	chall@mcmh.net	Morgan Hospital	✓	Mailing List
LISA DAVIS	3690 JORDAN RD MARTINSVILLE IN 46151	encore74@hotmail		✓	Mailing List SECTION 6
Nancy Krueger	7345 S. Burch Rd Blmgth 47403				Mailing List
Sam Cline					Mailing List
Wendi Hale	2731 Trailridge Court				Mailing List
Melvin Maxwell	2840 St Rd 37 S. Martinsville 46151				Mailing List
Chuck Smith	3305 Jordan Rd. Martinsville In 46151		The Idle Zone Inc.		Mailing List
Robert Kenney	2170 DEER LAKE DR MARTINSVILLE				Mailing List

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Name	Address (including City & Zipcode)	E-mail	Organization (if any)	☑	Check to be added to:
Sue & Gary Lester	509 W. Morgan, Martinsville	gmlester@SBCglobal.net	City Councilman		Mailing List
Donna Kim Heidenreich					Mailing List
Sue + Wallace Stewart	2750 CRABAPPLE CIRCLE BLOOMINGTON, IN	—	—		Mailing List
Brad Miller		bradm922@hotmail.com			Mailing List
Brett Ruether	104 Hwy 79 St. Peters, MO				Mailing List
Buddy Lee	4924 Kitley Ave Indpls, IN				Mailing List
JAMES M. TEETERS	3650 TEETERS RD. MART. IN. 46151				Mailing List Sect. # 6
RICHARD A FIELDS	3727 S. CONSERVATION CLUB RD MORGANTOWN, IN 46160			✓	Mailing List
STEVE VAIL	1634 BURTON LANE MARTINSVILLE IN 46151		WCBK RADIO		Mailing List
RANDY REIGEL	3690 Liberty Loop R. D. 46151				Mailing List

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Name	Address (including City & Zipcode)	E-mail	Organization (if any)	☑	Check to be added to:
Joyce Williams	1314 N. Logan Rd. Bloomington IN 47404	williajo@bloomington.in.gov	City of Bloomington	✓	Mailing List
Phil Fuehs	3350 Tucker Rd Martinsville IL 46151				Mailing List
SUSAN GAIL TALA	8920 Southshore Unionville IN 47468				Mailing List
TIM LINGVAI	7820 N. THAMES BLOOMINGTON, IN				Mailing List
Clarence Dillon	7781 West Kirksville Road Bloomington In. 47403-9534	cdoer@bluemarble.net			Mailing List
					Mailing List
					Mailing List
					Mailing List
					Mailing List
					Mailing List

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Name	Address (including City & Zipcode)	E-mail	Organization (if any)	☑	Check to be added to:
GEORGE WELLS	4175 LIBERTY Hp Rd. MART. IN 46151	ARTESIAN G WELLS @ [illegible]		✓	Mailing List
Gerry Stieglitz	572 Deneal Ridge Bloyt 47441				Mailing List
Jack + Evelyn Craig	4485 Turkey Track Rd Martinsville	jcraig4133@sbcglobal.com		✓	Mailing List
Sheena Coffee	[illegible]				Mailing List
Vanessa Scott	5440 Turkey Track Rd Martinsville, IN 46151	vscott@citizens-banking.com		✓	Mailing List
Alan K. Smith	9647 E 96th Indpls. IN. 46256-9323			✓	Mailing List
LARRY ELSNER	1915 DYNASTY RIDGE MARTINSVILLE, IN 46151			✓	Mailing List
Kevin Coryell	490 S. Lincoln Mart IN 46151				Mailing List
Beth & Stan Mattila	2185 Deer Lake Drive Martinsville, IN 46151				Mailing List
Wm E. + Linda L. Reynolds	210 Crestwood Dr. Martinsville In.			✓	Mailing List

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Name	Address (including City & Zipcode)	E-mail	Organization (if any)	☑	Check to be added to:
Louise Harris	5405 Turkey Track				Mailing List
Matthew Hankins	280 Whispering Pine Dr.				Mailing List
Tom Johnston	2404 Foxcliff N Mart 46151				Mailing List
					Mailing List
					Mailing List
					Mailing List
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Name	Address (including City & Zipcode)	E-mail	Organization (if any)	☑	Check to be added to:
Dale Maxwell	Martinsville In 3515 Old St Rd 37 S.				Mailing List
Bill & Jeannette Brown	8150 ST. RD. 37, N Blgtn. In 47404	BROWN70554@CS.COM			Mailing List
Thomas Tokarski	8485 W. Evans Rd. Bloomington 47403				Mailing List
Joyce Strader	1815 Liberty Church Rd Martinsville IN 46151				Mailing List
[illegible]	112 S College Bloomington IN	countus@169tour.org	COUNT US!	✓	Mailing List
Teresa Colley	501 W. Green Bloomington Ind				Mailing List
Richard Martin	PO Box 1297 Blgtn 47402				Mailing List
Christine C Maxwell	987 Plaza Drive 46151				Mailing List
Marjorie Salmon	4080 State Rd 37 S. 46151			✓	Mailing List
KATHI GUFFY	437 PAinted Hills MARTINSVILLE IN 46151				Mailing List

11

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Name	Address (including City & Zipcode)	E-mail	Organization (if any)	☑ Check to be added to:
John E Jackson	4950 Old St Rd 37 South Martinsville 46151	jackson4@silcon.net		Mailing List
Tony D. Collins	2990 Centennial Rd. Martinsville, IN 4615	tonycollinsone@hotmail.com		Mailing List
Charlene Lowder	1925 Lemuel Rd	Charlene Parks Lowder		Mailing List
Dale Deake	1195 ROBB HILL RD MART 46154		MORGAN CO HISTORY & GENEALOGY ASSN.	Mailing List
Kathleen Wissing	3540 Fullerton Pike, Bloomington 47403	ktwissing@bluemable.net	Also - Community Foundation of Bloomington, MC	Mailing List
Kurt Van der Dussen	Herald-Times	kvd@heraldt.com	H-T	Mailing List
David Gray	60 Duo Dr. Martinsville			Mailing List
Peter Stuttgen	Reporter-Times			Mailing List
Eugene Packer	385 Turkey Trk	—	—	— Mailing List
David & Brenda Ellis	2420 So 37 Martinsville 2525 Legendary Dr IN	brendasellis@Yahoo.Com		Mailing List

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Name	Address (including City & Zipcode)	E-mail	Organization (if any)	☑	Check to be added to:
Michael Fewell	1676 Plantation Dr Martinsville, IN 46151				Mailing List
Pamela Hanratty	3331 Indian Creek Dr, Bloomington, IN 47403			X	Mailing List
Mary Jo + Doug Smock	7023 Dubonnet Ct Indp, IN 46278				Mailing List
Norita A. Dodds					Mailing List
JERRY HILLENBURG	8365 WOODLAWN DR MART.				Mailing List
Lorraine Hall	189 Shady Lane Martinsville				Mailing List
					Mailing List
					Mailing List
					Mailing List
					Mailing List

7

Public Information Meeting #1

Speakers' Sign-In for the General Public

I-69 Tier 2 Studies - Section 5

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	Name	Address (including City & Zipcode)	Organization (if any)
1	Meri Reinhold	8755 Rockport Rd 47403	
2	Bud Bennett	1819 Arlington Rd Bloomington	
3	Gabe Rivera	gabe12123@yahoo.com	Editor G.Q.H.C.E.
4	Thomas Tokarski	8485 W. Evans Rd. Bloom.	CARR
5	Bridgette Z Savage	7620 W. Eller Rd B'ton	
6	Bill Herring	2933 Foxcliffe N. Martinsville, IN 46151	
7	John Smith	112 S College Bloomington IN 47404	COUNT US!
8	HAROLD TAYLOR	661 W FAIRWAYS LN BLM 47403	Homeowner
9	DALE DRAKE	1195 ROBB HILL RD MARTINSVILLE IN 46151	MORGAN CO HISTORY & GENEAL. ASSN.
10	Joanne Stuttgen	159 E. Washington St Martinsville also Traditional Arts Indiana	Morgan County Historic Preservation Societ
11	Martha Crouch	824 W. 8th St, Bton, 47404	
12	SUKA TALA	8920 Southshore 47468	
13	PAM HANRATTY	3331 Indian Creek Dr 47403	
14	NICK KEENER	ALLEN, INDIANA	HEC
15			

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Speakers' Sign-In for the General Public

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PLEASE PRINT CLEARLY

	Name	Address (including City & Zipcode)	Organization (if any)
31	Randy Reisel (Didn't get to speak - late)	3690 Liberty Loop Rd.	
32			
33			
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	Name	Address (including City & Zipcode)	Organization (if any)
91	~~Pastor David Jeapel~~	~~2189 Barton Lane Martinsville IN~~	~~Baptist Tabernacle~~
92	~~Gilbert~~		
93	Wm Boyd	Indpls	
94	Warren Waymire	2116 Foxcliff N Martinsville	
95	Lisa Tennies	1661 E Bryants Creek Martinsville, IN 46151	
96	Verner Ulmet	851 E Reynard Dr Bloomington IN 47408	None
97	Edith Sarra	1816 Concord Rd Gosport, IN 47433	
98	Danielle Urschel	785 E. Sample Rd Bloomington, IN 47408	
99	BRIAN GARVEY	7345 S. BURCH RD. BLMTN. IN 47405	
100			
101			
102			
103			
104			
105			

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PLEASE PRINT CLEARLY

	Name	Address (including City & Zipcode)	Organization (if any)
106	J. M. TEETERS	DID NOT SPEAK	
107			
108			
109			
110			
111			
112			
113			
114			
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121			

Synopsis of Public Comments
(Including Bloomington Bike Club & City of Bloomington)
8/31/05

Option	Total Prefer	Comments
That Road Overpass	5	preferred for bikes
That Road Close	4	
Rockport Overpass	8	Better east-west route; better quality existing roads
Rockport Close	1	
Fullerton Interchange	5	
Fullerton Overpass	3	Access to Hospital; better spacing from 2nd St.; Preferred for Bikes
Tapp Interchange	5	Provides good spacing from 37 Interchange (2); preferred over Fullerton for Bikes
Tapp Overpass	4	CD considered not as safe as other alts.
CD	1	Preferred as part of entire Alt. 2
Vernal Pike Overpass	1	
Vernal Pike Underpass	5	Best for terrain; preferred for Bikes
Acuff Road Overpass	4	Preferred for Bikes
Acuff Road Closed	4	Prevent impacts to MGRRHD
Kinser Pike Interchange	3	Access to TIF; Provide Bike access if interchange
Kinser Pike Overpass	7	Better access plan for BHSN; good for Bikes
Walnut Street Interchange	7	Bloomington Gateway (2)
Walnut Street Overpass	1	
Sample Road Interchange	6	Level terrain (2), business access (2), avoids need to use Bottom Road to go south (Bottom floods frequently)
Sample Road Overpass	1	
Chambers Interchange	2	
Chambers Overpass	4	
Sample & Chambers interchanges	7	Best access plan for businesses, residences & future development (4)
SR 37 Split – six lanes west	3	Avoids impacts to west caused by access road at Cooksey;
SR 37 Split – three lanes each	5	Maintains natural beauty
Paragon Interchange	3	Better for overall traffic than Liberty Church;
Paragon Overpass	4	
Liberty Church Interchange	6	Less impact to forest; better terrain; better for future development
Liberty Church Overpass	2	
Others:	1	Close off Paragon
	1	Close off Fullerton
	1	Interchange at Vernal (with CD – Alt 2)
	1	Close off Kinser (use Walnut)
	2	Push frontage road shown in Alt 3 (between Norm Anderson & Crossover) further west to prevent impacts to current and future development
	1	Provide multi-use paths along entire length of corridor
	1	Maintain bridges over abandoned railways for Bikes

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
One City Centre, Suite 106/108
120 W 7th Street
Bloomington, IN 47404

Please call or come visit us at the project office!

Our phone number is 812-355-1390

Our email is Section5@i69indyevn.org

Our office hours are
Tuesday, Wednesday, and Thursday
9:00 a.m. until 6:30 p.m.

Friday
9:00 a.m. until 4:30 p.m.

(Closed on Mondays)

Fold along this line, tape closed, and mail with proper postage.

Place Stamp Here

I-69 Tier 2 Section 5 Project Office
One City Centre, Suite 106/108
120 W. 7th Street
Bloomington, IN 47404

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

Comment Survey Form

Event: Section 5 Public Information Meeting #1 **Date:** July 20, 2005

The Indiana Department of Transportation requests your opinions, ideas, and comments so they can be given full consideration during the Tier 2 Studies on the extension of I-69 from Evansville to Indianapolis. Please return this form to a representative of the project team prior to leaving the event or mail the form to the address on the back of this booklet.

All comments are welcome! We appreciate your participation!

Name: Ann Jackson

Address: 4950 Old SR 37 South
Martinsville, IN 46151

1. How did you hear about tonight's meeting?

Post card; Newspaper

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?

Why do we need to spend billions of $ on a new highway when we can't maintain the ones we have? Eliminating 10-15 minut

Please also take a look at the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Indy to Evansville is silly. You are costing Morgan Co. Pop. to $ 10-15 min. everyday to

Area Type	Major Road Name	Tier 1 3C Access Plan 1	Access Plan 2 (CD Facility)	Access Plan 3	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access TBD = To Be Determined				
Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I		
	That Road	X	O	O		
	Rockport Road	O	X	X		
	Fullerton Pike	I	O	I		
	Tapp Road	O	I	O		
	SR 45/2nd Street	I	I	I		
	SR 48/3rd Street	I	I	I		
	Vernal Pike	U	O	U		
	SR 46 Interchange	I	I	I		
Rural/Urban transition area	Arlington Road	O	O	O		**Please provide any additional comments on Section 5 below:**
	Acuff Road	X	O	O		
	Kinser Pike	O	I	I		
Rural	N. Walnut Street	I	X	O		
	Sample Road	I	I	O		
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West		
	Chambers Pike	O	I	I		
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side		
	Paragon/Pine	I	O	I	O	
	Liberty Church	O	I	O	O	
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD		

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
One City Centre, Suite 106/108
120 W 7th Street
Bloomington, IN 47404

Please call or come visit us at the project office!

Our phone number is 812-355-1390

Our email is Section5@i69indyevn.org

Our office hours are
Tuesday, Wednesday, and Thursday
9:00 a.m. until 6:30 p.m.

Friday
9:00 a.m. until 4:30 p.m.

(Closed on Mondays)

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One City Centre, Suite 106/108
120 W. 7th Street
Bloomington, IN 47404

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

Comment Survey Form

Event: Section 5 Public Information Meeting #1 **Date:** July 20, 2005

The Indiana Department of Transportation requests your opinions, ideas, and comments so they can be given full consideration during the Tier 2 Studies on the extension of I-69 from Evansville to Indianapolis. Please return this form to a representative of the project team prior to leaving the event or mail the form to the address on the back of this booklet.

All comments are welcome! We appreciate your participation!

Name: BRIDGETTE Z. SAVAGE

Address: 7620 W. ELLER RD

BLOOMINGTON, IN 47403

1. How did you hear about tonight's meeting? Although I have put my name on INDOT's mailing list, I DID NOT get notice from INDOT! H-T newspaper, C.A.R.R. & Count Us emails DID inform me.

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

nice maps. Use them for something good, not evil.

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?

we can't afford this highway

Please also take a look at the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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		I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access TBD = To Be Determined				
Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I		Do a use & accident assessment that includes accidents that happen in the areas around the intersections. Use our State & Federal transportation monies to upgrade our existing roads with turn and passing lanes, and over and under-passes. Since when does transportation mean only highways? Look at how Chicago & the New York City areas use light rail to link small towns to urbcen and rural areas. I know of OTHER "Super highways"; The idea that I-69 will be safer than improved local roads is cruelly FALSE.
	That Road	X	O	O		
	Rockport Road	O	X	X		
	Fullerton Pike	I	O	I		
	Tapp Road	O	I	O		
	SR 45/2nd Street	I	I	I		
	SR 48/3rd Street	I	I	I		
	Vernal Pike	U	O	U		
	SR 46 Interchange	I	I	I	Based on what	
Rural/Urban transition area	Arlington Road	O	O	O		
	Acuff Road	X	O	O		
	Kinser Pike	O	I	I		
Rural	N. Walnut Street	I	X	O		
	Sample Road	I	I	O		
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West		
	Chambers Pike	O	I	I		
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side		
	Paragon/Pine	I	O	I		
	Liberty Church	O	I	O		
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD		

Please provide any additional comments on Section 5 below:

There are a lot more interchanges than originally planned. Where will the money come from? Are these expenses figured into the cost-benefit analysis?

Yes, there will be development - but what types of jobs will actually be associated with this development?

This section is supposed to "justify" running a new terrian route through Southern Indiana, and yet urban sprawl seems to be the best we can expect from this project.

Ways to Submit Your Comments

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Website:
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All comments are welcome! We appreciate your participation!

Name: CLAIRE KING

Address: 345 E ELLIS RD
BLOOMINGTON IN 47401

1. How did you hear about tonight's meeting?

postcard

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

Who is paying the overtime for the excessive law enforcement presence?

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?

I agree that the NAFTA "connection" to this "local" dilemma should be carefully considered.

Please also take a look at the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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		I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access TBD = To Be Determined				
Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I		Could someone come to our home to evaluate our options for resale with each Access Plan scenario?
	That Road	X	O	O		
	Rockport Road	O	X	X		
	Fullerton Pike	I	O	I		
	Tapp Road	O	I	O		
	SR 45/2nd Street	I	I	I		
	SR 48/3rd Street	I	I	I		
	Vernal Pike	U	O	U		
	SR 46 Interchange	I	I	I		
Rural/Urban transition area	Arlington Road	O	O	O		
	Acuff Road	X	O	O		
	Kinser Pike	O	I	I		
Rural	N. Walnut Street	I	X	O		
	Sample Road	I	I	O		
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West		
	Chambers Pike	O	I	I		
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side		
	Paragon/Pine	I	O	I		
	Liberty Church	O	I	O		
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD		

Please provide any additional comments on Section 5 below:

Access Plan 2 seems to allow the best access for us on Ellis Rd, right next to Hoosier Energy, so that is preferable to us.

Thank you.

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
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Friday
9:00 a.m. until 4:30 p.m.

(Closed on Mondays)

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Leonard
2150 Legendary Dr.
Martinsville, IN 46151

INDIANAPOLIS IN 462
PM
12 AUG
2005

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One City Centre, Suite 106/108
120 W. 7th Street
Bloomington, IN 47404

47404+3834

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

Comment Survey Form

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All comments are welcome! We appreciate your participation!

Name: Steve / Susan Leonard

Address: 2150 Legendary Drive
Martinsville, IN 46151

1. How did you hear about tonight's meeting?

Postcard from INDOT

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

No - this one was well done.

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?

Please also take a look at the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Tier 1 3C Access Plan 1	Access Plan 2 (CD Facility)	Access Plan 3	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access TBD = To Be Determined				
Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I		
	That Road	X	O	O		
	Rockport Road	O	X	X		
	Fullerton Pike	I	O	I		
	Tapp Road	O	I	O		
	SR 45/2nd Street	I	I	I		
	SR 48/3rd Street	I	I	I		
	Vernal Pike	U	O	U		
	SR 46 Interchange	I	I	I		
Rural/Urban transition area	Arlington Road	O	O	O		
	Acuff Road	X	O	O		
	Kinser Pike	O	I	I		
Rural	N. Walnut Street	I	X	O		
	Sample Road	I	I	O		
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West		
	Chambers Pike	O	I	I		
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side		
	Paragon/Pine	I	O	I	X	Too much driving around to get to it — and too much cost to construct because of the hills!
	Liberty Church	O	I	O	I	We live in Legendary Hills, and don't see the logic of any interchange south of Martinsville except this one. An access at Paragon Rd. would double our drive time to Bloomington. This interchange is on "flat" ground + would cost less than anything south of it.
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD	I	Since this is not in the tier you presented to us, we really can't comment — except to say that there should be an interchange at 37/39.

Please provide any additional comments on Section 5 below:

Ways to Submit Your Comments

Comment Box:
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Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
One City Centre, Suite 106/108
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Bloomington, IN 47404

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Friday
9:00 a.m. until 4:30 p.m.

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[redacted]

INDIANAPOLIS IN 462 PM 22 JUL 2005

2¢ USA

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Bloomington, IN 47404

47404+3834

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

Comment Survey Form

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All comments are welcome! We appreciate your participation!

Name: Doug + Mary Jo Smock

Address: 7023 Dubonnet Ct.
Indpls, IN 46203

1. How did you hear about tonight's meeting?

Post card

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

Better parking

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?

We own the 20 acres at the NW corner of Turkey Track & Cooksey Rds. and we are planning to build a bed & breakfast on this property within the next few years. Alternatives 2 & 3 modify Turkey Track Rd. so that it will be going through

Please also take a look at the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Cont. under "Comments"

Area Type	Major Road Name	Tier 1 3C Access Plan 1	Access Plan 2 (CD Facility)	Access Plan 3	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access TBD = To Be Determined				
Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I		see bkd + breakfast. Only alternative 1, with the frontage road east of 37/69, will preserve our lot and future business.
	That Road	X	O	O		
	Rockport Road	O	X	X		
	Fullerton Pike	I	O	I		
	Tapp Road	O	I	O		
	SR 45/2nd Street	I	I	I		
	SR 48/3rd Street	I	I	I		
	Vernal Pike	U	O	U		
	SR 46 Interchange	I	I	I		
Rural/Urban transition area	Arlington Road	O	O	O		Please provide any additional comments on Section 5 below:
	Acuff Road	X	O	O		
	Kinser Pike	O	I	I		
Rural	N. Walnut Street	I	X	O		
	Sample Road	I	I	O		
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West		
	Chambers Pike	O	I	I		
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side		
	Paragon/Pine	I	O	I		
	Liberty Church	O	I	O		
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD		

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Mail:
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Bloomington, IN 47404

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9:00 a.m. until 6:30 p.m.

Friday
9:00 a.m. until 4:30 p.m.

(Closed on Mondays)

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GEORGE R. PURTLEBAUGH
LILLIAN S. PURTLEBAUGH
8535 NORTH CROSSOVER RD.
BLOOMINGTON, IN 47404

BLOOMINGTON, IN 474 PM 25 JUL 2005

ALWAYS BE CODE

I-69 Tier 2 Section 5 Project Office
One City Centre, Suite 106/108
120 W. 7th Street
Bloomington, IN 47404

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

Comment Survey Form

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All comments are welcome! We appreciate your participation!

Name: George R. PURTLEBAUGH

Address: 8535 N. CROSSOVER RD.
Bloomington, IN. 47404

1. How did you hear about tonight's meeting?

POST CARD

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

MEETING AND FORMAT WERE FINE. NO PROBLEM WITH IT AT ALL.

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?

WE LIVE ON THE WESTSIDE OF HiWAY 37 where CROSSOVER AND NORM ANDERSON RD. COME TOGEATHER AND OUR MAIN CONCERN IS HOW CLOSE IS THE ROAD COMING TO OUR HOUSE OR WILL IT TAKE IT, ALT, 1 OR ALT. 2 WOULD BE OUR CHOICE BUT IF IT IS GOING TO BE AS CLOSE AS IT LOOKS LIKE IT COULD BE, WE WOULDN'T WANT THE I-69, BECAUSE AS YOU CAN SEE, THE NOISE AND TRAFFIC WOULD DRIVE US CRAZY. THANK YOU FOR ANY INFO THAT YOU CAN GIVE US.

George R. Purtlebaugh

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		I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access TBD = To Be Determined				
Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I		
	That Road	X	O	O	O	
	Rockport Road	O	X	X	O	
	Fullerton Pike	I	O	I	I	
	Tapp Road	O	I	O	O	
	SR 45/2nd Street	I	I	I	I	
	SR 48/3rd Street	I	I	I	I	
	Vernal Pike	U	O	U	U	
	SR 46 Interchange	I	I	I	I	
Rural/Urban transition area	Arlington Road	O	O	O	O	
	Acuff Road	X	O	O	O	
	Kinser Pike	O	I	I	O	
Rural	N. Walnut Street	I	X	O		
	Sample Road	I	I	O	I	
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West	WEST	
	Chambers Pike	O	I	I	I OR O	
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side	ALL LANES ON WEST SIDE	
	Paragon/Pine	I	O	I	O	
	Liberty Church	O	I	O	O	
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD		

Please provide any additional comments on Section 5 below:

AS WE ARE IN OUR LATE 60'S AND THE I-69 WON'T BENIFIT US ONE WAY OR THE OTHER, WE ARE NOT AGAINST IT, BUT WE ARE LOOKING AT IT AS HOW IT WILL CHANGE OUR LIVES, IF THEY ARE NOT GOING TO TAKE OUR HOUSE, WE CAN REMODEL OUR HOUSE, IF THEY ARE GOING TO TAKE IT, WE WOULD LIKE TO MAKE PLANS FOR THAT. I THINK THERE IS QUITE A FEW PEOPLE THAT WOULD LIKE TO KNOW TOO, THANKS FOR YOUR TIME.
ALSO AS CLOSE AS IT APPEARS IT COULD COME TO OUR HOUSE THE NOISE WOULD BE UNBEARABLE FOR US.

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
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Mail:
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Friday
9:00 a.m. until 4:30 p.m.

(Closed on Mondays)

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USA

Mr. Julio Alonso
PO Box 2442
Bloomington IN 47402-2442



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One City Centre, Suite 106/108
120 W. 7th Street
Bloomington, IN 47404

47404-2442

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

Comment Survey Form

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All comments are welcome! We appreciate your participation!

Name: Julio Alonso

Address: 1865 W. That Rd.
Bloomington IN 47403

1. How did you hear about tonight's meeting?

Did not attend - picked up information afterwards.

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?

Please also take a look at the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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		I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access TBD = To Be Determined				
Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I		
	That Road	X	O	O		
	Rockport Road	O	X	X		
	Fullerton Pike	I	O	I		
	Tapp Road	O	I	O		
	SR 45/2nd Street	I	I	I		
	SR 48/3rd Street	I	I	I		
	Vernal Pike	U	O	U		
	SR 46 Interchange	I	I	I		
Rural/Urban transition area	Arlington Road	O	O	O		
	Acuff Road	X	O	O		
	Kinser Pike	O	I	I		
Rural	N. Walnut Street	I	X	O		
	Sample Road	I	I	O		
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West		
	Chambers Pike	O	I	I		
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side		
	Paragon/Pine	I	O	I		
	Liberty Church	O	I	O		
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD		

Please provide any additional comments on Section 5 below:

This project is an enormous waste of money that will negatively impact both local transportation options and quality of life – in general and for me personally.

Please do not build it and instead devote resources to improving local transportation networks instead of placing additional infrastructure burdens on local governments. Thank you. John Adams

Ways to Submit Your Comments

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Website:
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Mail:
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Bloomington, IN 47404

INTERSTATE 69

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Friday
9:00 a.m. until 4:30 p.m.

(Closed on Mondays)

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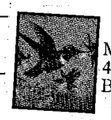
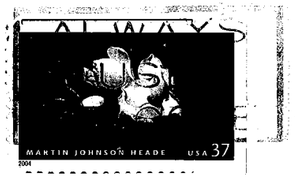


Mr & Mrs Guy Hubbard
4245 N Stuart Rd
Bloomington IN 47404

BLOOMINGTON IN 474
PM
26 JUL
2005



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One City Centre, Suite 106/108
120 W. 7th Street
Bloomington, IN 47404

47404+3834

INTERSTATE 69

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

Comment Survey Form

Event: Section 5 Public Information Meeting #1 **Date:** July 20, 2005

The Indiana Department of Transportation requests your opinions, ideas, and comments so they can be given full consideration during the Tier 2 Studies on the extension of I-69 from Evansville to Indianapolis. Please return this form to a representative of the project team prior to leaving the event or mail the form to the address on the back of this booklet.

All comments are welcome! We appreciate your participation!

Name: JENNIFER M. HUBBARD

Address: 4245 N. STUART ROAD
BLOOMINGTON, IN 47404

1. How did you hear about tonight's meeting?

Letter & postcard

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

This meeting was very informative. Being kept up to date is appreciated.

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?

Please also take a look at the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Tier 1 3C Access Plan 1	Access Plan 2 (CD Facility)	Access Plan 3	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access TBD = To Be Determined				
Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I		Rockport Rd is not as important as adjacent crossings. Tapp Rd. is rapidly becoming a southern by-pass for the city on the east side – a continuation of 46 by-pass via college mall & Winslow roads. So an interchange here is most appropriate. Acuff Rd is better closed off. An overpass would have also to bridge the creek and would spoil the canyon area. N. Walnut, Better to remain close to the present exit than built an extensive new interchange at Kinser.
	That Road	X	O	O	O	
	Rockport Road	O	X	X	X	
	Fullerton Pike	I	O	I	O	
	Tapp Road	O	I	O	I	
	SR 45/2nd Street	I	I	I		
	SR 48/3rd Street	I	I	I		
	Vernal Pike	U	O	U		
	SR 46 Interchange	I	I	I		
Rural/Urban transition area	Arlington Road	O	O	O		Please provide any additional comments on Section 5 below:
	Acuff Road	X	O	O	X	
	Kinser Pike	O	I	I	O	
Rural	N. Walnut Street	I	X	O	I	
	Sample Road	I	I	O		
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West		
	Chambers Pike	O	I	I		
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side		
	Paragon/Pine	I	O	I		
	Liberty Church	O	I	O		
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD		

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
One City Centre, Suite 106/108
120 W 7th Street
Bloomington, IN 47404

Please call or come visit us at the project office!

Our phone number is 812-355-1390

Our email is Section5@i69indyevn.org

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9:00 a.m. until 6:30 p.m.

Friday
9:00 a.m. until 4:30 p.m.

(Closed on Mondays)

Fold along this line, tape closed, and mail with proper postage.

Place Stamp Here

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

Comment Survey Form

Event: Section 5 Public Information Meeting #1 **Date:** July 20, 2005

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All comments are welcome! We appreciate your participation!

Name: Kathi Guffy

Address: 437 Painted Hills
Martinsville IN 46151

1. How did you hear about tonight's meeting?

Flyer in my mail box

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?

Yes!! - IF 69 has to be built, Go I-70 to 41 INSTEAD of the most expensive way & most ecologically DAMAGING.

Please also take a look at the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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		I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access TBD = To Be Determined				
Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I		
	That Road	X	O	O		
	Rockport Road	O	X	X		
	Fullerton Pike	I	O	I		
	Tapp Road	O	I	O		
	SR 45/2nd Street	I	I	I		
	SR 48/3rd Street	I	I	I		
	Vernal Pike	U	O	U		
	SR 46 Interchange	I	I	I		
Rural/Urban transition area	Arlington Road	O	O	O		Please provide any additional comments on Section 5 below:
	Acuff Road	X	O	O		
	Kinser Pike	O	I	I		
Rural	N. Walnut Street	I	X	O		
	Sample Road	I	I	O		
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West		
	Chambers Pike	O	I	I		
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side		
	Paragon/Pine	I	O	I		
	Liberty Church	O	I	O		
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD		

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Submit your comments to the project website:
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Mail:
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Our email is Section5@i69indyevn.org

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9:00 a.m. until 4:30 p.m.

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

Comment Survey Form

Event: Section 5 Public Information Meeting #1 **Date:** July 20, 2005

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All comments are welcome! We appreciate your participation!

Name: Larry Robinson

Address: 1200 S Park Ave
Bloomington IN

1. How did you hear about tonight's meeting?

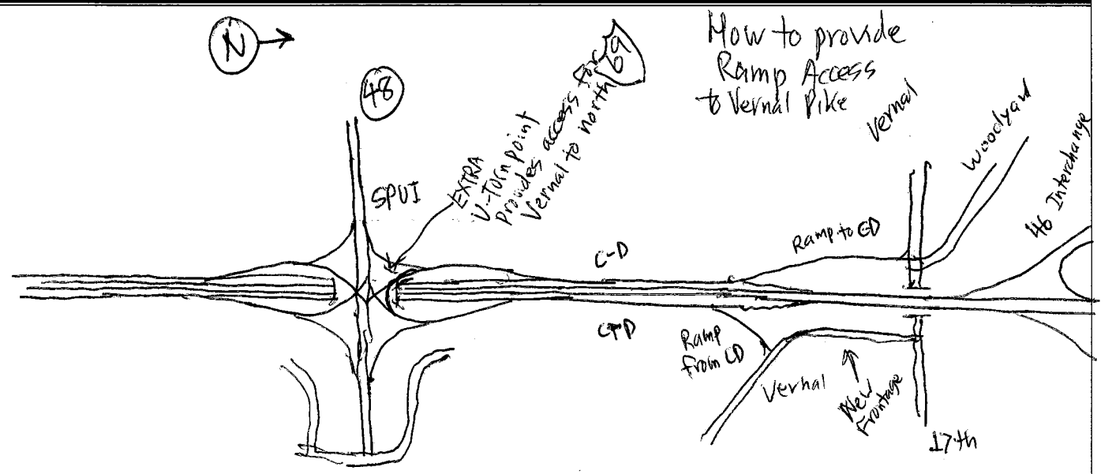
Newspaper - Bloomington Herald Times legal notice

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?

Please also take a look at the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Tier 1 3C Access Plan 1	Access Plan 2 (CD Facility)	Access Plan 3	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access TBD = To Be Determined				
Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I	I - directional	
	That Road	X	O	O	X - connects to Victor Pike already	
	Rockport Road	O	X	X	O - has more traffic than	
	Fullerton Pike	I	O	I	X Frontage to Rockport and Tapp	
	Tapp Road	O	I	O	I - SPUI with CD	
	SR 45/2nd Street	I	I	I	I - SPUI with CD	
	SR 48/3rd Street	I	I	I	I - SPUI with CD	
	Vernal Pike	U	O	U	I - See drawing →	
	SR 46 Interchange	I	I	I	I - as is	
Rural/Urban transition area	Arlington Road	O	O	O	~~Existing~~	
	Acuff Road	X	O	O	could be on and off ramps for arlington	
	Kinser Pike	O	I	I	X Use connection at Walnut	
Rural	N. Walnut Street	I	X	O	I	
	Sample Road	I	I	O	I	
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West		
	Chambers Pike	O	I	I	I	
	Mainline Shift at SR 37 split	~~All lanes on west-side~~	3 lanes each side	3 lanes each side	Burma Road, must connect without long detour. 3 each side.	
	Paragon/Pine	I	O	I	X	
	Liberty Church	O	I	O	I	
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD	Make sure frontage roads have access	



Please provide any additional comments on Section 5 below:

- Important to provide access to Burma Road (The other end is at Indiana 67)
- If's not on your list - it's in the 37 split area.

Ways to Submit Your Comments

Comment Box:
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Website:
Submit your comments to the project website:
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Mail:
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Bloomington, IN 47404

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9:00 a.m. until 4:30 p.m.

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

Comment Survey Form

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All comments are welcome! We appreciate your participation!

Name: Martha L. Crouch

Address: 824 W. 8th St.
Bloomington, IN 47404

1. How did you hear about tonight's meeting?

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?

I am concerned about the added noise and air pollution on the westside of Bloomington. Are noise and air quality levels predicted, monitored, and so on?

Please also take a look at the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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		I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access TBD = To Be Determined				
Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I		I do not want this highway, at all. Fix the roads we have,
	That Road	X	O	O		
	Rockport Road	O	X	X		
	Fullerton Pike	I	O	I		
	Tapp Road	O	I	O		
	SR 45/2nd Street	I	I	I		
	SR 48/3rd Street	I	I	I		
	Vernal Pike	U	O	U		
	SR 46 Interchange	I	I	I		
Rural/Urban transition area	Arlington Road	O	O	O		**Please provide any additional comments on Section 5 below:**
	Acuff Road	X	O	O		
	Kinser Pike	O	I	I		
Rural	N. Walnut Street	I	X	O		
	Sample Road	I	I	O		
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West		
	Chambers Pike	O	I	I		
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side		
	Paragon/Pine	I	O	I		
	Liberty Church	O	I	O		
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD		

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Comment Box:
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Website:
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Our email is Section5@i69indyevn.org

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Friday
9:00 a.m. until 4:30 p.m.

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

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All comments are welcome! We appreciate your participation!

Name: MARGARET T. GILBRIDE

Address: 345 EAST ELLIS ROAD
BLOOMINGTON, IN 47408

1. How did you hear about tonight's meeting?

(1) POSTCARD IN MAIL (2) NEWSPAPER

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

This was a good location & format. I must admit being "off put" by the number of police officers — almost intimidating — but definitely SAD.

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?

IF THE PROJECT GOES FORWARD, #2 ALTERNATIVE IS THE ONE I MOST PREFER FOR ACCESS/EGRESS (5a) PRESERVATION REASONS. *FOR OUR ABILITY TO PLAN

Please also take a look at the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

HOME IMPROVEMENTS (OR NOT) DEFINITIVE ANSWERS RE ① WILL 69 BE BUILT? ② WHEN? ③ WHICH ALTERNATIVE? ARE CRITICAL. THANK YOU.

Area Type	Major Road Name	Tier 1 3C Access Plan 1	Access Plan 2 (CD Facility)	Access Plan 3	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access TBD = To Be Determined				
Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I		
	That Road	X	O	O		
	Rockport Road	O	X	X		
	Fullerton Pike	I	O	I		
	Tapp Road	O	I	O		
	SR 45/2nd Street	I	I	I		
	SR 48/3rd Street	I	I	I		
	Vernal Pike	U	O	U		
	SR 46 Interchange	I	I	I		
Rural/Urban transition area	Arlington Road	O	O	O		Please provide any additional comments on Section 5 below:
	Acuff Road	X	O	O		
	Kinser Pike	O	I	I		
Rural	N. Walnut Street	I	X	O		
	Sample Road	I	I	O		
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West		
	Chambers Pike	O	I	I		
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side		
	Paragon/Pine	I	O	I		
	Liberty Church	O	I	O		
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD		

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I-69 Evansville-to-Indianapolis
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Section 5
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All comments are welcome! We appreciate your participation!

Name: PAUL MUFF

Address: 610 S. MARION MARTINSVILLE 46151

1. How did you hear about tonight's meeting?

NEWS PAPER

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?

ol HOPE IT GO LIKE IT SHOWEN HERE

Please also take a look at the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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		I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access TBD = To Be Determined				
Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I		PARAGON / Pine ~~Ul~~ Like To see f To get on/off of 69 so A Lot of People could go off go To PARAGON
	That Road	X	O	O		
	Rockport Road	O	X	X		
	Fullerton Pike	I	O	I		
	Tapp Road	O	I	O		
	SR 45/2nd Street	I	I	I		
	SR 48/3rd Street	I	I	I		
	Vernal Pike	U	O	U		
	SR 46 Interchange	I	I	I		
Rural/Urban transition area	Arlington Road	O	O	O		**Please provide any additional comments on Section 5 below:**
	Acuff Road	X	O	O		
	Kinser Pike	O	I	I		
Rural	N. Walnut Street	I	X	O		
	Sample Road	I	I	O		
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West		
	Chambers Pike	O	I	I		
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side		
	Paragon/Pine	I	O	I		
	Liberty Church	O	I	O		
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD		

Ways to Submit Your Comments

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Website:
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Friday
9:00 a.m. until 4:30 p.m.

(Closed on Mondays)

Fold along this line, tape closed, and mail with proper postage.

R. Eller
7469 N. St. Rd. 37
Bloomington, IN 47404

BLOOMINGTON, IN 474
PM
25 JUL
2005

I-69 Tier 2 Section 5 Project Office
One City Centre, Suite 106/108
120 W. 7th Street
Bloomington, IN 47404

47404+3834

I-69 Evansville-to-Indianapolis
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All comments are welcome! We appreciate your participation!

Name: Ronald L Eller

Address: 7469 N. St. Rd 37
Bloomington, IN 47404

1. How did you hear about tonight's meeting?

Newspape - You Sent Card In Mail

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?

All 3 Alternatives Have Sampl Rd Running On West side Of My Property + On South Side. I would like someone to walk with me the exact location of ~~road~~ Sample Rd

Please also take a look at the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I		All 3 Alternatives Have Same Plan For My Property. There Is No Reason Why You Can't Give Me Exact Footprint of New Sample Rd Phone 876-7263 I Need To Know This If I Want To Sell House In Next 2-3 yrs Will Access Rd Go In Before Construction Start on I-69?
	That Road	X	O	O		
	Rockport Road	O	X	X		
	Fullerton Pike	I	O	I		
	Tapp Road	O	I	O		
	SR 45/2nd Street	I	I	I		
	SR 48/3rd Street	I	I	I		
	Vernal Pike	U	O	U		
	SR 46 Interchange	I	I	I		
Rural/Urban transition area	Arlington Road	O	O	O		
	Acuff Road	X	O	O		
	Kinser Pike	O	I	I		
Rural	N. Walnut Street	I	X	O		
	Sample Road	I	I	O		
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West		
	Chambers Pike	O	I	I		
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side		
	Paragon/Pine	I	O	I		
	Liberty Church	O	I	O		
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD		

Please provide any additional comments on Section 5 below:

Will You Landscape My Road & Driveway When It Is taken Out?
I do not want 7459 Driveway Running In Front of my house to the new Sample Rd. It should go between the 2 houses and to the new Sample South of my Property

I think Security Fence & gate should go Around New Sample Rd, & my house with ~~gate~~ Automatic gate to my drive

With new road, why not put in sewer access since Sewer plant is only 2 miles Away

When you build New Sample Rd through gully, make it a dam & create a lake for water retention between Sample Rd. Interchange & my house

Need Sound Barrier Between New Sample Rd & My Property

New Sample Rd & Driveways Need To Be Blacktop - NOT GRAVEL

Ways to Submit Your Comments

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Friday
9:00 a.m. until 4:30 p.m.

(Closed on Mondays)

Fold along this line, tape closed, and mail with proper postage.

Susan Linville
606 Jocedan Ct.
Bloomington, IN 47404-9288

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Bloomington, IN 47404

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Section 5
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All comments are welcome! We appreciate your participation!

Name: Susan Linville

Address: 606 Jocedan Ct
Bloomington IN 47404

1. How did you hear about tonight's meeting?

Neighbor

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

No

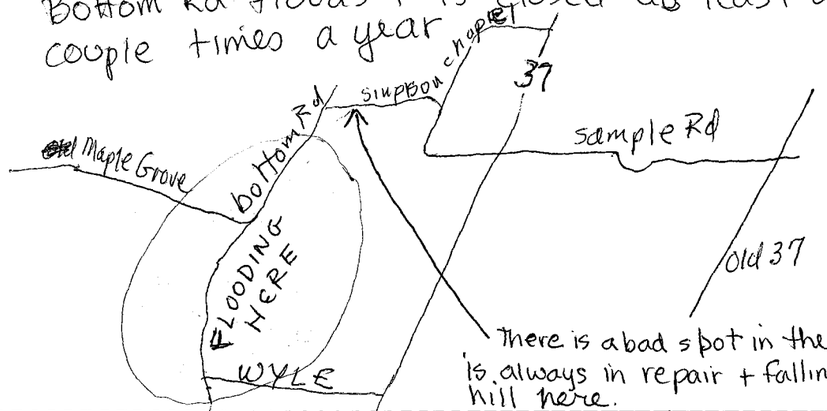
3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?

Section 5, Alternative 3: Most people in Sample Rd Area work in Bloomington and would prefer not driving North to get on 37 to go SOUTH. If Sample Rd is only an over pass, we will have to take Bottom Rd to the Walnut over pass to get to town or Old State Rt 37. Please be aware that Bottom Rd floods in the spring so it is sometimes impassable. Also, Sample Rd has a winding hilly part that can get nasty when it snows and is narrow

Please also take a look at the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Tier 1 3C Access Plan 1	Access Plan 2 (CD Facility)	Access Plan 3	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access TBD = To Be Determined				
Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I		
	That Road	X	O	O		
	Rockport Road	O	X	X		
	Fullerton Pike	I	O	I		
	Tapp Road	O	I	O		
	SR 45/2nd Street	I	I	I		
	SR 48/3rd Street	I	I	I		
	Vernal Pike	U	O	U		
	SR 46 Interchange	I	I	I		
Rural/Urban transition area	Arlington Road	O	O	O		
	Acuff Road	X	O	O		
	Kinser Pike	O	I	I		
Rural	N. Walnut Street	I	X	O		
	Sample Road	I	I	O		
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West		
	Chambers Pike	O	I	I		
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side		
	Paragon/Pine	I	O	I		
	Liberty Church	O	I	O		
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD		

I think this is the best plan for the area where we live. Please be aware that Bottom Rd floods + is closed at least a couple times a year



There is a bad spot in the road that is always in repair + falling down the hill here.

Please provide any additional comments on Section 5 below:

Also note that Sample + Simpson Chapel Rds are pretty narrow. You may need to widen them if they are going to handle more traffic

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
One City Centre, Suite 106/108
120 W 7th Street
Bloomington, IN 47404

Please call or come visit us at the project office!

Our phone number is 812-355-1390

Our email is Section5@i69indyevn.org

Our office hours are
Tuesday, Wednesday, and Thursday
9:00 a.m. until 6:30 p.m.

Friday
9:00 a.m. until 4:30 p.m.

(Closed on Mondays)

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120 W. 7th Street
Bloomington, IN 47404

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

Comment Survey Form

Event: Section 5 Public Information Meeting #1 **Date:** July 20, 2005

The Indiana Department of Transportation requests your opinions, ideas, and comments so they can be given full consideration during the Tier 2 Studies on the extension of I-69 from Evansville to Indianapolis. Please return this form to a representative of the project team prior to leaving the event or mail the form to the address on the back of this booklet.

All comments are welcome! We appreciate your participation!

Name: Sharon Makely

Address: 1051 W. Buena Rd
Bloomington IN 47404

1. How did you hear about tonight's meeting?
Bloomington Newspaper * they had the wrong time listed

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?
Don't hold hearings just to meet some requirement or lead people to believe you care about their comments. We don't want this highway!

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?
Alt. 2 or 3 is better
Best is NO highway at all

Please also take a look at the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I		Route the highway across I70 to Terre Haute then South. They want the highway – we don't.
	That Road	X	O	O		
	Rockport Road	O	X	X		
	Fullerton Pike	I	O	I		
	Tapp Road	O	I	O		
	SR 45/2nd Street	I	I	I		
	SR 48/3rd Street	I	I	I		
	Vernal Pike	U	O	U		
	SR 46 Interchange	I	I	I		
Rural/Urban transition area	Arlington Road	O	O	O		
	Acuff Road	X	O	O		
	Kinser Pike	O	I	I		
Rural	N. Walnut Street	I	X	O		
	Sample Road	I	I	O	I	
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West		
	Chambers Pike	O	I	I	I	
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side		
	Paragon/Pine	I	O	I		
	Liberty Church	O	I	O		
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD		

Please provide any additional comments on Section 5 below:

Thanks for continuing Buena Road ~~to~~ a new connector road. At least that helps somewhat. But the noise on our property from trucks, especially at night will be deafening. Our property value will plummet.

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

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www.i69indyevn.org

Mail:
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Friday
9:00 a.m. until 4:30 p.m.

(Closed on Mondays)

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Verle & Betty Maxwell
2610 Liberty Church Rd
Martinsville, IN 46151-9446

INDIANAPOLIS IN PM 21 JUL 2005

Purple Heart

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120 W. 7th Street
Bloomington, IN 47404

474044384

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

Comment Survey Form

Event: Section 5 Public Information Meeting #1 **Date:** July 20, 2005

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All comments are welcome! We appreciate your participation!

Name: VERLE & BETTY MAXWELL

Address: 2610 LIBERTY CHURCH ROAD
MARTINSVILLE, IN 46151

1. How did you hear about tonight's meeting?

AT OUR CHURCH LIBERTY CHRISTIAN - REC. A CARD ALSO

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

THE MEETING WAS CONDUCTED VERY WELL. WE ARE NOT IN FAVOR OF I-69. WE DO NOT WANT OUR HOME & FARMLAND DESTROYED TO SAVE 10-15 MIN. OUR FAMILY HAS FARMED HERE FOR OVER 125 YEARS. IT IS VERY IMPORTANT TO US. IT IS HOME.

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?

WHY NOT USE I-70?

Please also take a look at the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I		
	That Road	X	O	O		
	Rockport Road	O	X	X		
	Fullerton Pike	I	O	I		
	Tapp Road	O	I	O		
	SR 45/2nd Street	I	I	I		
	SR 48/3rd Street	I	I	I		
	Vernal Pike	U	O	U		
	SR 46 Interchange	I	I	I		
Rural/Urban transition area	Arlington Road	O	O	O		
	Acuff Road	X	O	O		
	Kinser Pike	O	I	I		
Rural	N. Walnut Street	I	X	O		
	Sample Road	I	I	O		
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West		
	Chambers Pike	O	I	I		
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side		
	Paragon/Pine	I	O	I		
	Liberty Church	O	I	O		
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD		

Please provide any additional comments on Section 5 below:

SAVE MONEY & USE 41-70.
USE HOOSIER COMMON SENSE

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

Comment Survey Form

Event: Section 5 Public Information Meeting #1 **Date:** July 20, 2005

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All comments are welcome! We appreciate your participation!

Name: ALAN D. TUCKER

Address: 4635 ACORN DR.
BLGTN, IN 47403

1. How did you hear about tonight's meeting?

CAME TO THE OFFICE

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

NO

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?

I SUPPORT ALTERNATIVE TIER TWO

Please also take a look at the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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		I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access TBD = To Be Determined				
Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I		
	That Road	X	O	O		
	Rockport Road	O	X	X		
	Fullerton Pike	I	O	I		
	Tapp Road	O	I	O		
	SR 45/2nd Street	I	I	I		
	SR 48/3rd Street	I	I	I		
	Vernal Pike	U	O	U		
	SR 46 Interchange	I	I	I		
Rural/Urban transition area	Arlington Road	O	O	O		Please provide any additional comments on Section 5 below:
	Acuff Road	X	O	O		
	Kinser Pike	O	I	I		
Rural	N. Walnut Street	I	X	O		
	Sample Road	I	I	O		
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West		
	Chambers Pike	O	I	I		
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side		
	Paragon/Pine	I	O	I		
	Liberty Church	O	I	O		
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD		

Ways to Submit Your Comments

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of 37 Rd 37 IN 11

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

Comment Survey Form

Event: Section 5 Public Information Meeting #1 **Date:** July 20, 2005

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All comments are welcome! We appreciate your participation!

Name: Ricky Tungate

Address: 3111 S. Yonkers ST
Bloomington IN 47403

1. How did you hear about tonight's meeting?

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?

Please also take a look at the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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Jim & Betsy Watson
684 Sylvan Lane
~~Bloomington, IN 47404~~

BLOOMINGTON, IN 474 PM 10 AUG 2005

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120 W. 7th Street
Bloomington, IN 47404

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

Comment Survey Form

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All comments are welcome! We appreciate your participation!

Name: Jim Watson

Address: 684 Sylvan Lane
Bloomington, IN 47404

1. How did you hear about tonight's meeting?

The HT, but could not attend.

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

It would be good to have a meeting at BHS North

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?

Please also take a look at the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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		I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access TBD = To Be Determined				
Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I	I	Simply makes the most sense
	That Road	X	O	O	X	That Rd is very close it SR37 interchange and Fullerton Interchg.
	Rockport Road	O	X	X	O	- Like it says better East - West Mobility
	Fullerton Pike	I	O	I	O	Interchange at Tapp provides good spacing from SR37 interchange
	Tapp Road	O	I	O	I	
	SR 45/2nd Street	I	I	I	I	
	SR 48/3rd Street	I	I	I	I	
	Vernal Pike	U	O	U	U	AU underpass makes the most sense with the terrain. I would mean this intersection
	SR 46 Interchange	I	I	I	I	
Rural/Urban transition area	Arlington Road	O	O	O	O	
	Acuff Road	X	O	O	X	
	Kinser Pike	O	I	I	O	
Rural	N. Walnut Street	I	X	O	I	
	Sample Road	I	I	O	I	
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West		
	Chambers Pike	O	I	I	O	
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side	3 lanes	
	Paragon/Pine	I	O	I	O	
	Liberty Church	O	I	O	I	
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD		

Please provide any additional comments on Section 5 below:

- ~~solves east - west mobility issues~~
- better solution for access to high school
- Bloomington gateway
- necessary; will be last interchg before you get to State Forest.
- an interchange here makes no sense, and isn't needed
- Why not straighten the road through the State Forest starting at Chambers Pike. The road goes through State Forest already so the gain/loss to the State Forest is the same. Less impact to residential areas.
- Less impact to State Forest.

Area Type	Major Road Name	Tier 1 3C Access Plan 1	Access Plan 2 (CD Facility)	Access Plan 3	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)
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Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I	
	That Road	X	O	O	
	Rockport Road	O	X	X	
	Fullerton Pike	I	O	I	
	Tapp Road	O	I	O	OVERPASS & (Fullerton UPGRADES)
	SR 45/2nd Street	I	I	I	
	SR 48/3rd Street	I	I	I	
	Vernal Pike	U	O	U	
	SR 46 Interchange	I	I	I	
Rural/Urban transition area	Arlington Road	O	O	O	
	Acuff Road	X	O	O	
	Kinser Pike	O	I	I	
Rural	N. Walnut Street	I	X	O	
	Sample Road	I	I	O	
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West	
	Chambers Pike	O	I	I	
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side	
	Paragon/Pine	I	O	I	
	Liberty Church	O	I	O	
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD	

Comments and Rationale for Access Suggestion(s)

Tell Us Why!

I DO not Believe the cost of moving MAJOR power Lines, telephone poles and moving A VAST quality of ~~Houses~~ HomeOwners, mobile Homes, and New Houses just Built on S. DAIRY DR, and SAS Lines, water, sewage etc. is FEASIBLE. I think Fullerton would Be A Better fit. a new Hospital, and ACCESSABILITY for Southern RDS THAT, Rockport & Fullerton.

Please provide any additional comments on Section 5 below:

I Live on Yonkers and it takes about a minute to get to 3rd street (Blanton RD) to get Access to 37. Just Makes More sense to use Accesses already AVAIL. and have people use Rockport + Fullerton or old 37 to help the Flow the TRAFFIC. So I support an OVERPASS on TAPP.

Ways to Submit Your Comments

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Mail:
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One City Centre, Suite 106/108
120 W 7th Street
Bloomington, IN 47404

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

Comment Survey Form

Event: Section 5 Public Information Meeting #1 **Date:** July 20, 2005

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All comments are welcome! We appreciate your participation!

Name: Susie Graham (w/help from son Alex)

Address: 4500 Sheffield Dr
Bloomington, IN 47408

1. How did you hear about tonight's meeting?

Noticed by mail

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

You do a great job of making a lot of information very consumable (use of maps, having lots of staff available to answer questions, etc.) This booklet was excellent. It had everything I needed.

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?

I was initially surprised to find no alternatives for Simpson Chapel Rd (@ Oliver winery) but I think the Sample / Chambers options should provide ample access

Please also take a look at the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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		I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access TBD = To Be Determined				
Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I	I	
	That Road	X	O	O	O or U	- Some form of East-West access is better than none at all.
	Rockport Road	O	X	X	O	
	Fullerton Pike	I	O	I	I	Chose Interchange @ Fullerton over Tapp but because both have/will have medical facilities, it's a toss-up which would be better. grade @ Tapp is pretty steep might be better to have overpass there.
	Tapp Road	O	I	O	O	
	SR 45/2nd Street	I	I	I	I	
	SR 48/3rd Street	I	I	I	I	
	Vernal Pike	U	O	U	U or O	- No preference; would depend on needs of area businesses.
	SR 46 Interchange	I	I	I	I	
Rural/Urban transition area	Arlington Road	O	O	O	O	
	Acuff Road	X	O	O	O	
	Kinser Pike	O	I	I	O	More important to have Interchange @ Walnut than Kinser.
Rural	N. Walnut Street	I	X	O	I	
	Sample Road	I	I	O	I	
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West	WEST	
	Chambers Pike	O	I	I	I	
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side	3 LANES EACH SIDE	- Nice to keep greenery!
	Paragon/Pine	I	O	I	I	Preference for Interchange @ Paragon over Liberty; would be too long between interchanges if placed @ Liberty.
	Liberty Church	O	I	O	O	
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD	TBD	

Please provide any additional comments on Section 5 below:

Ways to Submit Your Comments

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(Closed on Mondays)

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JOE DAVIS
6355 STOGSDILL ROAD
BLOOMINGTON, IN 47404

BLOOMINGTON IN 474
PM
29
2005

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FIND THE RIGHT LUMP
USA First-Class

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AUG 2005

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

Comment Survey Form

Event: Section 5 Public Information Meeting #1 **Date:** July 20, 2005

The Indiana Department of Transportation requests your opinions, ideas, and comments so they can be given full consideration during the Tier 2 Studies on the extension of I-69 from Evansville to Indianapolis. Please return this form to a representative of the project team prior to leaving the event or mail the form to the address on the back of this booklet.

All comments are welcome! We appreciate your participation!

Name: JOE DAVIS

Address: 6355 STOGSDILL ROAD
BLOOMINGTON, IN 47404

1. How did you hear about tonight's meeting?

YOUR POST CARD

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

START HAVING THEM ALONG THE I-70/U.S. 41 CORRIDOR. W/ ALL MEETING FORMATS + HANDOUTS RELATED TO THIS.

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?

THE ONLY I-69 ROUTE THAT I CAN SUPPORT IS THE I-70/U.S. 41 ROUTE. ALL OTHER PROPOSITION ARE SOCIALLY, ENVIRONMENTALLY AND ECONOMICALLY UNFEASABLE, AND IRRESPONSIBLE

Please also take a look at the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Tier 1 3C Access Plan 1	Access Plan 2 (CD Facility)	Access Plan 3	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access TBD = To Be Determined				
Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I		
	That Road	X	O	O		
	Rockport Road	O	X	X		
	Fullerton Pike		O	I		
	Tapp Road	O	I	O		
	SR 45/2nd Street	I	I	I		
	SR 48/3rd Street	I	I	I		
	Vernal Pike	U	O	U		
	SR 46 Interchange	I	I	I		
Rural/Urban transition area	Arlington Road	O	O	O		
	Acuff Road	X	O	X		
	Kinser Pike	O	I			
Rural	N. Walnut Street	I	X	O		
	Sample Road	I	I	O		
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West		
	Chambers Pike	O	I	I		
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side		
	Paragon/Pine	I	O	I		
	Liberty Church	O	I	O		
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD		

Please provide any additional comments on Section 5 below:

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
One City Centre, Suite 106/108
120 W 7th Street
Bloomington, IN 47404

Please call or come visit us at the project office!

Our phone number is 812-355-1390

Our email is Section5@i69indyevn.org

Our office hours are
Tuesday, Wednesday, and Thursday
9:00 a.m. until 6:30 p.m.

Friday
9:00 a.m. until 4:30 p.m.

(Closed on Mondays)

Fold along this line, tape closed, and mail with proper postage.

Dickson
2140 Deer Lake Dr.
Martinsville, IN 46151

INDIANAPOLIS IN 462 PM 2005

USA

I-69 Tier 2 Section 5 Project Office
One City Centre, Suite 106/108
120 W. 7th Street
Bloomington, IN 47404

47404-3834

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

Comment Survey Form

Event: Section 5 Public Information Meeting #1 **Date:** July 20, 2005

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All comments are welcome! We appreciate your participation!

Name: Stanley & Vicki Dickson

Address: 2140 Deer Lake Drive
Martinsville, IN 46151

1. How did you hear about tonight's meeting?

the church

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?

We feel that the project I-69 is not a good plan. The reason is that to many farms, residential homes and wild life will be impacted. We have all driven to Evansville for years on the existing roads without issues, so we can continue to do so.

Please also take a look at the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Thank you!

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		I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access TBD = To Be Determined				
Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I		
	That Road	X	O	O		
	Rockport Road	O	X	X		
	Fullerton Pike	I	O	I		
	Tapp Road	O	I	O		
	SR 45/2nd Street	I	I	I		
	SR 48/3rd Street	I	I	I		
	Vernal Pike	U	O	U		
	SR 46 Interchange	I	I	I		
Rural/Urban transition area	Arlington Road	O	O	O		
	Acuff Road	X	O	O		
	Kinser Pike	O	I	I		
Rural	N. Walnut Street	I	X	O		
	Sample Road	I	I	O		
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West		
	Chambers Pike	O	I	I		
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side		
	Paragon/Pine	I	O	I		
	Liberty Church	O	I	O		
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD		

Please provide any additional comments on Section 5 below:

PIM #1 7/20/05 ✓

Dale Drake requested that...

- We provide a set of maps to the Martinsville library
- We make sure the newspapers have a less formal notice the day before & of the meeting (the legal notice is not enough
-

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
One City Centre, Suite 106/108
120 W 7th Street
Bloomington, IN 47404

Please call or come visit us at the project office!

Our phone number is 812-355-1390

Our email is Section5@i69indyevn.org

Our office hours are
Tuesday, Wednesday, and Thursday
9:00 a.m. until 6:30 p.m.

Friday
9:00 a.m. until 4:30 p.m.

(Closed on Mondays)

Fold along this line, tape closed, and mail with proper postage.

George Osthelmer, M. D.
5235 Paragon Rd.
Martinsville, IN 46151



I-69 Tier 2 Section 5 Project Office
One City Centre, Suite 106/108
120 W. 7th Street
Bloomington, IN 47404

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

Comment Survey Form

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All comments are welcome! We appreciate your participation!

Name: George OSTHEIMER

Address: 5235 Paragon Rd Mtsv 46151

1. How did you hear about tonight's meeting?

newspaper

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

Timely notification of meetings

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?

Please also take a look at the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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		I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access TBD = To Be Determined				
Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I		
	That Road	X	O	O		
	Rockport Road	O	X	X		
	Fullerton Pike	I	O	I		
	Tapp Road	O	I	O		
	SR 45/2nd Street	I	I	I		
	SR 48/3rd Street	I	I	I		
	Vernal Pike	U	O	U		
	SR 46 Interchange	I	I	I		
Rural/Urban transition area	Arlington Road	O	O	O		
	Acuff Road	X	O	O		
	Kinser Pike	O	I	I		
Rural	N. Walnut Street	I	X	O		
	Sample Road	I	I	O		
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West		
	Chambers Pike	O	I	I		
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side		
	Paragon/Pine	I	O	I		
	Liberty Church	O	I	O		
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD		

(1) Traffic between Paragon and I37 is now almost 100% by Paragon Rd from I37. Traffic includes much truck traffic hauling stone, concrete, logs, plus Summer Sat. nite race traffic. Traffic from Liberty Ch. Rd. west to Paragon would be a nightmare for trucks. Please check out the road from Liberty Ch. Rd. to Paragon Rd. It's doubtful that, quoting your info, a Liberty Ch. Rd. interchange is "easy terrain" for traffic

Please provide any additional comments on Section 5 below:

to Paragon & "maintains existing mobility patterns to west."
As a resident of Paragon Rd between I37 and Godsey Rd ("Union") and with an interchange at Liberty Ch. Rd. I would rejoice in the reduction of traffic where we live (the reduction would likely be >90%. This option, however, would be at the expense of a longer trip & more dangerous trip from I37 to Paragon.

(2) Kinser, Sample, Paragon, & probable I37-I39 interchanges are more equidistant than alternatives,

George Ostheimer, M. D.
5235 Paragon Rd.
Martinsville, IN 46151

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
One City Centre, Suite 106/108
120 W 7th Street
Bloomington, IN 47404

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Our email is Section5@i69indyevn.org

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Friday
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(Closed on Mondays)

Fold along this line, tape closed, and mail with proper postage.

Place Stamp Here

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

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All comments are welcome! We appreciate your participation!

Name: Brad Quimby

Address: 6125 South Highway 37 Martinsville, Indiana 46151

1. How did you hear about tonight's meeting?

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?

People could loose their properties. This is just not land, but houses also. If we could go to west for all lanes it might help in some areas.

Please also take a look at the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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		I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access TBD = To Be Determined				
Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I		I live on the ~~west~~ East side of the four lane. My access road right now is Petro Road. If you go to the west with all lanes there at the mainline shift at SR 37 split. I would like all of the lanes to the west of the middle of the two direction of traffic. It might help keep me from loosing my house.
	That Road	X	O	O		
	Rockport Road	O	X	X		
	Fullerton Pike	I	O	I		
	Tapp Road	O	I	O		
	SR 45/2nd Street	I	I	I		
	SR 48/3rd Street	I	I	I		
	Vernal Pike	U	O	U		
	SR 46 Interchange	I	I	I		
Rural/Urban transition area	Arlington Road	O	O	O		Please provide any additional comments on Section 5 below:
	Acuff Road	X	O	O		
	Kinser Pike	O	I	I		
Rural	N. Walnut Street	I	X	O		
	Sample Road	I	I	O		
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West		
	Chambers Pike	O	I	I		
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side		
	Paragon/Pine	I	O	I		
	Liberty Church	O	I	O		
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD		

7/8/05

Dear Sir

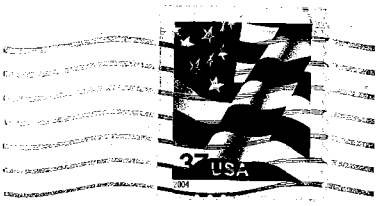
Please send me the information available about interstate 69. I will not be able to attend the mtg. on July 28th. I would appreciate it very much. Thank You

Sincerely Mrs Karmen A. Rainer



Mrs C. Rainer
111 N. Johnson ave
Bloom. In. 47404





One City Centre
Suite 106/108
120 W. 7th St
Bloomington, In. 47402

47404-3834

Ways to Submit Your Comments

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Website:
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9:00 a.m. until 4:30 p.m.

(Closed on Mondays)

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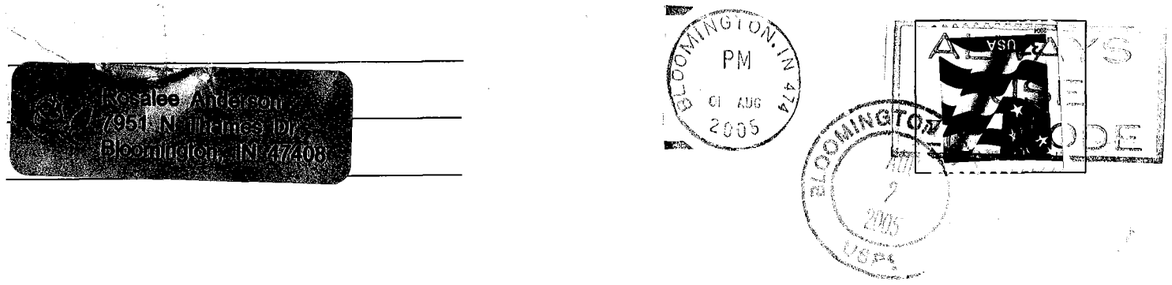

I-69 Tier 2 Section 5 Project Office
One City Centre, Suite 106/108
120 W. 7th Street
Bloomington, IN 47404

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

Comment Survey Form

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All comments are welcome! We appreciate your participation!

Name: Rosalee Anderson

Address: 7951 Thames Dr.
Elgton, IN. 47408



1. How did you hear about tonight's meeting?
   newspaper and card in mail

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?
   yes I think their should be one at Sample road and one at chambers Pike,

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		I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access TBD = To Be Determined				
Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I		
	That Road	X	O	O		
	Rockport Road	O	X	X		
	Fullerton Pike	I	O	I		
	Tapp Road	O	I	O		
	SR 45/2nd Street	I	I	I		
	SR 48/3rd Street	I	I	I		
	Vernal Pike	U	O	U		
	SR 46 Interchange	I	I	I		
Rural/Urban transition area	Arlington Road	O	O	O		
	Acuff Road	X	O	O		
	Kinser Pike	O	I	I		
Rural	N. Walnut Street	I	X	O		
	Sample Road	I	I	O		
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West		
	Chambers Pike	O	I	I		
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side		
	Paragon/Pine	I	O	I		
	Liberty Church	O	I	O		
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD		

Please provide any additional comments on Section 5 below:

Vegetative Buffer to Block Sound

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
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www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
One City Centre, Suite 106/108
120 W 7th Street
Bloomington, IN 47404

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Our email is Section5@i69indyevn.org

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Tuesday, Wednesday, and Thursday
9:00 a.m. until 6:30 p.m.

Friday
9:00 a.m. until 4:30 p.m.

(Closed on Mondays)

Fold along this line, tape closed, and mail with proper postage.

P.O. Box 2206
Bloomington, IN 47402

INDIANAPOLIS IN PM 2005

I-69 Tier 2 Section 5 Project Office
One City Centre, Suite 106/108
120 W. 7th Street
Bloomington, IN 47404

47404-5584

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

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All comments are welcome! We appreciate your participation!

Name: Resident of Green Cedar Hills

Address: Simpson Chapel Road
Bloomington, IN

1. How did you hear about tonight's meeting?

Neighbors

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

N/A

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?

We want an interchange at ~~the~~ Temple Road. Also, need to install a vegetative buffer between Green Cedar Hills addition and I 69 to control the increased noise.

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	That Road	X	O	O		
	Rockport Road	O	X	X		
	Fullerton Pike	I	O	I		
	Tapp Road	O	I	O		
	SR 45/2nd Street	I	I	I		
	SR 48/3rd Street	I	I	I		
	Vernal Pike	U	O	U		
	SR 46 Interchange	I	I	I		
Rural/Urban transition area	Arlington Road	O	O	O		Please provide any additional comments on Section 5 below:
	Acuff Road	X	O	O		
	Kinser Pike	O	I	I		
Rural	N. Walnut Street	I	X	O	I	
	Sample Road	I	I	O	I	
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West		
	Chambers Pike	O	I	I		
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side		
	Paragon/Pine	I	O	I		
	Liberty Church	O	I	O		
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD		

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Submit your comments to the project website:
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Friday
9:00 a.m. until 4:30 p.m.

(Closed on Mondays)

Fold along this line, tape closed, and mail with proper postage.

Jim & Betsy Watson
684 Sylvan Lane
Bloomington, IN 47404

BLOOMINGTON IN 474
PM
AUG
2005

I-69 Tier 2 Section 5 Project Office
One City Centre, Suite 106/108
120 W. 7th Street
Bloomington, IN 47404

I-69 Evansville-to-Indianapolis
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All comments are welcome! We appreciate your participation!

Name: Betsy Watson

Address: 684 Sylvan Lane
Bloomington, IN 47404

1. How did you hear about tonight's meeting?

The Herald Times newspaper & WFIU radio

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

Bloomington High School North or South Auditorium.
Any Tech

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight? Let's consider abandoning this project & instead turn our sights toward developing a light rail system. We can't afford this project, gasoline prices are skyrocketing, and we'd all benefit (as would future generations) from using mass transit rather than more cars & roads

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Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I	I	
	That Road	X	O	O	X	
	Rockport Road	O	X	X	O	
	Fullerton Pike	I	O	I	I	→ best access to new Monroe Hospital
	Tapp Road	O	I	O	O	→ less impact to existing homes on the SW corner.
	SR 45/2nd Street	I	I	I	I	
	SR 48/3rd Street	I	I	I	I	
	Vernal Pike	U	O	U	U	
	SR 46 Interchange	I	I	I	I	
Rural/Urban transition area	Arlington Road	O	O	O	O	
	Acuff Road	X	O	O	X	
	Kinser Pike	O	I	I	O	
Rural	N. Walnut Street	I	X	O	I *See Comments	→ needs to become Official entry to Bloomington with the Convention & Visitors Bureau already there. Partial interchange area already in place.
	Sample Road	I	I	O	I	→ offers more level terrain. already more commercial than Chambers Pike.
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West		→ Why must this be?
	Chambers Pike	O	I	I	O	→ an interchange isn't necessary at both Sample & Chambers.
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side	3 lanes each side* See comments	→ Maintains the natural beauty. Land to the west is series of ridges & deep ravines. VERY CHALLENGING (& therefore more costly)
	Paragon/Pine	I	O	I	O	
	Liberty Church	O	I	O	I	
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD		

Please provide any additional comments on Section 5 below:

All in all I oppose this route. As vocal as Bloomington has been about not wanting I-69, & as eager Terre Haute has been to keep the I-70/US 41 route, Why all we not improving that existing route? Even Hwy 67 seems like a more direct route than using 37 & a new terrain road. Best of all, invest in the future with a light rail system.

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Please call or come visit us at the project office!

Our phone number is 812-355-1390

Our email is Section5@i69indyevn.org

Our office hours are
Tuesday, Wednesday, and Thursday
9:00 a.m. until 6:30 p.m.

Friday
9:00 a.m. until 4:30 p.m.

(Closed on Mondays)

Fold along this line, tape closed, and mail with proper postage.

Jim & Betsy Watson
684 Sylvan Lane
~~Bloomington, IN 47404~~

BLOOMINGTON, IN 474 PM 10 AUG 2005

I-69 Tier 2 Section 5 Project Office
One City Centre, Suite 106/108
120 W. 7th Street
Bloomington, IN 47404

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

Comment Survey Form

Event: Section 5 Public Information Meeting #1 **Date:** July 20, 2005

The Indiana Department of Transportation requests your opinions, ideas, and comments so they can be given full consideration during the Tier 2 Studies on the extension of I-69 from Evansville to Indianapolis. Please return this form to a representative of the project team prior to leaving the event or mail the form to the address on the back of this booklet.

All comments are welcome! We appreciate your participation!

Name: Jim Watson

Address: 684 Sylvan Lane
Bloomington, IN 47404

1. How did you hear about tonight's meeting?

The HT, but could not attend.

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

It would be good to have a meeting at BHS North

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?

Please also take a look at the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Tier 1 3C Access Plan 1	Access Plan 2 (CD Facility)	Access Plan 3	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access TBD = To Be Determined				
Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I	I	Simply makes the most sense
	That Road	X	O	O	X	That Rd is very close it SR37 interchange and Fullerton Interchg.
	Rockport Road	O	X	X	O	- Like it says better East - West Mobility
	Fullerton Pike	I	O	I	O	Interchange at Tapp provides good spacing from SR37 interchange
	Tapp Road	O	I	O	I	
	SR 45/2nd Street	I	I	I	I	
	SR 48/3rd Street	I	I	I	I	
	Vernal Pike	U	O	U	U	AU underpass makes the most sense with the terrain. I would mean this intersection
	SR 46 Interchange	I	I	I	I	
Rural/Urban transition area	Arlington Road	O	O	O	O	
	Acuff Road	X	O	O	X	
	Kinser Pike	O	I	I	O	
Rural	N. Walnut Street	I	X	O	I	
	Sample Road	I	I	O	I	
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West		
	Chambers Pike	O	I	I	O	
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side	3 lanes	
	Paragon/Pine	I	O	I	O	
	Liberty Church	O	I	O	I	
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD		

Please provide any additional comments on Section 5 below:

- ~~solves east - west mobility issues~~
- better solution for access to high school
- Bloomington gateway
- necessary; will be last interchg before you get to State Forest.
- an interchange here makes no sense, and isn't needed
- Why not straighten the road through the State Forest starting at Chambers Pike. The road goes through State Forest already so the gain/loss to the State Forest is the same. Less impact to residential areas.
- Less impact to State Forest.

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
One City Centre, Suite 106/108
120 W 7th Street
Bloomington, IN 47404

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Friday
9:00 a.m. until 4:30 p.m.

(Closed on Mondays)

Fold along this line, tape closed, and mail with proper postage.

Lee Walters/Kathy Anderson
602 Jocedar Court
Bloomington, IN 47404

Place Stamp Here

I-69 Tier 2 Section 5 Project Office
One City Centre, Suite 106/108
120 W. 7th Street
Bloomington, IN 47404

I-69 Evansville-to-Indianapolis
Tier 2 Studies
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All comments are welcome! We appreciate your participation!

Name: Kathy Anderson / Lee Walters (Green Cedar Hills Subdivision)

Address: 602 Jocedar Court

Bloomington, IN 47404

AUG 2005 RECEIVED

1. How did you hear about tonight's meeting?

Received postcard in mail as corridor landowner

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

location, format, and handouts were good

increased police presence was appreciated and welcomed by us

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?

Don't forget the increased traffic flow north & south of Simpson Chapel Road - an interchange at Sample & Chambers Pike would help optimize that traffic flow. Also because of increased traffic on I-69 Green Cedar Hills Subdivision needs a vegetative buffer area of some kind to help with noise, pollution, etc., between our subdivisim and I-69

Also the Simpson Chapel Cemetery should be left undisturbed and not moved out of respect for those buried there

Please also take a look at the middle of this booklet and provide comments on each alternative access plan.
More space to provide comments is provided in this area.

Area Type	Major Road Name	Tier 1 3C Access Plan 1	Access Plan 2 (CD Facility)	Access Plan 3	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)
		I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access TBD = To Be Determined			
Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I	
	That Road	X	O	O	
	Rockport Road	O	X	X	
	Fullerton Pike	I	O	I	
	Tapp Road	O	I	O	
	SR 45/2nd Street	I	I	I	
	SR 48/3rd Street	I	I	I	
	Vernal Pike	U	O	U	
	SR 46 Interchange	I	I	I	
Rural/Urban transition area	Arlington Road	O	O	O	
	Acuff Road	X	O	O	
	Kinser Pike	O	I	I	
Rural	N. Walnut Street	I	X	O	
	Sample Road	I	I	O	
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West	
	Chambers Pike	O	I	I	
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side	
	Paragon/Pine	I	O	I	
	Liberty Church	O	I	O	
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD	

We prefer access Plan 2 with interchanges at Sample Road and Chambers Pike provided that you develop some kind of plan to buffer Green Cedar Hills Subdivision from the mainline shift of I-69 (i.e. vegetative buffer, etc.) to lessen the noise, pollution, etc. from increased I-69 traffic

Comments and Rationale for Access Suggestion(s)
Tell Us Why!

including the proposed extension of Sample Rd/ Simpson Chapel Rd north through the Star of Indiana area to connect to Chambers Interchange. This is provided you develop some kind of plan to buffer Green Cedar Hills Subdivision from the main line Shift of I-69. We feel a vegetative buffer or something similar is necessary due to the close proximity of I-69 and increased traffic, noise, pollution, etc. We feel an interchange at Sample Rd. and Chambers Pike would lessen the traffic increase due to closing Simpson Chapel Rd. access. It is debatable as to whether this area is a rural or urban area, so we feel the interchange spacing would be appropriate. Also we feel the Simpson Chapel Cemetery should be left undisturbed and not moved out of respect for those buried there. Thank you for your consideration.

-Kathy Anderson
-Lee Walters

Please provide any additional comments on Section 5 below:

My Compliments to the employees at the Section 5 Project office, they were very helpful and informative when I visited there. Good job!

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
One City Centre, Suite 106/108
120 W 7th Street
Bloomington, IN 47404

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9:00 a.m. until 6:30 p.m.

Friday
9:00 a.m. until 4:30 p.m.

(Closed on Mondays)

Fold along this line, tape closed, and mail with proper postage.

John D. Almon
2200 Legendary Drive
Martinsville, IN 46151-9123

I-69 Tier 2 Section 5 Project Office
One City Centre, Suite 106/108
120 W. 7th Street
Bloomington, IN 47404

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

Comment Survey Form

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All comments are welcome! We appreciate your participation!

Name: JOHN ALMON

Address: 2200 LEGENDARY DR
MARTINSVILLE

1. How did you hear about tonight's meeting?

MAIL

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

LIBERTY CHURCH WORKED WELL.

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?

Please also take a look at the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Tier 1 3C Access Plan 1	Access Plan 2 (CD Facility)	Access Plan 3	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) ~~X = No Direct Access~~ TBD = To Be Determined				
Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I		Many people feel both the location and terrain of the Liberty Church Road area is more conducive to a smooth interchange than Paragon Rd. It is closer to future development, and would allow better access roads.
	That Road	X	O	O		
	Rockport Road	O	X	X		
	Fullerton Pike	I	O	I		
	Tapp Road	O	I	O		
	SR 45/2nd Street	I	I	I		
	SR 48/3rd Street	I	I	I		
	Vernal Pike	U	O	U		
	SR 46 Interchange	I	I	I		
Rural/Urban transition area	Arlington Road	O	O	O		
	Acuff Road	X	O	O		
	Kinser Pike	O	I	I		
Rural	N. Walnut Street	I	X	O		
	Sample Road	I	I	O		
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West		
	Chambers Pike	O	I	I		
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side		
	Paragon/Pine	I	O	I		
	Liberty Church	O	I	O	I	
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD	~~I~~ I	

Please provide any additional comments on Section 5 below:

Many are understandably curious about Sec. #6, particularly the 39/37 interchange. It's layout/access for residents of Legendary Hills will have as much impact as the Liberty Church / Paragon Road issue.

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
One City Centre, Suite 106/108
120 W 7th Street
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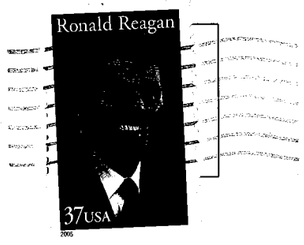
(Closed on Mondays)

Fold along this line, tape closed, and mail with proper postage.

Sean Gough
3510 Dogwood Drive
Jasper, IN 47546

TERRE HAUTE IN
PM
28 AUG
2005



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Bloomington, IN 47404

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All comments are welcome! We appreciate your participation!

Name: Sean Gough

Address: 3510 Dogwood Drive
Jasper, IN 47546

AUG 2005
RECEIVED

1. How did you hear about tonight's meeting?

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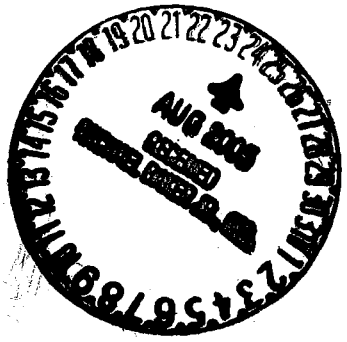
Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I		I have ownership interest in land just west of 37 near Norm Anderson Road. This property is to be developed for residential usage. Other property near us is also being developed residential or could be soon. It would be best for growth in this area if there were an interchange at both Sample & Chambers Pike. This would facilitate travel to Bloomington and Martinsville/Indy without detour.
	That Road	X	O	O		
	Rockport Road	O	X	X		
	Fullerton Pike	I	O	I		
	Tapp Road	O	I	O		
	SR 45/2nd Street	I	I	I		
	SR 48/3rd Street	I	I	I		
	Vernal Pike	U	O	U		
	SR 46 Interchange	I	I	I		
Rural/Urban transition area	Arlington Road	O	O	O		
	Acuff Road	X	O	O		
	Kinser Pike	O	I	I		
Rural	N. Walnut Street	I	X	O		
	Sample Road	I	I	O		
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West		
	Chambers Pike	O	I	I		
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side		
	Paragon/Pine	I	O	I		
	Liberty Church	O	I	O		
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD		

Please provide any additional comments on Section 5 below:

BLOOMINGTON
BICYCLE CLUB
P.O. Box 463
Bloomington, IN 47402



Feedback on Section V CAC
Bloomington Bicycle Club

As found on the America Bikes website (http://www.americabikes.org/resources_policy_biyclefriendly.asp), current federal transportation law states:

- Bicycle and pedestrian improvements are an eligible activity in all the major funding programs.
- State and local transportation plans are required to include consideration of bicycle and pedestrian projects and programs.
- Bicycle and pedestrian facilities shall be considered in all new construction and reconstruction projects.
- Bridges being replaced or rebuilt with federal funds shall be replaced so as to provide safe accommodations for bicyclists (where bicyclists are permitted at each end of the bridge).
- No project or regulatory action shall be approved that severs an existing major route or has a significant adverse safety impact on bicyclists or pedestrians unless a reasonable alternative exists or is to be provided.

These last two points are the focus of this document. Without "reasonable alternatives," I-69 will sever existing cycling routes and increase the risk involved in cycling, whether it be for fun, personal fitness, running errands, or commuting to work. With this in mind, the executive committee of the Bloomington Bicycle Club has reviewed the options for interchanges, overpasses, underpasses, and access roads for I-69 and recommends the following (organized from south to north):

1. An overpass at Rockport Road.
This is desirable, but not essential, if we have overpasses at That and Fullerton Roads and frontage roads connecting all three roads. This overpass should accommodate cyclists.

2. Overpasses at That Road and Fullerton Pike.
Overpasses must accommodate alternative transportation. These are both frequently

BLOOMINGTON
BICYCLE CLUB
P.O. Box 463
Bloomington, IN 47402

used access points into town for cyclists.

3. An interchange at Tapp Road.
Tapp Road is already used as a major east-west artery out of town. Cyclists avoid it because the traffic moves too fast, and the road too narrow and hilly. They would continue to avoid Tapp Road even if interchange were made accessible to bicycles.

Note: The existing bike path/multi-use trail will be extended north; it will need to cross Tapp Road in a safe, convenient way for cyclists and other trail users.

4. A bike-friendly interchange at Third Street.
Third Street is the flattest way into town from the west side, and offers access to heavily used medical offices, banks, and businesses. We recommend making the existing interchange safe for cyclists, as well as upgrading Third Street with bike lanes. Third Street connects to Patterson, which is lightly traveled and has a good shoulder for cyclists.

5. An underpass at Vernal Pike.
The importance of a crossing at Vernal Pike cannot be over emphasized. Vernal Pike is used as an east-west crossing point for commuters and for club bike routes. Vernal Pike offers easy access to 11th St or Seventh St, which are lightly traveled and safe ways for cyclists to get into Bloomington.

6. An overpass maintained at Arlington Road.
We want to maintain the current overpass, which is now a good cycling route with little traffic most times of the day. We do not agree with the thinking that Arlington Road and Vernal Pike are close enough to warrant a single crossing point (e.g., either Vernal Pike OR Arlington Road as an east-west crossing). We want to see both crossing points maintained.

7. An overpass at Acuff Road.
This will be in keeping with the Safe Routes to School Program, allowing students to ride their bikes to Bloomington High School North, and will guarantee access to the Maple Grove historic district, a pleasant route that used to be part of Hilly Hundred.

8. An overpass at Kinser Pike.
Kinser Pike is another crucial east-west crossing point. The cycling club crosses here to ride to Paragon, Gosport, Stinesville and beyond. If an interchange is built here instead of an overpass, we request that it offer good bike lanes so that cyclists can ride out

BLOOMINGTON
BICYCLE CLUB
P.O. Box 463
Bloomington, IN 47402

Kinser Pike and pick up Bottom Road, an extremely popular training road.

9. An interchange at Walnut Street.
Keep the current interchange at Walnut Street. Cyclists use other crossing points, and could continue doing so.

10. An overpass at Sample Road.
If an interchange is built here, it must be bicycle-friendly. This is another major east-west crossing point for cyclists, allowing them to get from Old 37 to Bottom Road.

11. A bike-friendly interchange at Chambers Pike.
If no interchange is built here, a bicycle-friendly overpass is needed. The roads in this area on both sides of 37 are lightly traveled and popular for training rides.

12. An interchange at either Paragon or Liberty Church Road.
We have no preference for the placement of the interchange. However, it is essential that cyclists have access roads that connect from Old 37 to Liberty Church Road.

In addition to these recommendations, we ask that you consider the following:

We would like to keep the northbound lane of 37 as an access road (option 1).

We request that INDOT continue to maintain the bridges over abandoned railroad lines so that their potential future use as bicycle trails is not jeopardized. Specifically, we are referring to the CSX and Victor lines. The CSX line runs south from the old rail yard to Clear Creek, then under 37 south of the Dillman Road sewage treatment plant, and then to Bedford. The Victor line is an extension of the City Rail Trail that runs south from the rail yard, angles southwest, goes under 37, and then out along Victor Pike to the Victor Stone Mill.

We support the idea of a bike lane parallel to I-69 from Indianapolis to Evansville. Although it's not widely known, many people ride their bikes from Indianapolis to Bloomington for the Hilly Hundred every year. Recreational cyclists often cover great distances in a single day, and a bicycle-friendly corridor paralleling I-69 would contribute to their ability to travel safely throughout Indiana.

We are considering earmarking money from our annual club fund raiser, the Ride Across Indiana, for the development of alternative transportation corridors.

BLOOMINGTON
BICYCLE CLUB
P.O. Box 463
Bloomington, IN 47402

Signed, on behalf of the Bloomington Bicycle Club,

Allan Edmonds

Allan Edmonds, Club President

Bloomington Bicycle Club Executive Committee
Mike Navarro, Vice President
Keith Bobay, Secretary
Joe Anderson, Treasurer
Bill Hayden, Membership Coordinator
Dave Dickson, Touring Director
Kathy Smith, Webmaster
Mark Napier, Newsletter Editor
Autumn Drew, Social Activities Coordinator

Bloomington Bicycle Club members

First Name	Last Name	Member To	Address	City	ST	ZIP	Phone	Email
Al	Abbott	31-May-06	2050 West Hwy 89A Lot 71	Cottonwood	AZ	86326	928-649-0406	OlcottandCarol@aol.com
Ron	Adamson	31-May-06	9053 East State Road 46	Bloomington	IN	47401	812-336-4051	r.adamson@sbcglobal.net
Colin & Lynn	Allen	31-May-06	1014 E. Wylie St	Bloomington	IN	47401	812-339-2686	velolynn@yahoo.com
Joe & Barbara	Anderson	31-May-06	3603 Essex Ct	Bloomington	IN	47401	812-332-6028	biker.barbara@insightbb.com biker.joe@insightbb.com
Janice & Jerry	Arvesen	31-May-06	3614 E. Post Rd	Bloomington	IN	47408	812-336-2793	jjarvesen@insightbb.com
Bob & Penny	Austin	31-May-06	3120 Tapps Turn	Bloomington	IN	47401	812-334-3133	raustin92@insightbb.com
Kathy & Ric	Avers	31-May-06	16868 Bender Road	Bloomington	IN	47401	812-332-5628	ravers@kiva.net
Ken	Bartell	31-May-06	209 N. Maple St.	Bloomington	IN	47401	812-339-8532	kbartell@indiana.edu
Mark & Mary Clare	Bauman	31-May-06	2306 Ashwood Ct	Bloomington	IN	47401	812-336-2715	mebauman@indiana.edu
Karen	Bayne	31-May-06	100 E Miller, Apt 53	Bloomington	IN	47401	812-339-8541	kbayne@indiana.edu
Randy	Beam	31-May-06	2689 McCartney Ln	Bloomington	IN	47401	812-339-4648	randybeam@yahoo.com
Bob	Bley	31-May-06	P.O. Box 2604	Bloomington	IN	47402	812-339-2710	rbley@heraldt.com
Keith	Bobay	31-May-06	368 S Lori Ln	Bloomington	IN	47401	812-337-0205	kbobay@indiana.edu
Angela & Jason	Breeden	31-May-06	5391 N. Brummetts Ck Rd	Bloomington	IN	47408	812-332-1995	ange@bloomington.in.us ogre@ogreworks.com
Ivan & Sheila	Brewer	31-May-06	9521 S Pointe La Salle Dr	Bloomington	IN	47401	812-824-9524	brewer63_64@msn.com
Ronald Max	Brown	31-May-06	3907 Bay Tree Lane	Bloomington	IN	47401	812-339-7601	robrown@indiana.edu
Jeff, Cindy, Hannah & Sarah	Brown	31-May-06	421 E Dodds	Bloomington	IN	47401	812-334-2482	jeffreyjbrown@yahoo.com
Victor	Brunamonti	31-May-06	210 Locust Drive	Bloomfield	IN	47424	812-384-8736	vbrunamonti@insightbb.com
Stephen	Bryson	31-May-06	2623 E 2nd St Apt 7	Bloomington	IN	47401	812-331-1646	stephen_bryson@sbcglobal.net
Tom	Bucci	31-May-06	1640 Bellemeade AV	Bloomington	IN	47401	812-332-5058	t.g.bucci@insightbb.com
Steve	Burch	31-May-06	P.O. Box 1000	Nashville	IN	47448	812-988-6500	shburch@yahoo.com
Susan Schneider & Don, Torrey & Alex	Byrd	31-May-06	1248 E Wylie St	Bloomington	IN	47401	812-331-0385	dbyrd@kiva.net
Melinda	Childers	31-May-06	3725 Rachel's Glen Rd	Bloomington	IN	47408	812-333-6880	childersfam@insightbb.com

First Name	Last Name	Member To	Address	City	ST	ZIP	Phone	Email
Bill	Christy	31-May-06	3209 E 10th St Apt K4	Bloomington	IN	47408	812-333-5781	wtchristy@hotmail.com
Melanie	Coleman	31-May-06	950 S. Adams St #17	Bloomington	IN	47403	812-330-5860	macolema@indiana.edu
Mike	Conway	31-May-06	724 S Eastside Dr	Bloomington	IN	47401	812-336-9941	mtconway@indiana.edu
Ruth Ann & Philip	Cooper	31-May-06	4160 Middle Ct.	Bloomington	IN	47403	812-339-1722	pcooper@bloomington.in.us
Mark	Cornwell	31-May-06	610 Robin Dr	Ellettsville	IN	47429	812-876-1618	mcornwel@indiana.edu
Dave & Sharon	Dickson	31-May-06	4900 East Ridgewood Dr	Bloomington	IN	47401	812-336-8805	ddickson@kiva.net
Tim & Valerie Lim	Diemer	31-May-06	3225 Abby Lane	Bloomington	IN	47401	812-330-1532	ttdiemer@hotmail.com
Phil	DiLavore	31-May-06	2302 E. Wimbleton Ln	Bloomington	IN	47401	812-333-3752	phil_dilavore@yahoo.com
Marty	Donnelly	31-May-06	1105 S. High St	Bloomington	IN	47401	812-340-5114	mkdonnelly@hotmail.com
Autumn & John	Drew	31-May-06	1106 Countryside Ln	Bloomington	IN	47403	812-336-5474	jmdrew@indiana.edu addrew@indiana.edu
Allan & Ann	Edmonds	31-May-06	1714 Wilton Dr	Bloomington	IN	47401	812-334-2831	edmonds@indiana.edu
Allen	Edwards	31-May-06	831 W. 7th Street	Bloomington	IN	47404	812-332-0630	aredward67@hotmail.com
Doug	Edwards	31-May-06	800 Estate Drive	Bloomington	IN	47403	812-824-8400	dedwards101@yahoo.com
Stan	Ellis	31-May-06	1003 Sherbrooke Drive	Bloomington	IN	47401	812-335-8896	mogul@bluemarble.net
Tom	Evans	31-May-06	724 S Washington St	Bloomington	IN	47401	812-856-4587	evans@indiana.edu
Tim & Stacy & Amy	Felton	31-May-06	4295 N Ridgewood Dr	Bloomington	IN	47404	812-876-2578	cfelton@indiana.edu
Glenn Allen	Ferguson	31-May-06	3315 E Longview Ave	Bloomington	IN	47408	812-322-1530	gallenferguson@gmail.com
Brien	Fields	31-May-06	423 P St	Bedford	IN	47421	812-278-8064	bkj_65@yahoo.com
Michael	Finger	31-May-06	4500 Blackstone Ct	Bloomington	IN	47408	812-330-0919	mmfinger@bloomington.in.us
Brian	Fitzgerald	31-May-06	438 Carter Blvd	Seymour	IN	47274	812-523-3156	bcfitzge@aol.com
Ronald	Garcia	31-May-06	223 E 1st St #2	Bloomington	IN	47401	812-336-5610	garcia@indiana.edu
Dion & Pat	Garner	31-May-06	42100 E Cambridge Dr	Bloomington	IN	47408	812-336-16101	bdgarner@insightbb.com
Kevin	Gilbert	31-May-06	6566 Lampkins Ridge Rd	Bloomington	IN	47401	812-333-0823	gilbert@serenasoft.com

First Name	Last Name	Member To	Address	City	ST	ZIP	Phone	Email
Steve	Gluff	31-May-06	620 Anita Street	Bloomington	IN	47401	812-331-2541	sgluff@bluemarble.net
David Lawler & Jan	Grant	31-May-06	707 S. Christopher	Bloomington	IN	47401	812-339-6101	lawler@kiva.net
David	Grenat	31-May-06	609 South Rose Avenue	Bloomington	IN	47401	812-335-1966	dmgrenat@ameritech.net
Katie	Grove	31-May-06	3211 Picadilly	Bloomington	IN	47401	812-334-3657	kagrove@indiana.edu
Luis	Gutierrez	31-May-06	3413 Winston Street	Bloomington	IN	47401	812-336-6525	lgutierrez@att.net
Fred	Hanson	31-May-06	4698 N. Happy Hollow Rd.	Bloomington	IN	47408	812-336-6513	hanson@indiana.edu
Dave Able & Karen	Haubensak	31-May-06	1310 Maxwell Ln	Bloomington	IN	47401		dable37@insightbb.com
Bill	Hayden	31-May-06	1010 S Dunn St	Bloomington	IN	47401	812-320-7371	haydenb@bloomington.in.us
Kevin	Hays	31-May-06	3855 S McDougal St	Bloomington	IN	47403	812-334-3087	purplehays69@hotmail.com
Tom	Hensel	31-May-06	724 E. Freeman Ridge Rd	Nashville	IN	47448	812-988-2037	Byskltomvt@aol.com
Anne & Bob & Caitlin & Joe & Maggie	Holahan	31-May-06	2705 Redwood Circle	Bloomington	IN	47401	812-332-1254	bob@bikegarage.com aph@insightbb.com
Laurie	Hoover	31-May-06	708 W. 12th St.	Bloomington	IN	47404	812-340-0962	ldhoover@insightbb.com
Rob & Marilyn	Horlander	31-May-06	.421 S. Pleasant Ridge Rd	Bloomington	IN	47401	812-331-0616	Robski@insightbb.com Marilyn7@insightbb.com
Norm	Houze	31-May-06	4165 Judee Dr	Bloomington	IN	47401	812-824-4567	nhouze@insightbb.com
Kim	Hubbard	31-May-06	6850 Goat Hollow Rd	Martinsville	IN	47615	317-831-3843	
Paul Hinson & Karen	Hume	31-May-06	812 Gatewood Dr	Bloomington	IN	47403	812-339-7139	hinson_hume@insightbb.com
Vicki Crecco & Brad	Hyland	31-May-06	3739 Newport Ct	Bloomington	IN	47401		hyland@bluemarble.net
Daven	Kallio	31-May-06	2200 West Sudbury Dr H-18	Bloomington	IN	47403	812-332-6290	mail newsletter
Eugene	Kase	31-May-06	2726 Brigs Bend	Bloomington	IN	47401	812-339-1734	e.kase@earthlink.net
Ken	Kasprzak	31-May-06	6400 Wellston Dr	Bloomington	IN	47408	812-333-0075	kkrunbike@insightbb.com
Jim	Lang	31-May-06	1900 S. Cooper Road	Bloomington	IN	47401	812-332-7755	jblang2000@cs.com
Charlie & Judy	McClary	31-May-06	1411 Sare Road	Bloomington	IN	47401	812-339-9608	cwm82003@hotmail.com
Kelly	McCormick	31-May-06	8245 W. State Rd 48	Bloomington	IN	47404	812-876-3802	kemccorm@indiana.edu

First Name	Last Name	Member To	Address	City	ST	ZIP	Phone	Email
Michael	McKamey	31-May-06	3290 S Duncan Rd	Bloomington	IN	47403	812-327-5471	mmckamey@netscape.com
Dan & Linda	McNabb	31-May-06	2311 Montclair Ave	Bloomington	IN	47401	812-333-2409	lmcnabb@indiana.edu
Annamaria	Mecca	31-May-06	918 E University St	Bloomington	IN	47401	812-334-3000	mecca@bloomington.in.us
Theodore	Megremis	31-May-06	2931 N. Dunn St.	Bloomington	IN	47408	812-339-5223	tmeg@insightbb.com
Cathy	Meyer	31-May-06	933 Ballantine	Bloomington	IN	47401	812-339-8184	cmeyer@kiva.net
Jennifer	Miers	31-May-06	909 S. Mitchell St.	Bloomington	IN	47401	812-334-2998	jenmier2003@yahoo.com
Jim & Dotty & Cory	Mitchell	31-May-06	2570 E Schacht RD	Bloomington	IN	47401	812-824-9399	dottymitchell@insightbb.com
Greg & Linda	Mongold	31-May-06	320 S Davelan Ln	Bloomington	IN	47401	812-332-2694	gmongold@mccsc.edu
David	Moore	31-May-06	4501 Christina Ln	Bloomington	IN	47408	812-335-0025	dacmoore@insightbb.com
Cathy & Steve	Myers	31-May-06	997 Cromwell Ct	Bloomington	IN	47401	812-330-9001	catherine.myers@cummins.com samyers@indiana.edu
Michael & Tracy	Navarro	31-May-06	3901 W. Indian Creek Dr	Bloomington	IN	47403	812-334-0556	mtnavarro@msn.com
Ronald	Odle	31-May-06	3116 Ramble Road East	Bloomington	IN	47408	812-333-9394	ronodle@kiva.net
Kay	Oser	31-May-06	2616 Round Hill Ln	Bloomington	IN	47401	812-332-3420	kayoser@yahoo.com
Jonathan	Paley	31-May-06	1451 Westwind Ct	Bloomington	IN	47403	812-339-9025	j.paley@insightbb.com
Susan	Perin	31-May-06	2120 Azalea Lane	Bloomington	IN	47401	812-336-1633	sperin@indiana.edu
Michael	Porvaznik	31-May-06	9200 E State Rd 45	Unionville	IN	47468	812-330-0912	pznik@aol.com
Ken & Katy	Ratcliff	31-May-06	501 E. University	Bloomington	IN	47401	812-336-2515	cratclif@indiana.edu ken@kevinratcliff.com
Bob	Reed	31-May-06	3712 S. Tyler Ln	Bloomington	IN	47403	812-333-0376	bobreed@mindspring.com
Holly Folk & Michael	Reinke	31-May-06	121 N. Bryan St	Bloomington	IN	47408	812-336-3901	hfolk@indiana.edu michael@bloomington.in.us
Neil	Rockwell	31-May-06	3200 E Longview Ave Apt 18	Bloomington	IN	47408		nrockwel@yahoo.com
Kathy & Al	Ruesink	31-May-06	2605 East 5th Street	Bloomington	IN	47408	812-336-8366	ruesink@indiana.edu
Dan Melamed & Betsy	Sabga	31-May-06	2801 Somerset Ct	Bloomington	IN	47401		dan@melamed.org betsy@sabga.org
Rudy & Bet	Savich	31-May-06	412 E. University St	Bloomington	IN	47401	812-336-2604	rsavich@aol.com

First Name	Last Name	Member To	Address	City	ST	ZIP	Phone	Email
Tom	Schroeder	31-May-06	8570 S. Old 37	Bloomington	IN	47403	812-824-9441	schroederbeth@yahoo.com
Brad	Schroeder	31-May-06	2209 autumn Dr	Bloomington	IN	47401	812-345-9851	brad.schroeder@insightbb.com
Kelly	Siffin	31-May-06	301 Clover Ln	Bloomington	IN	47408		kelly.siffin@navy.mil
Ann	Smith	31-May-07	1017 S Lincoln	Bloomington	IN	47401	812-336-4057	asmith@bloomington.in.us
John	Smith	31-May-06	Bikesmiths, 112 S College	Bloomington	IN	47404	812-339-9970	info@bikesmiths.net
Kip	Smith	31-May-06	6370 Cox Dr	Bloomington	IN	47408	812-336-2661	wksmith@indiana.edu
Mark Napier & Kathleen	Smith	31-May-06	2520 N Loesch Rd	Bloomington	IN	47404	812-334-1514	napierme@insightbb.com kasmith@indiana.edu
Steve	Smith	31-May-06	2204 Autumn Dr	Bloomington	IN	47401	812-334-0784	dksmith100@hotmail.com
Peter Grossman & Pauline	Spiegel	31-May-07	4410 N Pennsylvania St	Indianapolis	IN	46205	317-926-6617	pgrossma@indiana.edu pspiegel@indiana.edu
Jim	Swingle	31-May-06	c/o 123 The Woods	Bedford	IN	47421	812-797-5305	james.swingle.ctr@navy.mil
Dave	Tanner	31-May-06	116 S. Roosevelt	Bloomington	IN	47408	812-334-0755	tanner@indiana.edu
Chuck & Diane	Taylor	31-May-06	4521 Cambridge Ct.	Bloomington	IN	47408	812-334-3167	taylorrun@aol.com ddtaylor52@aol.com
Robert	Templeman	31-May-06	4946 N White River Dr	Bloomington	IN	47404		zenk78@hotmail.com
Pat & Kim	Tierney	31-May-06	705 Whitethorn Way	Bloomington	IN	47403	812-824-8358	pat_tierney@hotmail.com
A. S.	Toms	31-May-06	P.O. Box 3388	Bloomington	IN	47402	812-355-3939	Lleynash@yahoo.com
Rebekah	Tromble	31-May-06	724 Ridge Crest Ct	Bloomington	IN	47401	812-345-5233	rktrombl!@indiana.eduu
George	Van Arsdale	31-May-06	1204 E. Wylie	Bloomington	IN	47401	812-339-4657	gva@bloomington.in.us
Joe & Mary	Walker	31-May-06	2822 Wexley Rd.	Bloomington	IN	47401	812-336-5467	JWalker100@aol.com
Tom & Tyler	Whitehead	31-May-06	2784 Pointe Cove Rd	Bloomington	IN	47401	812-824-8521	tmwhite55@aol.com
Bob, Debbie, Emily & Tommy	Whitman	31-May-06	13906 Silver Stream	Carmel	IN	46032	317-407-9127	bwhitman@finchautomation.com
Linda	Woods	31-May-06	4330 Kinser Dr.	Bloomington	IN	47408	812-336-1673	lawoods@att.net
David	Yeomans	31-May-06	330 Windstone Ct	Bloomington	IN	47403	812-825-6708	dyeomans49@yahoo.com
Jeffrey	Zaleski	31-May-06	3704 Tamarron Dr	Bloomington	IN	47405	812-333-2639	zaleski@indiana.edu

First Name	Last Name	Member To	Address	City	ST	ZIP	Phone	Email
Ralph	Zuzolo	31-May-06	9547 S. Pointe LaSalles Dr	Bloomington	IN	47401	812-824-6312	rzuzolo@indiana.edu

MARK KRUZAN
MAYOR

CITY OF BLOOMINGTON

OFFICE OF THE MAYOR

401 N Morton St
Post Office Box 100
Bloomington IN 47402

p 812.349.3406
f 812.349.3455
mayor@bloomington.in.gov

August 22, 2005



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

RE: Proposed I-69 Section 5 Design Alternatives

Dear Ms. Vachet:

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

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

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

General Concerns

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

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

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

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

Specific Interchange/Overpass Comments

That Road/Rockport Road

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

Fullerton Pike/Tapp Road

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

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

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

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

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

State Road 45
The City prefers utilizing the existing interchange configuration at this location, as shown in Alternative 1. This configuration would minimize the impact on adjacent businesses and would be more conducive to east-west bicycle and pedestrian movement.

State Road 48
The City prefers the use of the "single-point" interchange configuration at this location. The right-of-way footprint for this configuration is smaller than the existing footprint, and would be a more efficient solution for the expected traffic volumes at this intersection.

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

State Road 46
The existing interchange configuration at State Road 46 is appropriate.

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

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

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

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

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

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

Final Questions and Comments

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

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

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

Thank you,

Mark Kruzan, Mayor
City of Bloomington

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

August 22, 2005

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

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

Ms. Vachet:

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

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

Sincerely,

Robert S. Cowell, Jr., AICP
Planning Director

MONROE COUNTY
BOARD OF COMMISSIONERS

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

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

August 15, 2005

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

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

Dear Ms. Vachet:

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

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

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

Sincerely,

Monroe County Board of Commissioners

Joyce Poling, President

Herb Kilmer, Vice-President

Iris Kiesling

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



I-69

Monroe County Road Impacts of Section 5

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

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

Introduction

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

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

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

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

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

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

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

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

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

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

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

			(Section 4 Sheet 6 of 6)
State Road 37	Interchange NOTE: this intersection is in Section 4 but was included due to the impact on the possible interchange at Fullerton Pike.	Principal Arterial	The interstate connects at a point north of Victor Pike. As proposed in the Monroe County Thoroughfare Plan, a road segment from this interchange should be constructed to the east to connect to That Road, proposed to be closed with the construction of this alignment. This will improve traffic movements on the south side of Bloomington. If this is not done, then the interchange at Fullerton Pike should be constructed and Fullerton Pike constructed to the east to tie into Gordon Pike. It is anticipated that the interstate will utilize the existing Rights-of-Way of State Road 37, only needing to acquire more at the proposed new grade separations and interchanges, therefore, minimally impacting adjacent subdivisions along the west side of State Road 37 the proposed interstate. (Section 4 Sheet 6 of 6)
That Road	Overpass	Major Collector	Support overpass, if this alternate is selected because it is extremely important to traffic flow in this area, given the closure of Rockport Road at State Road 37. The frontage road system should continue north of this roadway to maintain traffic flow. (NOTE: Also see Victor Pike comments as it relates to truck traffic in this area.
Rockport Road	Closed	Major Collector	If this intersection is closed, the east side of the closed roadway should be tied into a frontage road along the east side of the interstate, from That Road to Tapp Road. A curve should be constructed on the west side to promote traffic movements to a proposed roadway that will parallel the interstate, through an approved office park, to Fullerton Pike.
Fullerton Pike	Overpass	Minor Arterial (east side of interstate) & Major Collector (west side of interstate)	Offers little utility for traffic movements that exist today and those anticipated with future development. This proposal does not offer connection to Gordon Pike, thus not providing connection per Monroe County Thoroughfare Plan. If chosen, the collector-distributor system would assist with immediate area traffic movements but would overload Tapp Road, both east and west of interstate.
Tapp Road	Interchange	Principal Arterial (east side of interstate) & Minor Collector (west side of interstate)	Would require improvements to Tapp Road due to capacity issues east and west of the interstate. Tapp Road should be constructed from its western terminus to SR 45 at the intersection of Airport Road to comply with Monroe County Thoroughfare Plan. This would

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

			movements. This will assist with maintaining existing traffic flows and future development in this area, inclusive of providing another route to the Ellettsville area.
Walnut Street / Business 37 North	Closed	Minor Arterial	With Kinser interchange, need will be minimal except for those immediately adjacent to Business 37 North.
Walnut Street to Sample Road	Frontage Road System	Major Collector	There are a number of private accesses and public roads that connect to existing SR 37. The construction of a frontage road system along both sides of the interstate satisfies the concerns of traffic flow in this area. Business 37 North would be tied into this system providing continuity of traffic flow. Use of Showers Road as part of the frontage road system will require reconstruction. Support the proposed frontage road system as it further satisfies the Monroe County Thoroughfare Plan.
Sample Road	Interchange	Major Collector	Support construction of an interchange at this intersection with this alternative. This would be the logical location to connect frontage roads in this area of the County. Sample Road will need to be upgraded due to the anticipated increase in traffic to this roadway on the east side of the interstate and should be extended north to Norm Anderson Road to provide access to existing parcels along the west side of interstate.
State Road 37 Mainline Shift	Frontage Road System from Sample Road to Chambers Pike	Major Collector	Support shifting the mainline to serve as a frontage road due to a number of private accesses and public roads that connect to existing SR 37 along the east side. The use of the existing northbound lanes of a frontage road system along both sides of the interstate satisfies the concerns of traffic flow in this area. Sample Road will need to be upgraded due to the anticipated increase in traffic to this roadway on the east side of the interstate and should be extended north to Norm Anderson Road to provide access to existing parcels along the west side of interstate. Support the proposed frontage road system as it further satisfies the Monroe County Thoroughfare Plan.
Chambers Pike	Interchange	Minor Collector	Support the construction of an interchange at this location for best traffic flows in this area. Also provides best access to area for emergency services.
State Road 37 Mainline Shift	No Frontage Road System	Major Collector	The extension of Burma Road to Dittemore Road / Chambers Pike interchange will provide for existing traffic flows and for future

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

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

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

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

			Use of Showers Road as part of the frontage road system will require reconstruction. Support the proposed frontage road system as it further satisfies the Monroe County Thoroughfare Plan.
Sample Road	Overpass	Major Collector	Does not provide for existing and future traffic and access to area businesses. Diverts traffic onto area's substandard roads.
State Road 37 Mainline Shift	Frontage Road System from Sample Road to Chambers Pike	Major Collector	Support shifting the mainline to serve as a frontage road due to a number of private accesses and public roads that connect to existing SR 37 along the east side. The use of the existing northbound lanes of a frontage road system along both sides of the interstate satisfies the concerns of traffic flow in this area. Sample Road will need to be upgraded due to the anticipated increase in traffic to this roadway on the east side of the interstate and should be extended north to Norm Anderson Road or Dittemore Road to provide access to existing parcels along the west side of interstate. Support the proposed frontage road system as it further satisfies the Monroe County Thoroughfare Plan.
Chambers Pike	Interchange	Minor Collector	Support the construction of an interchange at this location for best traffic flows in this area. Also provides best access to area for emergency services.
State Road 37 Mainline Shift	No Frontage Road System	Major Collector	The extension of Burma Road to Dittemore Road / Chambers Pike interchange will provide for existing traffic flows and for future development of this area.
Bryants Creek Road	Overpass	Local	Support the overpass with this alternative as it will provide existing traffic flows and for future development in this area. Connects to Turkey Track Road on west side of interstate.
Paragon / Pine	Interchange		Support the construction of an interchange at this location. This would promote continuity of traffic flow as they exist in the northern part of Monroe County provided Old 37 North is properly constructed to this interchange. This would deter traffic from using other substandard roads in this area to access the interstate. Should review with Morgan County Highway officials for future needs of area.
Liberty Church Road	Overpass		No comment due to no impact on Monroe County road system. Should review with Morgan County Highway officials for future needs of area.
SR 37 / 39	TBD		No comment due to no impact on Monroe County road system.

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
One City Centre, Suite 106/108
120 W 7th Street
Bloomington, IN 47404

Please call or come visit us at the project office!

Our phone number is 812-355-1390

Our email is Section5@i69indyevn.org

Our office hours are
Tuesday, Wednesday, and Thursday
9:00 a.m. until 6:30 p.m.

Friday
9:00 a.m. until 4:30 p.m.

(Closed on Mondays)

Fold along this line, tape closed, and mail with proper postage.

Place Stamp Here

I-69 Tier 2 Section 5 Project Office
One City Centre, Suite 106/108
120 W. 7th Street
Bloomington, IN 47404

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

Comment Survey Form

Event: Section 5 Public Information Meeting #1 **Date:** July 20, 2005

The Indiana Department of Transportation requests your opinions, ideas, and comments so they can be given full consideration during the Tier 2 Studies on the extension of I-69 from Evansville to Indianapolis. Please return this form to a representative of the project team prior to leaving the event or mail the form to the address on the back of this booklet.

All comments are welcome! We appreciate your participation!

Name: STEVE BROWN

Address: 7921 N. THAMES DR.
BLOOMINGTON IN 47408

1. How did you hear about tonight's meeting?

DIDN'T ATTEND A MEETING. VISITED THE I-69 OFFICE IN BLOOMINGTON.

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?

I WOULD LIKE AS MUCH NOISE ABATEMENT ITEMS AS POSSIBLE ALONG THE EAST SIDE OF THE FRONTAGE ROAD + I-69.

Please also take a look at the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Tier 1 3C Access Plan 1	Access Plan 2 (CD Facility)	Access Plan 3	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access TBD = To Be Determined				
Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I	I	I LIVE IN WINDSOR PRIVATE & WANT THE INTERCHANGES AS FAR AWAY FROM WINDSOR PRIVATE AS POSSIBLE. THE RATIONALE FOR THIS IS TH~~E~~ WOULD LIMIT ADDITIONAL DEVELOPMENT NEAR WINDSOR PRIVATE AND WOULD REDUCE THE POSSIBILITY OF CRIME HAPPENING NEAR WINDSOR PRIVATE.
	That Road	X	O	O	O	
	Rockport Road	O	X	X	O	
	Fullerton Pike	I	O	I	I	
	Tapp Road	O	I	O	I	
	SR 45/2nd Street	I	I	I	I	
	SR 48/3rd Street	I	I	I	I	
	Vernal Pike	U	O	U	U	
	SR 46 Interchange	I	I	I	I	
Rural/Urban transition area	Arlington Road	O	O	O	O	Please provide any additional comments on Section 5 below:
	Acuff Road	X	O	O	U	
	Kinser Pike	O	I	I	O	
Rural	N. Walnut Street	I	X	O	I	
	Sample Road	I	I	O	O	
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West	WEST	
	Chambers Pike	O	I	I	O	
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side	ALL LANES ON WEST SIDE	
	Paragon/Pine	I	O	I	I	
	Liberty Church	O	I	O	I	
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD		

From: Wendy Vachet
To: Collier, Stephanie; Peyton, James; Weiss, Kurt
Date: 8/22/2005 4:41:59 PM
Subject: Fwd: I-69 Tier 2 Web Site Comment Section 4 (fwd)

FYI~

>>> "I-69 Tier 2 Studies Section 4 Project Manager" <section4pm@i69indyevn.org> 08/22/05 11:38 AM >>>
Hi guys,

Mr. Brodin intended for this to be submitted to Section 5. I'll drop him a quick line to let him know that we forwarded his message on, and let you guys take it from there.

Thanks,
Roger Hanas

---------- Forward message ----------
Date: Fri, 19 Aug 2005 09:19:30 -0500
From: dbrodin@bluemarble.net
To: section4@i69indyevn.org
Subject: I-69 Tier 2 Web Site Comment Section 4

A message and request for information has been sent from the www.i69indyevn.org website. The supplied contact information and message are both given below.

Name: David Brodin
Address: 601 W Fry Rd

Gosport,IN 47433
Email: dbrodin@bluemarble.net
Comments:
After reviewing the access alternatives for Section 4, I am strongly in favor of Access Plan 1. My main objection to the other plans is the creation of a Chambers Interchange. I think that Sample Rd is a much more desireable place for an interchange due to the close proximity of existing businesses, a gas station, and the density of housing in the immediate vicinity of that intersection.

Currently, Chambers Rd is a much more rural environment with less housing density and no businesses. Putting an interchange at that location would cause unecessary urban sprawl and detract from the agricultural/forest reserve nature of the area.

My other reasons for favoring Plan 1 are:
1. It seems unecessary to create a new terrain route to 37 from Walnut via the Kinser interchange. It make more sense to use the existing Walnut connection and upgrade it to a real interchange.

2. An access road North of Bloomington is important to have an access road for the rural areas. While this will involve more work and may

not be as aestethetically pleasing, it minimizes the impact on the people who have depended on 37 for travel.

3. Rockport Rd seems to be a more heavily traveled way to exit Bloomington on the SW side. It make more sense for Rockport of have the Overpass instead of That Rd.

4. I prefer the Paragon Interchange to the Liberty Church Interchange because it provides the best access to Morgan Monroe State Forest.

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
One City Centre, Suite 106/108
120 W 7th Street
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Tuesday, Wednesday, and Thursday
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Friday
9:00 a.m. until 4:30 p.m.

(Closed on Mondays)

Fold along this line, tape closed, and mail with proper postage.

JIM LINGVAI
7820 N. THAMES DR
BLOOMINGTON, IN 47408

Place Stamp Here

I-69 Tier 2 Section 5 Project Office
One City Centre, Suite 106/108
120 W. 7th Street
Bloomington, IN 47404

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

Comment Survey Form

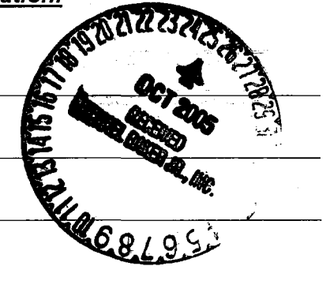
Event: Section 5 Public Information Meeting #1 **Date:** July 20, 2005

The Indiana Department of Transportation requests your opinions, ideas, and comments so they can be given full consideration during the Tier 2 Studies on the extension of I-69 from Evansville to Indianapolis. Please return this form to a representative of the project team prior to leaving the event or mail the form to the address on the back of this booklet.

All comments are welcome! We appreciate your participation!

Name: JIM LINGVAI

Address: 7820 N. THAMES DR
BLOOMINGTON, IN 47408



1. How did you hear about tonight's meeting?

N/A

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

N/A

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?

I FAVOR OPTION 2 WHICH GIVES ACCESS TO OUR DEVELOPMENT AND BUSINESS FROM THE "NORTH" AND SOUTH. I WORK IN IND/ AND DRIVING SOUTH TO GO NORTH IS NOT ECONOMICAL AND COUNTER PRODUCTIVE OVER THE LONG HAUL.

Please also take a look at the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Tier 1 3C Access Plan 1	Access Plan 2 (CD Facility)	Access Plan 3	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)
		I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access TBD = To Be Determined			
Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I	
	That Road	X	O	O	
	Rockport Road	O	X	X	
	Fullerton Pike	I	O	I	
	Tapp Road	O	I	O	
	SR 45/2nd Street	I	I	I	
	SR 48/3rd Street	I	I	I	
	Vernal Pike	U	O	U	
	SR 46 Interchange	I	I	I	
Rural/Urban transition area	Arlington Road	O	O	O	
	Acuff Road	X	O	O	
	Kinser Pike	O	I	I	
Rural	N. Walnut Street	I	X	O	
	Sample Road	I	I	O	
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West	
	Chambers Pike	O	I	I	
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side	
	Paragon/Pine	I	O	I	
	Liberty Church	O	I	O	
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD	

Comments and Rationale for Access Suggestion(s) Tell Us Why! Access Plan 2

WINASOR PRIVATE, MY DEVELOPMENT, HAS MANY WHO WORK INDY AS I DO. WE WANT TO GET TO INDY AS QUICK AS WE CAN TO BLOOMINGTON AND GOING SOUTH TO GO NORTH DOES NOT MAKE SENSE

I FAVOR A VERSION OF PLAN 2.

Please provide any additional comments on Section 5 below:

Windsor Private Home Owners Association

Windsor Private Homeowners Association
Attn: Jim Lingvai
7820 N. Thames Dr.
Bloomington, IN 47408



I-69 Tier 2 Section 5 Project Office
One City Centre, Suite 106/108
120 W. 7th Street
Bloomington, IN 47407

October 24, 2005

Dear Sirs,

Following are comments from the Windsor Private Homeowner Association concerning section 5 of the proposed I-69 interstate road.

As homeowners who must live with I-69 going past our homes, we request the following consideration be included in your design of the highway.

1. The creation of excellent sound abatement system to shield the development is a must.
2. Access to both a north and a south bound interchange where we are not required to travel in the opposite direction to drive in the direction desired.
3. The main travel lanes must be as far west a possible from the entrance to Windsor Private subdivision.

Questions or clarification of these requests should be addressed to Windsor Private Homeowners Association, Attn: Jim Lingvai, 7820 N. Thames Dr., Bloomington, IN 47408 or at Phone number 812 935-5568

Thank You,

Name	Address
James R Lingvai	7820 N. THAMES DR
Mark Rychnovsky	7811 N. Thames Dr
DAVE Vent	7871 Thames DR.
LANCE Druckemiller	7851 Thames Dr

Carl Long	7831 Thames Drive
Steven Jacobs	7860 Wexford Court
Caren Stoll	7830 Thames Dr.
Julie Booze	7970 Thames Dr
Dwan L Vaz	7850 Thames Dr
Steve Brown	7921 THAMES DR.
Theresa Morris	7841 Thames Dr
Nancy Endle	7890 Wexford Ct
Ken Strange	7870 Thames Dr

JLR

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

Comment Survey Form

Event: Section 5 Public Information Meeting #1 **Date:** July 20, 2005

The Indiana Department of Transportation requests your opinions, ideas, and comments so they can be given full consideration during the Tier 2 Studies on the extension of I-69 from Evansville to Indianapolis. Please return this form to a representative of the project team prior to leaving the event or mail the form to the address on the back of this booklet.

All comments are welcome! We appreciate your participation!

Name: NORMAN Voyles MORGAN County COMMISSIONER

Address: 1620 CRAMERTOWN Loop

MARTINSVILLE IN 46151 765.342.1007 (W) 765.342.4513 (H)

1. How did you hear about tonight's meeting?

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues that you feel should be considered in evaluating the alternatives that have been presented tonight?

yes — see COMMENTS ON BACK

Please also take a look at the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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

All Access Alternatives included the following considerations:

- Use of existing SR 37
- Avoidance of cemeteries
- Avoidance of Superfund Sites
- Interchange Spacing and Safety Guidelines
- Minimization of floodplain impacts
- Avoidance of public parks and historic resources
- Incorporation of local land use and transportation planning

Area Type	Access Options	Alternative's Option(s)			Reason for Option(s)	Advantages	Disadvantages
		Tier 1 3C Access Plan 1	Access Plan 2	Access Plan 3			
Urban	That Road Overpass		X	X	No interchange is possible due to proximity to the southern terminus; and either road provides the same basic east-west access.	Better emergency services route	Hard stop would result at Rockport Road intersection
	OR Rockport Road Overpass	X				Better overall east/west mobility	Reduced access to developing areas on That Road
	Fullerton Pike Interchange	X		X	Both offer adequate spacing from the southern terminus; however, the access points are too close together to allow interchanges at both	Reduced lanes and interchange footprint	Requires upgrade to Fullerton Pike; west side terrain challenges
	OR Tapp Road Interchange with Collector/Divider (CD) System		X			CD System designed to ease through-traffic on main travel lanes while allowing local access	Wide interchange footprint; mainline traffic access reduced; and opportunities to enter and exit mainline are limited
	Vernal Pike Overpass		X		No interchange possible due to proximity to SR 46	Overpass may be preferable for bike/pedestrian options	Elevated bridge structure would be required
	OR Vernal Pike Underpass	X		X		Underpass would be a better match with existing terrain	Drainage design under roadway may be challenging
Urban/Rural transition area	Acuff Road Overpass		X	X	No interchange possible due to proximity to SR 46 interchange	Overpass would facilitate access to high school and allow east-west bike/pedestrian options	Overpass would result in west side terrain challenges and would encroach on the Maple Grove Rural Road Historic District
	OR Acuff Road – No Overpass	X					
	Kinser Pike Interchange		X	X	Both offer adequate spacing from the SR 46 interchange; however, the access points are too close together to allow interchanges at both.	Reduces floodplain impacts; accommodates current & future development; allows access to high school; good terrain	Potential impacts to residences and farmland
	OR Walnut Street Interchange	X				Unofficial "Gateway to Bloomington"; maintains existing interchange access	Floodplain impacts; limits development potential southeast of Kinser Pike
Rural	Sample Road Interchange	X			Spacing considerations between these access points; goal is to optimize access to developing "urban" cluster	Existing infrastructure in place; easy terrain	Limits additional development potential
	OR Chambers Pike Interchange			X		Fewer residential/business impacts	Challenges mobility patterns and impacts Morgan-Monroe State Forest
	OR Sample & Chambers Interchanges		X			Better access to "urban" area & emergency services; maximizes opportunities for development	Interchange spacing is closer together than optimal for a "rural" area
	SR 37 Split – all 6 mainline lanes on west side; northbound SR 37 used as access road	X			To provide, or not provide, an access road in this area	Use of northbound SR 37 as access road	Loss of existing visual aesthetic; presents terrain challenges
	OR SR 37 Split – 3 lanes on each side; no access road		X	X		Maintains visual aesthetic	Does not provide access road
	Paragon/Pine Interchange	X		X	The access points are too close together to allow interchanges at both.	Direct Access to Morgan-Monroe State Forest; fewer roads required for parcel access	More residential and forest impacts MORE FARM BUSINESS IMPACT
	OR Liberty Church Interchange		X			Easy terrain; better access to farms and developing areas; maintains existing mobility patterns to west	More farm impacts LESS FARM BUSINESS IMPACT LESS FARMLAND IMPACT IF SHIFTED TO SOUTH AND HIGHWAY SHIFTED TO WEST

Area Type	Major Road Name	Tier 1 3C Access Plan 1	Access Plan 2 (CD Facility)	Access Plan 3	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U, or X)
		I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access TBD = To Be Determined			
Urban	Section 4 Tie-in (SR 37 interchange)	I	I	I	
	That Road	X	O	O	
	Rockport Road	O	X	X	
	Fullerton Pike	I	O	I	
	Tapp Road	O	I	O	
	SR 45/2nd Street	I	I	I	
	SR 48/3rd Street	I	I	I	
	Vernal Pike	U	O	U	
	SR 46 Interchange	I	I	I	
Rural/Urban transition area	Arlington Road	O	O	O	
	Acuff Road	X	O	O	
	Kinser Pike	O	I	I	
Rural	N. Walnut Street	I	X	O	
	Sample Road	I	I	O	
	Mainline Shift @ Sample Rd/ NB SR 37 as access road	West	West	West	
	Chambers Pike	O	I	I	
	Mainline Shift at SR 37 split	All lanes on west-side	3 lanes each side	3 lanes each side	
	Paragon/Pine	I	O	I	strongly favor O
	Liberty Church	O	I	O	strongly favor I
	Section 6 Tie-in (SR 39 interchange)	TBD	TBD	TBD	

Comments and Rationale for Access Suggestion(s)
Tell Us Why!

O AT PARAGON/PINE MAKES CONSIDERBLY LESS IMPACT ON HOMES IN THAT AREA.
O AT PARAGON/PINE MAKES MUCH LESS BURDEN ON AGRICULTURE BUSINESS IN LIBERTY CHURCH AREA.

I AT LIBERTY CHURCH WILL MAKE MUCH LESS IMPACT OR BURDEN ON AGRICULTURE BUSINESS IN THAT AREA, PROVIDES MUCH BETTER ACCESS IN ALMOST DAILY MOVEMENT OF GRAIN, ALLOWS MUCH BETTER MOVEMENT OF FARM EQUIPMENT FROM ONE SIDE OF HIGHWAY TO THE OTHER. FRONTAGE ROADS NEED TO ACCOMADATE SEMI TRUCKS & TRAILERS.

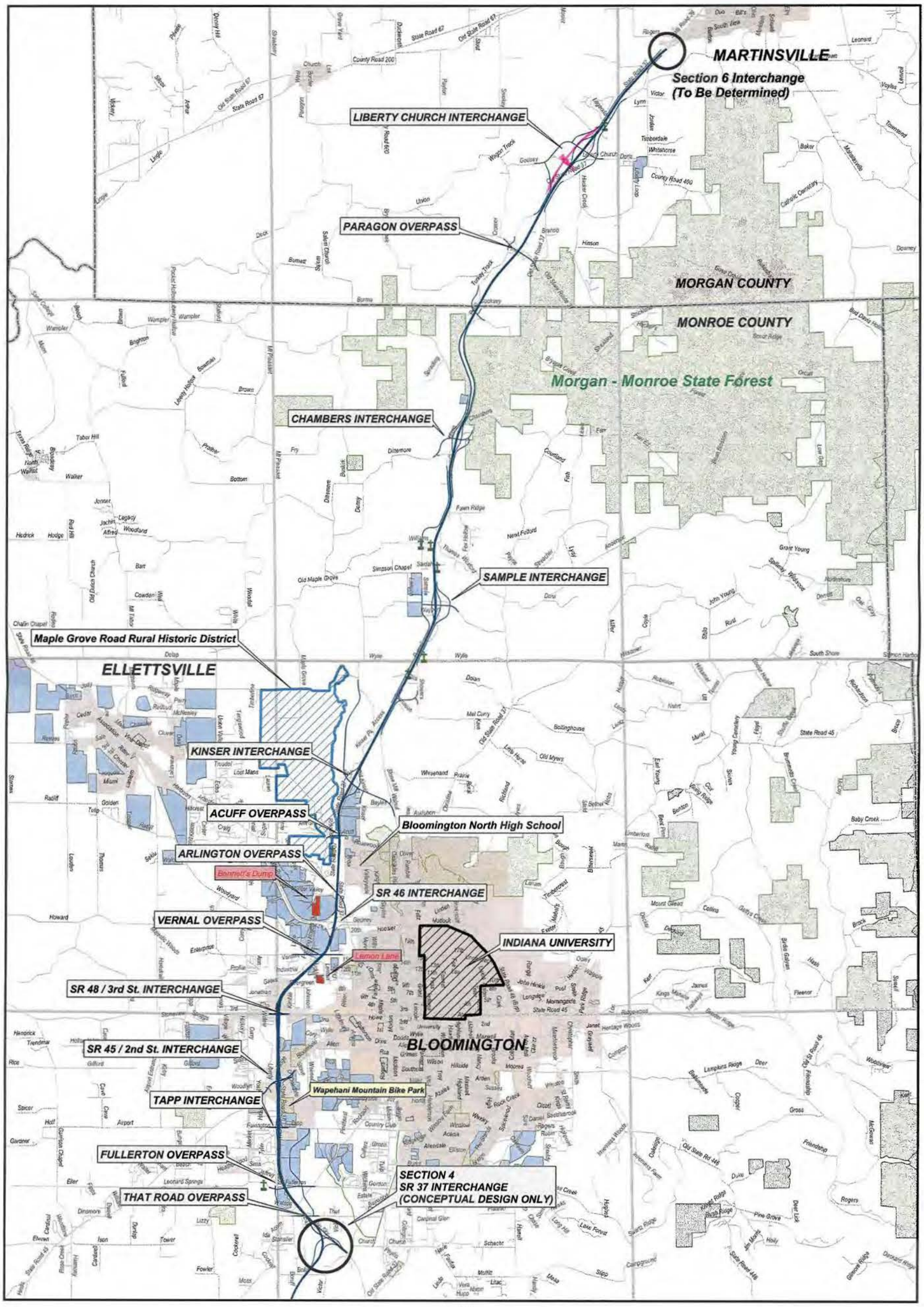
I AT LIBERTY CHURCH. THE PROPOSED I SHOULD BE SHIFTED TO THE SOUTH SIDE OF PRESENT ACCESS TO SR 37. ALSO SHIFT HIGHWAY TO THE WEST SOMEWHAT, FROM NEAR LEGENDRY HILLS TO NEAR TURKEY TRACK RD. THIS WOULD MAKE MUCH LESS IMPACT ON FARM LAND AND ALSO COULD POSSIBLY PRESERVE HISTORIC HOUSE AT PRESENT SR 37 AND LIBERTY CHURCH INTERSECTION

SEE RED LINES ON ALT #2

Please provide any additional comments on Section 5 below:

FRONTAGE ROADS should be designed to MIMISE triangle TRACTS to AVOID IMPACT to FARMable LAND.

I-69 SECTION 5 (FROM SR 37 TO SR 39)
ALTERNATIVE 2


MARTINSVILLE
Section 6 Interchange
(To Be Determined)
LIBERTY CHURCH INTERCHANGE
PARAGON OVERPASS
CHAMBERS INTERCHANGE
SAMPLE INTERCHANGE
Maple Grove Road Rural Historic District
ELLETTSVILLE
KINSER INTERCHANGE
ACUFF OVERPASS
Bloomington North High School
ARLINGTON OVERPASS
Bennett's Dump
SR 46 INTERCHANGE
VERNAL OVERPASS
INDIANA UNIVERSITY
Lemon Lane
SR 48 / 3rd St. INTERCHANGE
SR 45 / 2nd St. INTERCHANGE
BLOOMINGTON
Wapehani Mountain Bike Park
TAPP INTERCHANGE
FULLERTON OVERPASS
SECTION 4
SR 37 INTERCHANGE
(CONCEPTUAL DESIGN ONLY)
THAT ROAD OVERPASS
MORGAN COUNTY
MONROE COUNTY
Morgan - Monroe State Forest
State Road 67
Old State Road 67
County Road 200
County Road 400
State Road 37
State Road 45
Old State Road 37
Old State Road 46
Old State Rd 446
Union
Burnett
Burma
Hinson
Bryants Creek
Jordan
Timberdale
Whitehorse
Victor
Lynn
Doris
Baker
Townsend
Catholic Cemetery
Dewey
Grant Young
Spilsbury Wildwood
Dennis
John Young
Simpson Chapel
Old Maple Grove
Fawn Ridge
Newt Fulford
Thomas Woodyard
Fox Hollow
Payne
Strecher
Tyler
Williams
Sandlin
Dora
Coyle
Stib
Rust
Miller
Hissong
South Shore
Simmon Harbor
Dolap
Wyss
Wylie
Maple Grove
Doan
Mel Curry
Bollinghouse
Old Myers
Wrisenand Prairie
Richland
Audubon
Bethel Ridge
Earl Young
Sicher
Benton
Baby Creek
Umberlong
Mount Gilead
Collins
Dickie
Zwissig
Brock
Brick Gahren
Hash
Fleenor
Janet
Heritage Woods
Lampkins Ridge
Deer
Copper
Gross
McGowan
Friendship
Oakridge
Duke
Rogers
Knight Ridge
Rush Ridge
Pine Grove
Deer Lick
Jim Myers
Haily
Campground
Slipp
Mesa
Lilac
Hunter
Schecht
Cardinal Glen
Lake Forest
Stearns Ridge
Gentry Creek
Gilmore Ridge
Dargard Ridge
Kerr
Woodview
Old St Road 46
Fleenorsburg
Hendrick
Trenderman
Rice
Gilliford
Spicer
Holt
Airport
Gardner
Eller
Leonard Springs
Dinsmore
Elwren
Ison
Tower
Fowler
Moss
Cockerell
Cardinal
Rose Creek
Kenseth
Hollis
Tabor Hill
Walker
Bottom
Jonner
Legacy
Jachin
Alfred
Woodland
Hedrick
Hodge
Red Hill
Old Dutch Church
Barr
Cowden
Chalin Chapel
Ratliff
Golden
Tulip
Howard
Enterprise
Profile
Industrial
Greenleaf
Jonathan
Johnson
Stonewall
Chapel
Stanton
Stanley
Lizzy
Ida
Acorn
Stansifer
Church
Thiel
Watson
Jeffrey
Fullerton
Sims
Healthcare
Meridian
Tyler
Parkview
Rockport
Country Club
Gross
Gorton
Estate
Burton
Acuff
Craig
Hillcrest
Miami
Lost Mans
Troutbol
Trinity
Mercer
Chandler
Cloverdale
Rollins
Ramsey
Cedar
Redbud
McKinley
Park
Depot
Association
Wright
Riley
Madison
Ardmore
Arlington
Edna
Laurel
Stanton
Stanley
Sare
Walnut
Lowden
Thomas
Sasaki
Woodyard
Valley
Hoosier
Mutlock
Fritz
Geurrey
20th
Atwater
Maxwell
Lincoln
Wilson
Hillside
Henry
Arden
Sussex
Azalea
Highland
Rockport
Rockwood
Windsor Park
Windsor
Wesley
Acacia
Allendale
Ellison
Rogers
Roller
Skinner
Sherwood
Daniel
Sandalwood
Dicott
Kirkwood
Rock Creek
Smith
Woodyard
Woodlyn
Wood
Whitehall
Tamarwood
Union Valley
Trailer
Depot

Options for I-69 access outlined

By Kurt Van der Dussen
331-4372 | kvd@heraldt.com

Three alternative plans for access to the proposed stretch of I-69 from south of Bloomington to Martinsville will be viewable tonight at an informational hearing hosted by the Indiana Department of Transportation.

The event starts at 5:30 p.m. at Liberty Church on Liberty Church Road east of Ind. 37 in far southern Morgan County. The hearing starts at 6 p.m.

It will give people a chance to view maps for each of the three alternatives and to comment in person, in writing or by e-mail.

More

Maps of three options | PAGE A9

Vandalism case | PAGE A9

Following are highlights of the alternatives and the common points of each:

■ Under all three options, the current interchanges at Ind. 46, 48 and 45 would be part of the highway. The Vernal Pike intersection would be closed and an underpass built under I-69.

■ All three alternatives use existing Ind. 37 from south of Bloomington north through the city to Sample Road. From there north to Paragon and Pine roads in far southern Morgan County, the travel lanes would be moved slightly westward.

The current northbound lanes of Ind. 37 would become an extended frontage road connecting proposed interchanges and overpasses to other roads that will be closed at the new highway.

The northbound lanes of I-69 would be close to or atop where the southbound lanes of Ind. 37 now run, with the new southbound lanes slightly to the west.

Wendy Vachet, project manager

SEE I-69 OPTIONS | PAGE A9

The alternatives in brief

There will be a major interchange where I-69 splits off from Ind. 37, at Victor Pike about three miles south of the current Ind. 45/Ind. 37 intersection.

North of that point, four current intersections with Ind. 37 offer options for access to or across I-69.

One alternative proposes an interchange at heavily traveled Tapp Road, while the other two propose an interchange a mile south at Fullerton Pike.

In the latter scenario, the state would extend Fullerton Pike on both sides of the highway to create a new east-west arterial for Bloomington.

The current intersections of Rockport and That roads with Ind. 37 are deemed too close to the proposed interchange at I-69 with Ind. 37 to allow for access to the interstate.

One alternative gives Rockport Road an overpass, with That Road having no overpass. The other two options give That Road an overpass with none for Rockport Road.

On the far northwest side of Bloomington, all three options would use the existing overpass at Arlington Road.

Alternative 1 closes Acuff Road but has an overpass at Kinser Pike. The other two options both have an overpass at Acuff Road and an interchange at Kinser Pike to serve the city's far northwest side.

In northern Monroe County, all three alternatives identify only three existing roads as candidates for interchanges or overpasses: the current interchange of Ind. 37 with North Walnut Street, plus Sample Road and Chambers Pike.

All other roads now intersecting Ind. 37 would have to use frontage roads to reach one of those roads to access or cross the highway.

Alternative 1 would have interchanges at both North Walnut Street and Sample Road and an overpass at Chambers Pike.

Alternative 2 would dead-end North Walnut Street at Bean Blossom Creek, with interchanges at both Sample Road and Chambers Pike.

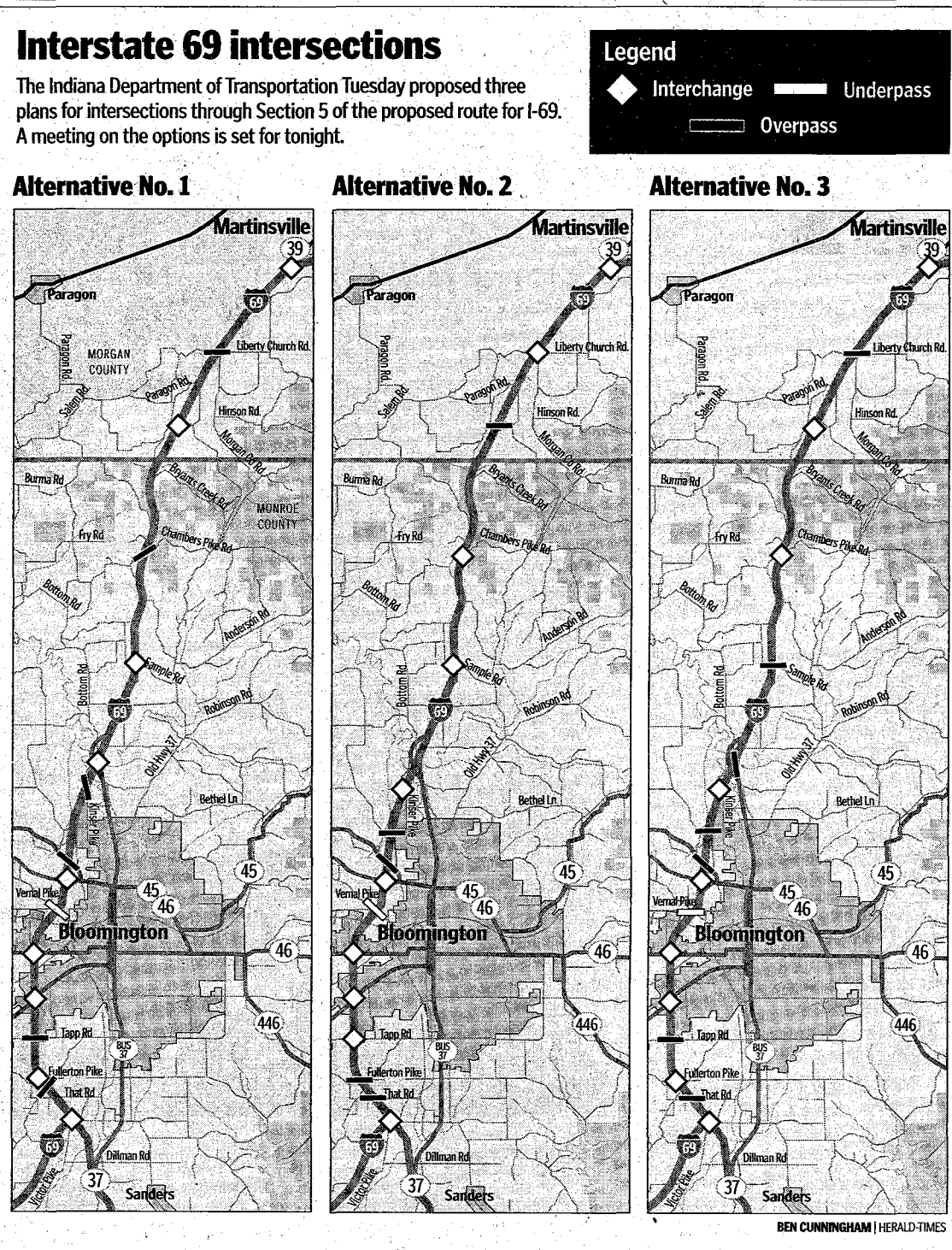
Alternative 3 would have overpasses at North Walnut Street and Sample Road and an interchange at Chambers Pike. That option would give Monroe County only one interchange on I-69 between the Morgan County line and either Kinser Pike or Ind. 46.

In southern Morgan County, all three alternatives list the current Ind. 37/39 interchange as "To Be Announced" but planners say it's a likely interchange site.

Alternatives 1 and 3 give Liberty Church Road an overpass and Paragon/Pine roads an interchange. Alternative 2 gives Liberty Church Road an interchange and Paragon/Pine roads an overpass.

Interstate 69 intersections

The Indiana Department of Transportation Tuesday proposed three plans for intersections through Section 5 of the proposed route for I-69. A meeting on the options is set for tonight.



BEN CUNNINGHAM | HERALD-TIMES

I-69 OPTIONS
Alternative plans for interchanges to be unveiled at meeting

CONTINUED FROM A1

for planning the Section 5 portion of I-69 from south of Bloomington to Ind. 39, said Tuesday that it's too early to tell what businesses west of the current Ind. 37 might have to move.

She said relocating the highway slightly west in that stretch saves a cemetery and protects large businesses such as Worm's Way and Oliver Winery.

But what is likely to concern more people is where they could get on or off I-69 or cross over it from east to west.

Feedback needed

Vachet said her consulting firm, Michael J. Baker Inc., and its office in One City Centre have come up with three alternatives and they need feedback from people on which alternative or combination is best for them.

"We need that feedback before we go to the next level of detail," she said.

She said the public is welcome to come in any weekday to view the plans and talk one-on-one with staffers.

No other meeting site open

Vachet said Tuesday that tonight's meeting is nearly 20 miles from Bloomington at Liberty Church in Morgan County for two reasons.

One is that there's no I-69 office in Morgan County and this gives Martinsville and southeastern Morgan County residents a chance to attend a meeting.

But she also said the first place she thought of for a site was Bloomington High school North, only for ongoing construction and renovation work there to rule it out.

Nor, she said, could the meeting be held today at other sites such as Ivy Tech, Edgewood High School or Sherwood Oaks Christian Church, which all have big enough facilities.

Tonight's meeting

Three alternative plans for access to the proposed stretch of I-69 from south of Bloomington to Martinsville will be viewable tonight at an informational hearing hosted by the Indiana Department of Transportation.

The event starts at 5:30 p.m. at Liberty Church on Liberty Church Road east of Ind. 37 in far southern Morgan County.

The hearing starts at 6 p.m.

'No news is good news' on vandalism case

H-T Report

Indiana Department of Transportation spokesman Gary Abell said Tuesday afternoon that INDOT officials haven't heard any more from police about their investigation of the vandalism of the I-69 Section 4 office this weekend.

"We haven't heard anything," he said.

"We had some extra security out there today," he said. "In this case, no news is good news."

Monroe County sheriff's deputies also were staked out Tuesday at the Section 5 I-69 office in One City Center as a precaution.

As for tonight's Section 5 public meeting at Liberty Church in southern Morgan County, Abell said, "we're not sure what to expect.

"We will have officers there," he said.

But he also said he was afraid the incident at the Section 4 office on Industrial Drive could discourage citizen participation.

"It dissuades your ordinary citizen from going to a meeting," he said.

Editorial

OPINION

Vandals defeating their own cause | PAGE A8

APPENDIX CC
CAC AND PUBLIC INFORMATION MEETING SUMMARIES

PUBLIC INFORMATION MEETING PRESENTATION - APRIL 24, 2012

I-69 Evansville to Indianapolis Tier 2 Studies
Section 5 Public Information Meeting #2

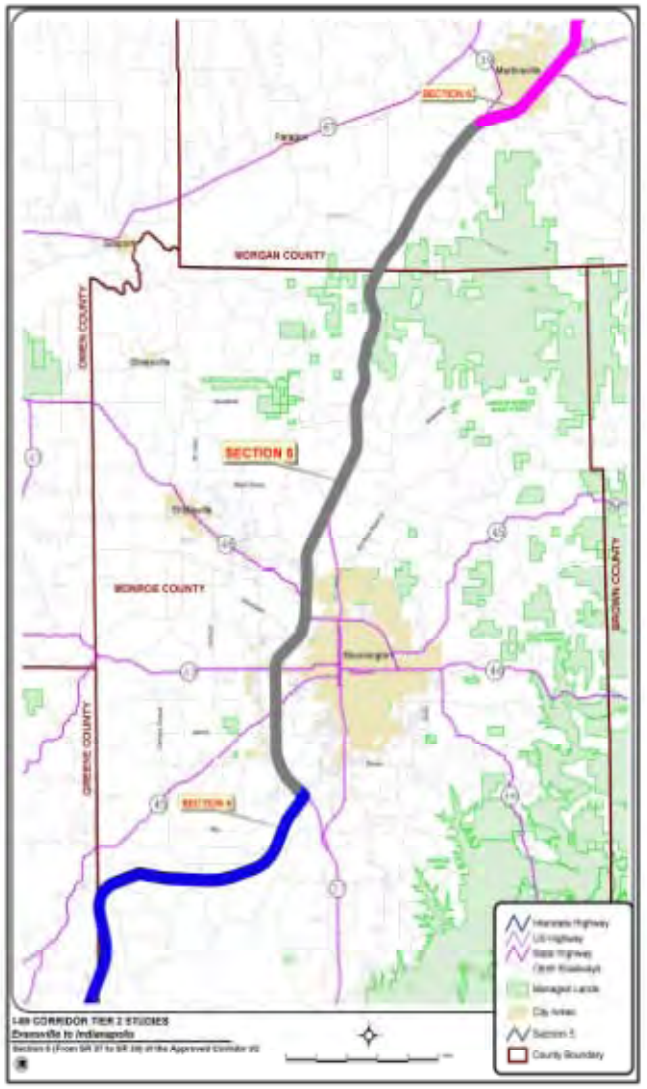
Project Update
and
Preliminary Alternatives

April 24, 2012

Tier 2 – Section 5 – Public Information Meeting #2

Meeting Purpose

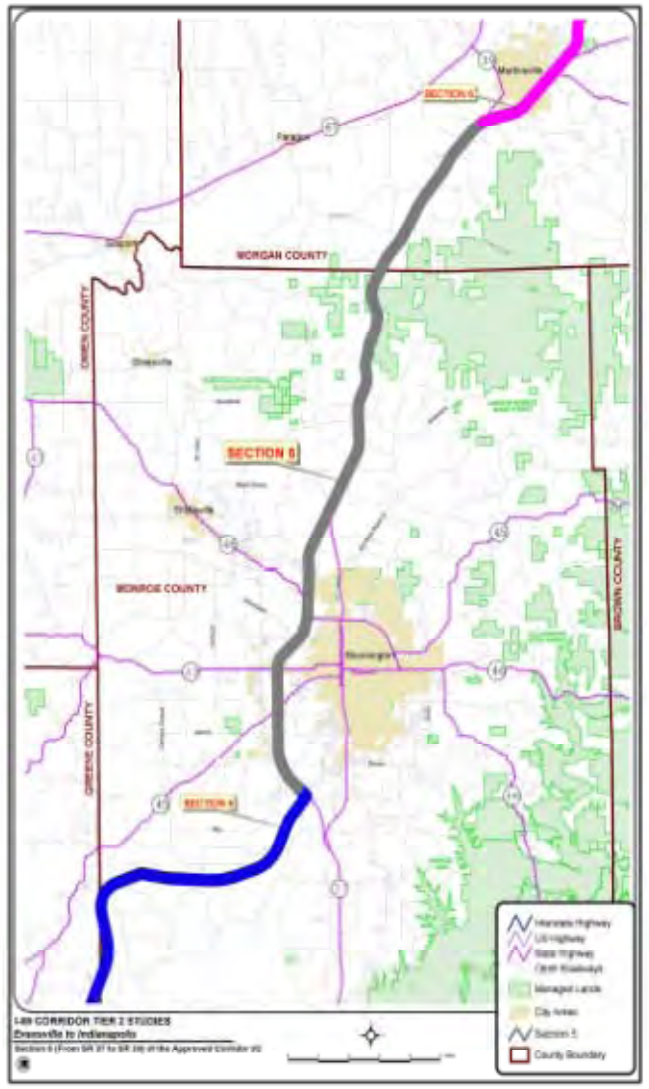
- Progress Update
- Discussion of New Information
- View Alternatives
- Request Your Feedback



Tier 2 – Section 5 – Public Information Meeting #2

Section 5

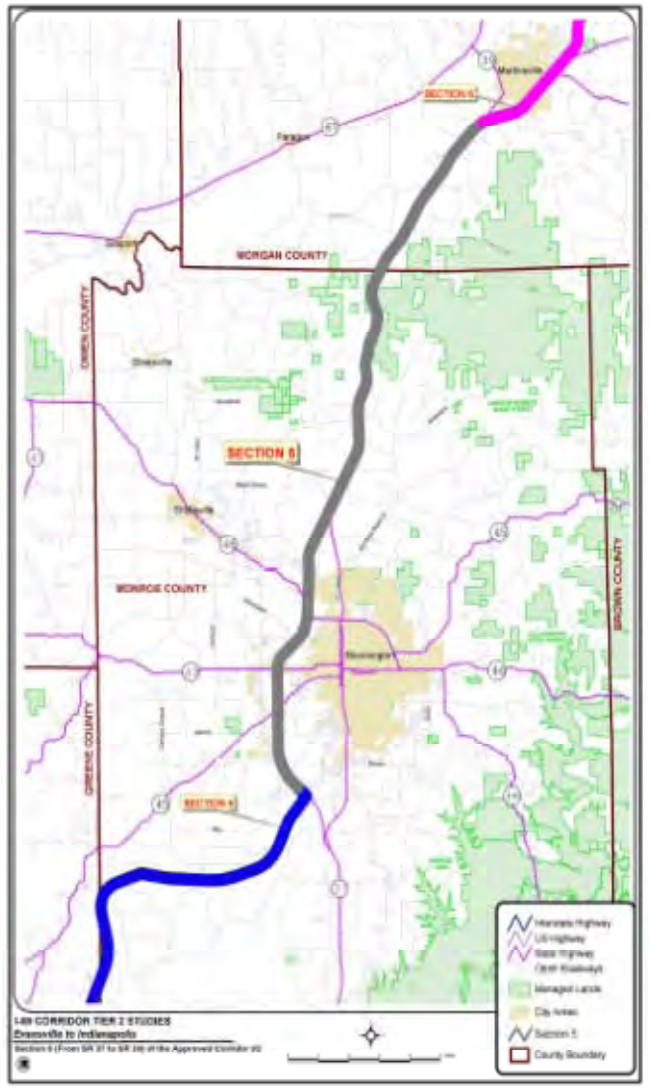
- Begins just north of the intersection of SR 37 and Victor Pike, in Bloomington
- Ends just south of the existing interchange of SR 37 and SR 39, in Martinsville
- Approximately 23 miles in length
- Extends through Monroe and Morgan Counties, Indiana
- I-69 will generally run along the alignment of existing SR 37



Tier 2 – Section 5 – Public Information Meeting #2

New Information

- Completion of Field Surveys
- Historic Properties Report, Additional Information Report & Consulting Parties
- Public Involvement, Community Advisory Committees, Participating Agencies
- Development of Access Alternatives



Tier 2 – Section 5 – Public Information Meeting #2

Field Surveys

- Land Use/Development
- Community Resources
- Emergency Services
- Wetlands
- Streams
- Karst/Geological
- Historic Resources
- Archaeological
- Noise



- Endangered Species
- Hazardous Materials
- Biological

Historic Properties Report



- Section 106 process is on-going and three Consulting Parties Meetings held to date
- Historic Properties Report (HPR) 2008, Additional Information and Dimension Limestone Resources Reports January 2012
- Historic Daniel Stout House and Maple Grove Road Rural Historic District listed in the National Register of Historic Places
- Additional properties recommended as eligible:
  - Hunter Valley, Reed, and North Clear Creek Historic Landscape Districts
  - Stipp-Bender and Maurice Head houses
    (Jonas-May House demolished by owner post-2008),
  - Monroe Co. Bridges 83 and 913, Morgan Co. Bridges 161 and 224

Project Office / Public Involvement / Outreach

Project Team has met with numerous groups to date, including:

- Participating Agencies
- Bloomington Planning Staff
- Monroe County Planning Staff
- Morgan/Martinsville Planning Staff
- Bloomington Chamber of Commerce
- Martinsville Chamber of Commerce
- Morgan County Commissioners
- Monroe & Morgan Historical Societies
- Neighborhood Associations
- Emergency Service Providers
- Morgan-Monroe State Forest
- Individuals and Citizens

Tier 2 – Section 5 – Public Information Meeting #2

Community Advisory Committee

- Local organizations gather information and provide feedback
- Information is used to help identify and evaluate topics of interest
- Discuss methods to avoid, minimize and/or mitigate impacts
- Morgan and Monroe CACs combined into a single CAC in 2012
- Seven CAC meetings held to date

Participating Agencies

- Members of local government
- Early and timely input during ongoing environmental studies
- Three PA meetings held to date



Purpose and Need

Local Needs Identified in Section 5 Include:

- Complete Section 5 of I-69 Between Victor Pike South of Bloomington and SR 39 in Martinsville
- Reduce Existing and Forecasted Traffic Congestion
- Improve Traffic Safety
- Support Local Economic Development Initiatives



The alternative alignments developed for Section 5 are consistent with the overall Tier 1 goals and the local needs identified in Tier 2

Access Alternatives

- Displays are “Conceptual Layouts” showing I-69 mainline and proposed interchanges and over/underpass locations
- Local access roads presented in association with the alternatives
  - Provided where commercial and private drives directly access current SR 37
  - Utilized existing local road network where possible
- Four alternatives have been developed for review and consideration
- **Preferred Alternative is anticipated to be a combination of alternatives**

Tier 2 – Section 5 – Public Information Meeting #2

The Alternative Screening process focused on reducing right-of-way, cost, and environmental, community and traffic impacts by:

- Number of lanes based upon refined traffic modeling
  - 3 lanes each direction (urban)
  - 2 lanes each direction (rural)
- Reducing number and size of interchanges
- Using existing roadways/access points
- Relocating access roads to reduce farm and parcel splits
- Incorporating input from local governments, CACs, emergency service providers, utility representatives, and public comments
- Identifying potential conservation and mitigation areas

Tier 2 – Section 5 – Public Information Meeting #2

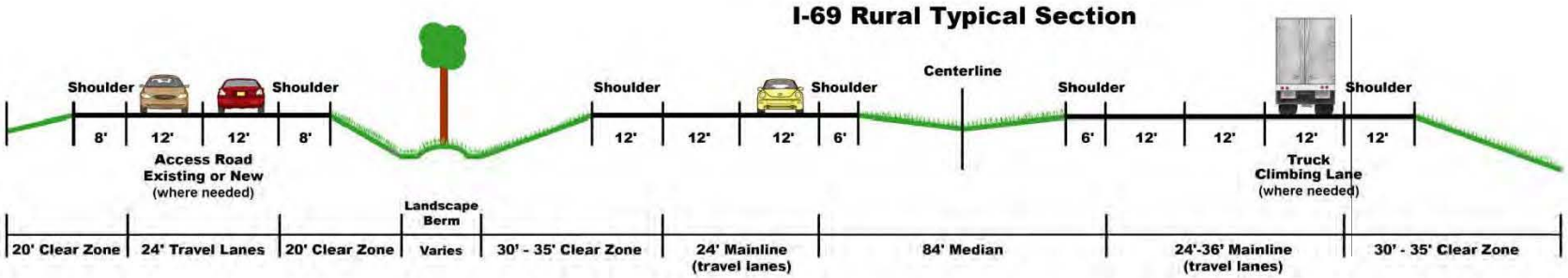
Alternatives Carried Forward - Alternatives 4 and 5

- Some project elements presented at the 2005 PIM were eliminated in screening (select interchanges, grade separations, and access roads)
- Alternatives 4 and 5 include:
  - Expansion to the outside
  - Grassy medians
  - Wider separation between I-69 and parallel local access roads
- Follows existing SR 37, except for the following slight shifts:
  - o East at Fullerton Pike,
  - o West between Tapp Road and 2nd Street,
  - o East north of Arlington Road, and,
  - o West between Sample Road and Chambers Pike

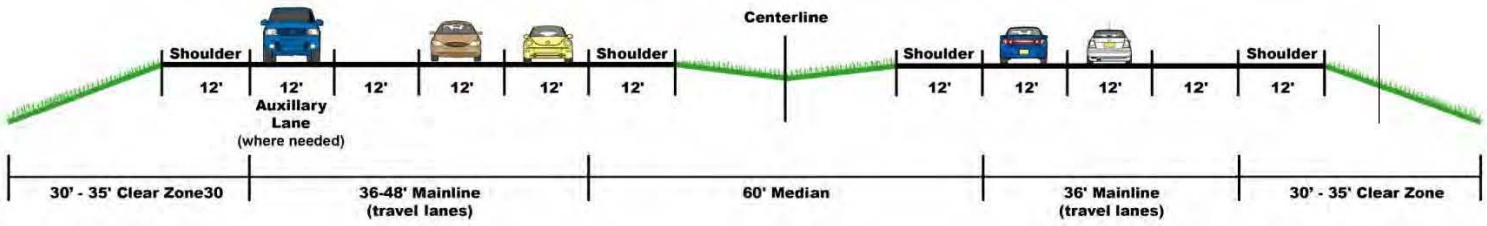
Tier 2 – Section 5 – Public Information Meeting #2

I-69 Tier 2 Section 5 Conceptual Typical Sections for Alternatives 4 and 5

I-69 Rural Typical Section



I-69 Urban Typical Section



Notes: These figures are not to scale and are for display purposes only.
These figures do not represent right-of-way requirements.

Tier 2 – Section 5 – Public Information Meeting #2

Alternatives Carried Forward – "Minimal Impact" Alternatives 6 and 7

- Additional design features evaluated which:
  - Lessen residential and commercial impacts
  - Further avoid developed areas in Bloomington
  - Minimize impacts to natural resources
- INDOT and FHWA have agreed alternatives may include:
  - Median barriers
  - Retaining walls
  - Guardrails
  - Engineering design exceptions (in specific locations)

Tier 2 – Section 5 – Public Information Meeting #2

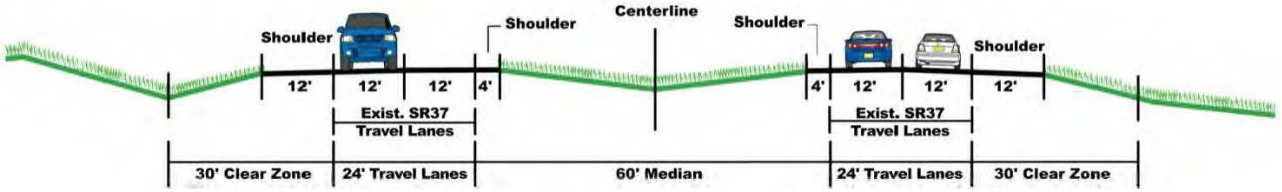
Alternatives Carried Forward – "Minimal Impact" Alternatives 6 and 7

- Optimize the use of existing pavement, grade, structures and right-of-way
- These elements were applied to develop two "minimal impact alternatives" (Alternatives 6 and 7)
- Interchanges and grade separations are similar to those in Alternatives 4 and 5
- Alternatives 6 and 7 include:
  - Expansion to the inside
  - Median Barrier (Urban); Grassy median (Rural)
  - Narrower separation between I-69 and parallel local access roads
  - Generally confined to existing SR 37 right of way

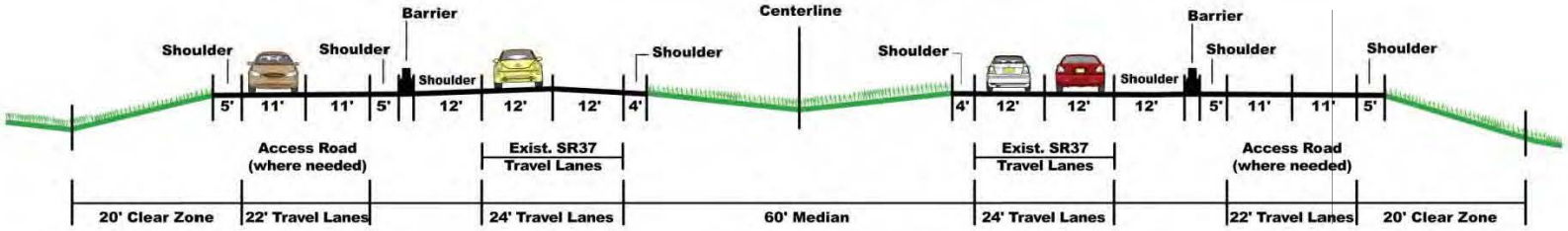
Tier 2 – Section 5 – Public Information Meeting #2

I-69 Tier 2 Section 5 Conceptual Typical Sections for Alternatives 6 and 7

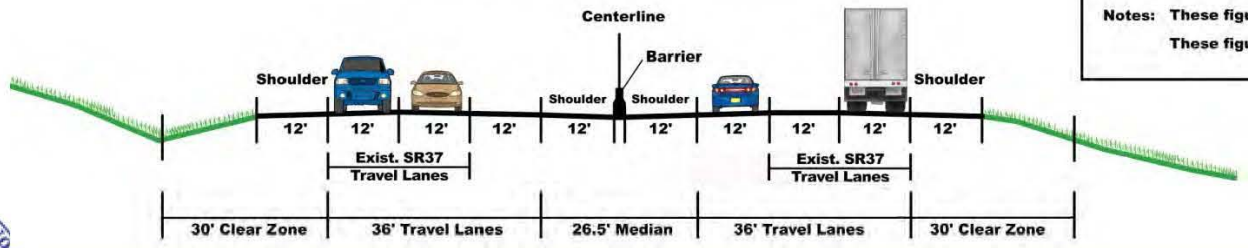
I-69 Rural Typical Section



I-69 Rural Typical Section with Adjacent Access Road



I-69 Urban Typical Section



Notes: These figures are not to scale and are for display purposes only.
These figures do not represent right-of-way requirements.

Alternatives Carried Forward Summary

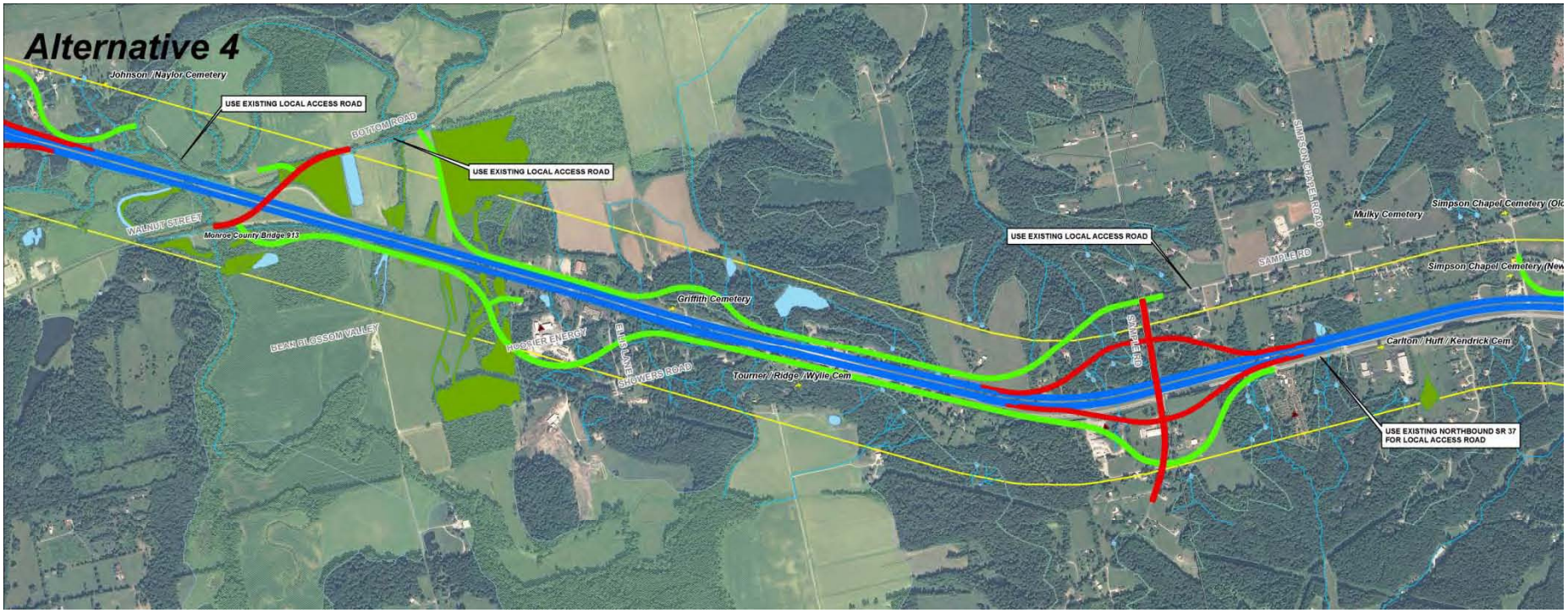
Table 8: Section 5 - Alternatives Carried Forward Summary (Alternatives 4 to 7)

Area Type	Major Feature Name	No Longer Carried Forward			Alternatives Carried Forward			
		2005 Preliminary Alternatives			2007 Alternative Screening		Minimal Impact Alternatives	
		Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6	Alternative 7
Urban	I69 and SR37	Sect. 4 Interchange			Sect. 4 Interchange		Sect. 4 Interchange	
	That Road	No I-69 Access; E Access Rd	Overpass		No I-69 Access; East access Rd		No I-69 Access; East Access Rd	
	Rockport Road	Overpass	No I-69 Access; East Access Rd		Overpass		Overpass	
	Mainline (That to Fullerton)	Shift to East; Grass Median	CD System; Median & Access Rd Barriers	Shift to East; Grass Median	Shift to East; Grass Median		Use SR37 Pavement and ROW; Median Barrier	
	Fullerton Pike	Folded Diamond Interchange	Overpass	Folded Diamond Interchange	Folded Diamond Interchange		Double Folded Interchange	Double Folded Interchange; Shift E. Fullerton
	Mainline (Fullerton to Sample)	SR37 Centered; Grass Median	CD System; SR37 Centered; to 3rd St	SR37 Centered; Grass Median	SR37 Centered; Grass Median		Use SR37 Pavement/ ROW; Median Barrier	
	Tapp Road	Overpass	CD System (barriers between through and local lanes); Single Point Interchange at Tapp, 2nd and 3rd Sts	Overpass	Overpass; West turn lane	Split-Diamond Interchange (Controlled Access Rds)	Overpass	Split-Diamond Interchange (Controlled Access Rds and Barriers)
	SR 45/2nd Street	Folded Diamond Interchange		Single Point Interchange	Urban Diamond Interchange		Use Existing Interchange	
	SR 48/3rd Street	Urban Diamond Interchange		Single Point Interchange	Urban Diamond Interchange	Single Point Interchange	Use Existing Interchange; Potential for additional turning lanes	

Notes - Access roads generally parallel I-69 on either the E – east side, W- west side, or E/W - both sides of I-69 Mainline; Descriptive terms such as "wide, medium, and narrow" provide relative comparatives only and are not indicative of specific dimensions.

Tier 2 – Section 5 – Public Information Meeting #2

Alternatives Carried Forward



Tier 2 – Section 5 – Public Information Meeting #2

Comment Form

Area Type	Major Road Name	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)
		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access				
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I	
	That Road	X	X	X	X	
	Rockport Road	O	O	O	O	
	Fullerton Pike	I	I	I	I	
	Tapp Road	O	I	O	I	
	SR 45/2nd Street	I	I	I	I	
	SR 48/3rd Street	I	I	I	I	
	Vernal Pike	U	U	U	O	
	SR 46 Interchange	I	I	I	I	
Urban/rural transition area	Arlington Road	O	O	O	O	
	Acuff Road	X	X	X	X	
	Kinser Pike	I	O	X	O	
Rural	N. Walnut Street	O	I	O	I	
	Sample Road	I	I	I	I	
	Chambers Pike	O	O	O	X	
	Bryants Creek Road	X	X	X	O	
	Paragon/Pine	I	O	X	X	
	Liberty Church	O	I	I	I	
	SR 37 N of Legendary Hills	X	X	X	X	
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I	

Comments and Rationale for Access Suggestion(s)
Tell Us Why!

Please provide any additional comments on Section 5 below:

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

INTERSTATE 69

INDIANA DEPARTMENT OF TRANSPORTATION INDOT

INTERSTATE 69

What's Next?

- Following the PIM, comments on the access alternatives will be reviewed in detail
- Alternatives will be evaluated for impacts, traffic movement efficiency and cost
- Opportunities to incorporate bicycle and pedestrian uses will be identified
- Continuing communications with CACs and Participating Agencies
- Meetings with EMS providers, schools, churches, businesses
- Archaeological Investigations
- Endangered Species Investigations

Schedule

- Continued Field Studies – 2nd Quarter 2012
- Preferred Alternative will be presented in the Draft Environmental Impact Statement (3rd Quarter 2012)
- Final Environmental Impact Statement – anticipated 1st Quarter 2013
- Record of Decision (ROD) – anticipated 2nd Quarter 2013
- Design and Land Acquisition
  - After the ROD
- Construction
  - To Be Determined

Ways to Submit Your Comments



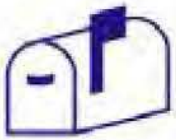
Comment Box:

Drop your comment sheet in one of the comment boxes here today.



Website:

Submit your comments to the project website:
www.i69indyevn.org



Mail:

I-69 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403







Project Office / Public Involvement / Outreach

- Project Office:

  3802 Industrial Boulevard, Unit 2

  Bloomington, Indiana

  (812) 355-1390

- Open: Monday – Thursday, 9:00 am – 4:00 pm (or by Appointment)
- Services Include:
  - Project-Related Materials
  - Project Updates
  - One-on-One Discussion

Thank You

- Display maps and project personnel are located in the Community Building
- Comment Sheets are located at the Sign-In Table
- Public Comment session will begin in a moment

APPENDIX CC
CAC AND PUBLIC INFORMATION MEETING SUMMARIES

TABLE CC-1: CAC AND PUBLIC

INFORMATION MEETINGS SUMMARY

CAC MEETING MINUTES

PUBLIC INFORMATION MEETINGS

July 20, 2005 Public Information Meeting

April 24, 2012 Public Information Meeting

Presentation
Hand Out
Meeting Sign in Sheet
Speakers' Sign-In for General Public
Court Reporter Transcript
Comment Survey Forms (Completed)

Table 8: Section 5 - Alternatives Carried Forward Summary (Alternatives 4 to 7)

Area Type	Major Feature Name	2005 Preliminary Alternatives (not carried forward)			2007 Alternative Screening (carried forward)		Minimal Impact Alternatives (carried forward)	
		Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6	Alternative 7
Urban	I69 and SR37	Sect. 4 Interchange			Sect. 4 Interchange		Sect. 4 Interchange	
	That Road	No I-69 Access; E Access Rd	Overpass		No I-69 Access; East access Rd		No I-69 Access; East Access Rd	
	Rockport Road	Overpass	No I-69 Access; East Access Rd		Overpass		Overpass	
	Mainline (That to Fullerton)	Shift to East; Grass Median	CD System; Median & Access Rd Barriers	Shift to East; Grass Median	Shift to East; Grass Median		Use SR37 Pavement and ROW; Median Barrier	
	Fullerton Pike	Folded Diamond Interchange	Overpass	Folded Diamond Interchange	Folded Diamond Interchange		Double Folded Interchange	Double Folded Interchange; E. Fullerton Pk. Shift to South
	Mainline (Fullerton to Sample)	SR37 Centered; Grass Median	CD System; SR37 Centered; to 3rd St	SR37 Centered; Grass Median	SR37 Centered; Grass Median		Use SR37 Pavement/ ROW; Median Barrier	
	Tapp Road	Overpass	CD System (barriers between through and local lanes); Single Point Interchanges at Tapp, 2nd and 3rd Sts	Overpass	Overpass; West turn lane	Split-Diamond Interchange (Controlled Access Rds)	Overpass	Split-Diamond Interchange (Controlled Access Rds and Barriers)
	SR 45/2nd Street	Folded Diamond Interchange		Single Point Interchange	Urban Diamond Interchange		Use Existing Interchange	
	SR 48/3rd Street	Urban Diamond Interchange		Single Point Interchange	Urban Diamond Interchange	Single Point Interchange	Use Existing Interchange; Potential for additional turning lanes	
	Vernal Pike	Underpass	Overpass	Underpass	Underpass		Underpass	Overpass
	SR 46 Interchange	Use Existing Interchange			Use Existing Interchange		Use Existing Interchange	
Transition from Urban to Rural	Arlington Rd	Overpass			Overpass		Overpass	
	Acuff Road	No I-69 Access	Overpass	No I-69 Access; W Access Rd	No I-69 Access		No I-69 Access	
	Kinser Pike	Overpass	Rural Diamond Interchange	Folded Diamond Interchange	Rural Diamond Interchange	Overpass	No I-69 Access; W Access Rd	Overpass
	SB Mainline Bean Blossom Valley	4% Cut/Fill and Climbing Lane			4% Cut/Fill and Climbing Lane		Use Existing 5% and Truck Climbing Lane	4% Cut/Fill and Climbing Lane

Notes - Access roads generally parallel I-69 on either the E – east side, W- west side, or E/W - both sides of I-69 Mainline; Descriptive terms such as "wide, medium, and narrow" provide relative comparatives only and are not indicative of specific dimensions.

Table 8: Section 5 - Alternatives Carried Forward Summary (Alternatives 4 to 7; continued)

Area Type	Major Feature Name	*2005 Preliminary Alternatives (not carried forward)*			2007 Alternative Screening (carried forward)		2012 Minimal Impact Alternatives (carried forward)	
		Alternative 1	*Alternative 2*	*Alternative 3*	Alternative 4	Alternative 5	Alternative 6	Alternative 7
Rural	N. Walnut Street	*Rural Diamond Interchange*	*No I-69 Access; E Access Rd*	*Overpass*	Overpass	Single Point or Rural Diamond Interchange	Overpass	Existing Partial Interchange
	NB Mainline Bean Blossom Valley	*4% Cut/Fill and Climbing Lane*			4% Cut/Fill and Climbing Lane		Use Existing 5% with Truck Climbing Lane	4% Cut/Fill and Climbing Lane
	Sample Road	*Rural Diamond Interchange*		*Overpass*	Rural Diamond Interchange		Folded Urban Interchange	Urban Diamond Interchange
	Mainline Shift (Sample to Chambers)	*Shift to West; Grass Median; NB SR37 as Access Rd*			Shift to West; Grass Median; NB SR37 as Access Rd		Use SR37 Pavement, ROW, Grass Median; New ROW for E Access Rd w/ Barrier	Use SR37 ROW; Median Barrier; Use SR37 ROW for E Access Rd w/ Barrier
	Chambers Pike	*Overpass*	*Rural Diamond Interchange*		Overpass		Overpass	No I-69 Access; E/W access Rds
	Mainline Shift (Chambers to Bryants)	*All lanes on west-side; 4% Cut/Fill*	*3 lanes each side; 4% Cut/Fill*		3 lanes each side; 4% Cut/Fill		2 lanes; Use Existing 5% Grade; (SB Truck Ln)	2 lanes; 4% Cut/Fill; (SB Truck Lane)
	Mainline (Bifurcation)	*Wide Shoulders and Clear Zone*			Medium width Shoulder/ Clear Zone (NB Guard-rail)		Use SR37 Shoulder/ Clear Zone (NB Grd-rail)	Medium width Shoulder/ Clear Zone (NB Grd-rail)
	Bryants Creek Rd	*No I-69 Access; E/W Access Rds*	*Overpass*		No I-69 Access; Eastside Property Acquisition; W Access Rd		No I-69 Access; E Acquisition; W access Rd	Overpass
	Mainline (Bryant Crk to Sect. 6)	*SR37 Centered; Wide Grass Median*			SR37 Centered; Wide Grass Median		Use Existing SR37 Pavement & ROW; Grass Median	
	Paragon/ Pine	*Rural Diamond Interchange*	*Overpass*	*Rural Diamond Interchange*	Rural Diamond Interchange	Overpass	No I-69 Access; W Access Rd; Use existing E Access Rd	
	Liberty Church	*Overpass*	*Rural Diamond Interchange*	*Overpass*	Overpass	Rural Diamond Interchange	Urban Diamond Interchange	Folded Diamond Interchange
	SR37 N of Legendary Hills	*No I-69 Access; E/W access Rds*			No I-69 Access; East Access Rd		No I-69 Access; East Access Rd	
	I69 and SR 39	*Sect. 6 Interchange*			Sect. 6 Interchange		Sect. 6 Interchange	

Notes - Access roads generally parallel I-69 on either the E – east side, W- west side, or E/W - both sides of I-69 Mainline; Descriptive terms such as "wide, medium, and narrow" provide relative comparatives only and are not indicative of specific dimensions.

Table 9: Section 5 - Alternatives Carried Forward - Potential Impacts				
Evaluation Factors	**Alternative 4**	**Alternative 5**	**Alternative 6**	**Alternative 7**
Length (miles) Interstate	21	21	21	21
Non-interstate (access /local service roads)	26	26	20	21
Estimated Construction Cost (millions)[1]	$318	$316	$250	$267
Required Right-of-Way				
Use of existing INDOT ROW (acres)	770	770	640	660
Approximate acquisition ROW (acres)	660	640	200	210
Total required ROW (acres)[2]	1,430	1,410	840	870
Relocations (based on acquisition ROW)				
Residences - Multi Unit	14	14	2	4
Residences – Single	118	119	40	60
Commercial	43	45	17	12
Churches	4	4	2	2
Floodplain Encroachment (100 year / acres)	95	115	90	60
Wetlands (acres)	18	24	16	5
Jurisdictional Streams (linear ft) Perennial	2,670	3,240	2,720	2,470
Intermittent	9,300	9,290	5,150	6,790
Ephemeral	68,990	64,870	35,470	36,360
Access: Road Crossings/Closures[3]	14 / 34	14 / 34	12 / 36	12 / 36
Farmland Impacts (acres) Total for row crop, pasture, orchard, grove, specialty crops, agricultural operations	145	155	50	60
Federal Threatened/ Endangered Species[4]	1	1	1	1
Historic Resources/Section 106 (NRHP listed and Eligible sites) Architectural	1 - 2	1 - 2	1 - 2	0 - 1
Archaeological[5]	(to be determined for Preferred Alternative only)			
Section 4(f) Resources	1 - 2	2 - 3	1 - 2	0 - 1
Hazardous Materials (Possible Sites)	14	14	8	9
Mineral Resources *(Limestone)* (acres)	7	7	1	0
Forest Impacts Forested Areas - Total Land Cover (acres)	345	310	105	120
Land Within Morgan- Monroe State Forest includes both forest and upland habitat (acres)	30	30	15	20
Karst Impacts Springs	16	17	5	7
Sinkholes (acres)	90	85	50	45
Sinking Streams (acres)	240	240	155	160
Wellhead Protection Areas (sites)	1	1	1	1

[1] Cost estimates (in 2012 dollars) are preliminary and do not include costs for right-of-way, utility relocations, or impact mitigation

[2] All impacts were calculated based on the total right-of-way amount, not necessarily the amount to be acquired.

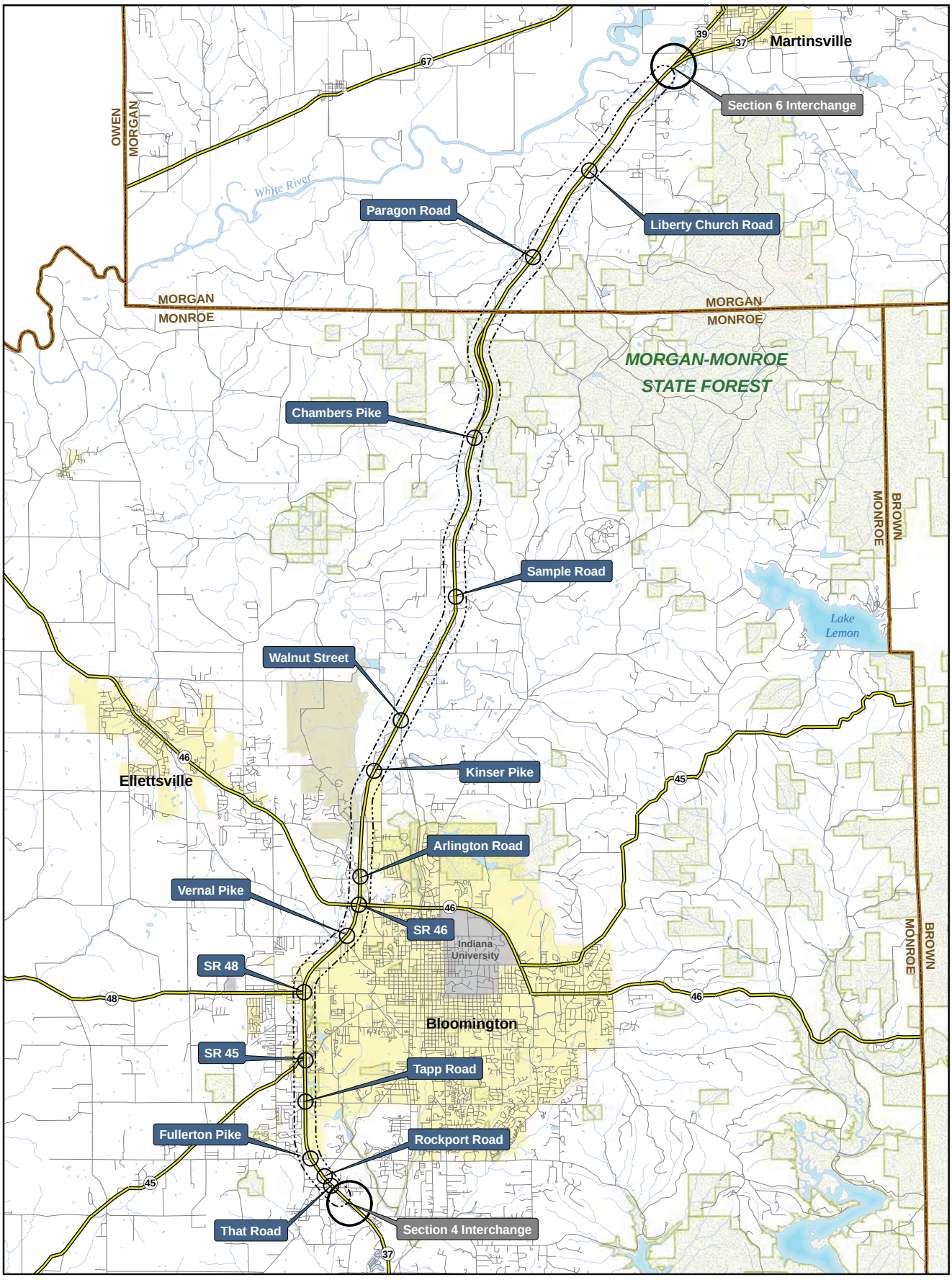
[3] Includes driveways accessing existing SR 37

[4] One Indiana bat (*Myotis sodalis*) maternity colony was identified in Section 5, west of SR 37 near the West Fork of the White River and Bryant Creek. Both alternatives pass through the maternity colony foraging area, but will not impact known roost trees.

[5] No listed sites; eligible sites to be determined for Preferred Alternative only

Table 11: Section 5 Alternatives Carried Forward - Interchange Spacing				
Cross Street	**Alternative 4**	**Alternative 5**	**Alternative 6**	**Alternative 7**
Section 4	Interchange	Interchange	Interchange	Interchange
	1.1 miles	1.1 miles	1.0 miles	1.0 miles
Fullerton Pike	Interchange	Interchange	Interchange	Interchange
	1.8 miles	1.0 miles	1.8 miles	1.0 miles
Tapp Road		Split Interchange w/SR45		Split Interchange w/SR45
		0.7 miles		0.7 miles
2nd Street/SR 45	Interchange	Split Interchange w/Tapp	Interchange	Split Interchange w/Tapp
	1.2 miles	1.2 miles	1.2 miles	1.2 miles
3rd Street/SR 48	Interchange	Interchange	Interchange	Interchange
	1.9 miles	1.9 miles	1.9 miles	1.9 miles
SR 46		Interchange	Interchange	Interchange
	2.4 miles	3.4 miles	5.8 miles	3.4 miles
Kinser Pike	Interchange			
	3.4 miles			
Walnut Street		Interchange		Interchange
		2.4 miles		2.4 miles
Sample Road	Interchange	Interchange	Interchange	Interchange
	6.4 miles	8.3 miles	8.2 miles	8.2 miles
Paragon Road	Interchange			
	4.5 miles			
Liberty Church Rd		Interchange	Interchange	Interchange
		2.4 miles	2.5 miles	2.5 miles
Section 6	Interchange	Interchange	Interchange	Interchange
Note: Spacing between Chambers Pike and Liberty Church Interchange is 5.5 miles				

I-69 EVANSVILLE-TO-INDIANAPOLIS STUDY - SECTION 5
FROM SR 37 TO SR 39 - PROJECT BOUNDARIES



State highways
Local roads
Section 5 corridor
City limits
Lakes & reservoirs
Rivers & streams
Managed lands
Maple Grove Road Rural Historic District

N
W
E
S

Baker

Note: GIS data used to create this map are from the best known sources existing at the time of map creation. Datasets shown on the map may have been created at different scales and are not necessarily all-inclusive. Use of this map should be limited to planning purposes, and should not replace field review or background checks with other sources.

I-69 EVANSVILLE-to-INDIANAPOLIS
TIER 2 STUDIES / SECTION 5

Indiana Department of Transportation

0 0.5 1 1.5 2 mi

April 24, 2012

Meeting Attendance

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

Meeting Location	Monroe County Fairgrounds	**Project**	I-69 Tier 2, Section 5
Meeting Date/Time	April 24, 2012 5:30 pm –8:30 pm	**File**	103300
Subject	Tier 2 I-69 Section 5 – Public Information Meeting		

Name	Organization	Address	Phone and E-Mail Address
BILL BALES		4260 BOOYARTS CREEK ROAD MARTINSVILLE	765-342-7340
RICH BALES		5265 TURKEY TRACK Rd. MART.	765-342-4090
JOHN Seubert	Woodhaven Estates Homeowners	3700 W Woodmere Bloomington Way	812-219-8767
LARRY J. WILSON	Monroe Co. Planning Dept	501 N. Morton Rm. 224 Bloomington, IN	lwilson@co.monroe.in.us 339-5051
Joe Desmond		7840 N. Thames Dr Bloomington, In. 47408	812-345-0179 mikefink99@Yahoo.com
JOE & CATHY JACKSON		173 E SAMPLE RD 47408	CatQltr@yahoo.com 812 876-2400
TED & April Cain		171 E Sample Rd 47408	mudmarty@yahoo.com 8123696906
Mary Ann Nicholson		9506. Sample RD	18128764088
ROBERT NAYLOR		2656 W. MAPLE CR. RD BLOOMINGTON IND. 47404	

Meeting Attendance
(Continued)

I-69 Section 5 Project Office

Name	Representing	Address	Phone and E-Mail Address
Lillian Sue Purtlebaugh		8535 N. Crossover Rd.	8764514
Jon Purtlebaugh		8385 N Fox Hollow	812 364 1401
Esther Hyde		1385 E. Dillman Rd	812-824-9844
Jerry Hyde		1385 E DILLMAN RD	812) 824-9844
Ruby Dyer		4614 Victor Rd	812-824-7338
Danielle Thomas		335 W. Sample Rd.	812-327-4272
John + Beverly Bolin		3949 Godsey Rd Mart., In	765-342-2496
Jim Burton		3505 N Prow Rd	(812) 339-0502
Dawn Repoge		1 Indiana Square Indiapolis	(317) 532-5400
Ken Hertel		Indiana Square Ipls	317 532-5400
WALLACE STEWART		2750 CRABAPPLE CIRCLE	812-824-2575
FRANCES STEWART		2750 CRABAPPLE CIRCLE	812-824-2575

Meeting Attendance
(Continued)

I-69 Section 5 Project Office

Name	Representing	Address	Phone and E-Mail Address
Ken & Carol McVey	Self	1200 Deer Run Martinsville, IN	~~K1054~~ K1054@SCICAN.net 765-349-2243
Laverne & Joyce Timmer	Self	7925 W. Elwren Rd Bloomington 47403	825-8931 vermjoyce@gmail.com
Kyle & Pam Chapman	Self	7940 N. Thames Dr Bloomington 47408	
Lisa Pankiewicz	Self	1661 E Bryants Creek Martinsville, IN 46151	
Larry J. Jacobs	Chamber	3151 S. Highpoint Ln Bloomington IN 47401	LJacobs@chamber Bloomington.org
Richard Zellers	Self	2507 W. Ellsworth Bloomington, IN 47404	
Irvin & Stephanie Robinson	Self	850 E Sparks Ln Bloomington, IN 47404	irvinrobinson11@yahoo.com 876-5806
David Pluckebaum	—		
Mila Nicholson	Complete Masonry supplies	2490 W. Industrial Park Drive Bloomington	330-1040 mila_nicholson@yahoo.com
Eve Schultes-Ridge	Self	5460 S. Victor Pike	824-9713 1evening@bluemarble.net
Bill Williams	Monroe Co. Hwy	2600 S. Kirby Rd Bloomington IN 47404	bwilliams@co.monroe.in.us
Betsy Thompson	Thompson Furniture	7336 N Waypoint Rd D'ton 47404	876-2692 Betsythmp@aol.com

Meeting Attendance
(Continued)

I-69 Section 5 Project Office

Name	Representing	Address	Phone and E-Mail Address
Chris Smith		1135 W Sugarberry	812 332-9124
DAVE Williams		330 W. Sylvan Lane	876-4030
DENNIS MILLS	MSD OF MARTINSVILLE	460 S MAIN MARTINSVILLE	765-342-5597 millsd@msdmail.net
SUSAN ADAMS	MYSELF	310 HIGH ST BTOWN	
Jose Salazar	SELF	7951 N Thames Dr	LA1155@AOL.COM
Laticia Salazar	self	7951 N. Thames Dr.	la1155@aol.com
Chad [illegible]	SELF	525 W. Williams Rd	812-876-3874
Barb Ooley	Washington Twp. Trustee	7974 N. Fox Hollow	812-327-6948 ooleyb@yahoo.com
Barbara Livingston	Self	1103 N Oolite Dr	339-4133
Robert Livingston	SELF	1103 N OoLitic DR	339-4133
JEANNE LEIMKUHLER	SELF	504 E. DIXIE	336-7880 jeanneleim@gmail.com
RICHARD MARTIN	SELF	PO Box 1297 Bkg Tn 47402	336-7400

Meeting Attendance
(Continued)

I-69 Section 5 Project Office

Name	Representing	Address	Phone and E-Mail Address
Alan K. Smith	Smith Farm	9647 E 96th St Indpls Ind 46256	317-294-0396 93-23
Adam Heichelbech	SELF	6455 N Showers Rd Bloomington IN 47408	812 219 6767
Jill Heichelbech	SELF	6455 N Showers Rd Bloomington, IN 47408	812 219 0075
Chera Finkbiner	SELF	4290 N Ridgeley Dr Bloomington, IN 47404	812.272.0689 cfinkbiner@earthlink.net
Larry McConnaughy	Self	6550 Connaught Rd Bloomington 47404	812-876-6456 Larry@mcconnaughy.com
Joe Lessard Gail Lessard	Self Self	4018 W. Stapleton Bloomington IN	812-825-6157
Glen T. Witham Christy Witham	personal	2876 S.R. 37 S. Martinsville IN 46151	317-691-4112 ronnebybar@msn.com
Todd Fawver	Milestone Contractors	P.O. Box 3004 Columbus IN 47201	todd.fawver@milestone1p.com
Tim Malang	HEC	3951 N. Meridian Indpls, IN 46208	tmalang@hecweb.org
Krystal Vincent	SELF	7090 N Purcell Dr Bloomington IN 47408	krystal.vincent@expresspros.com & kdowdy14@yahoo.com
Ken + Carol McVey	self + husband	1200 Deer Run Martinsville, In 46151	765.349.2243
Tom Jochim	Self	10378 E Spring Hill Rd Bloomfield IN	A disgusting project

Meeting Attendance
(Continued)

I-69 Section 5 Project Office

Name	Representing	Address	Phone and E-Mail Address
Susan Vuke		271 Hot Springs Whitehall, MT 59759 3910 W. Fullerton	svuke@gmail.com
Elaine Cole		4110 Cooksey Ln Martinsville, In	
Pierre Bragonza		4120 Cooksey Ln Martinsville, In	
Ronald Gilliland		288 E Sample Rd 47408 Bloomington Ind	
Sherry Clenderon		339 E Hickory Ln Indianapolis, IN	sherry.clenderon@gmail.com
TINA CHANCE GREGORY CHANCE		3411 TAPP RD BLOOMINGTON, IN	grgry-chance@yahoo.com
MARK SCHMITTER	WASHINGTON TWP WATER	1100 E CHAMBERS PIKE 47408	MARK.SCHMITTER@ATT.NET
Woodie Thayer		3822 Mayberry Mall 47403	indianarose@att.net
Steve Pauley		5846 Junkey Track Rd Martinsville Ind 46151	spauley@DHS.IN.GOV
Jeff Mulzer	Hoosier Voice	P.O. Box 249 Tell City, IN 47630	jeffmulzer@mulzer.com
BEN ZOBRIST	BF&S		BZOBRIST@BFSENDER.COM
Pam TREADWAY-RATLIFF		3222 S. Yonkers St Bloomington IN 47403	Pam.RATLIFF@hylant.com

Meeting Attendance
(Continued)

I-69 Section 5 Project Office

Name	Representing	Address	Phone and E-Mail Address
CIANOR Eastwood		555 W. Dittemore Rd 47404	ceastridge@Harbest
Tim Hunter		2600 S.R. 37 Martinsville	317-714-0185
DENISE BURCH		1740 W. LANCASTER DR.	812-334-1134
JIM VUKE	3910 FULLERTON PIKE	INDIAN RIVER MICH.	
Gilbert Snooks		7247 NSFRd 37	876-5379
Larry McConnaughey Nicole McConnaughey		6550 N. Connaught Rd.	876-6456
Angela Combs		2019 Northview Indpls, IN	317-919-9639
Donna Hoagle	self	5255 N. Maple Grove Bloomington	812-876-1165
SaraIveyLucas	self	321 W Sylvan Ln Bltn IN 47404	Sivey@indiana.edu
Kevin JASINSKI		7260 SHADELAND STA INDPLS, IN 46256	kjasinski@structurepoint.com 317-547-5580
Palmer Sheppard Leona Sheppard	self	1261 E Sample Rd Bloomington In. 47408	33-2-4891
Mike Mater	Self	8450 Westfield Indpls In.	317-713-4615

Meeting Attendance
(Continued)

I-69 Section 5 Project Office

Name	Representing	Address	Phone and E-Mail Address
Vicky Sorensen	Indian Creek Township	8099 S. Breeden Rd Bloomington IN 47403	812-825-5013
Julie Booze	Windsor Private HOH	7970 Thames Dr 47408	812-322-3139
Bob Warrix		Box 1843 Martinsville, In	
Pat Hill-Yarkee	B C Hoadley	W. Arlington Rd.	812 332-1447
Larry Wilkerson	SELF	2175 W. Fullerton PK	812 334-1854 l.wilkerson@comcast.net
Sheryl Peoples	Self	113 E Wylie Rd	812.876.1660
Dharmendra Patel	Self	601 Jocedon Ct 47404	876-5727
Doug Walls	SELF	8211 N. Lee Paul Rd 47404	
James T. Morris	Self	7118 E. Holly Lane 47401	812-837-9538 Swanhaven55@AOL.com
Cash Canfield	American Structurepoint	7260 Shadeland Station, Indy 46256	317-547-5580 ccanfield@structurepoint.com
Lorraine Long	My self People on Shower Rd.	6565-N Showers Rd. Bloomington. In	812-876-2066 MBowleslong@AOL.COM
Brent Weiger	SELF	2020 W That Rd 47403	812 219 7113 BWEIGER77@GMAIL.COM

Meeting Attendance
(Continued)

I-69 Section 5 Project Office

Name	Representing	Address	Phone and E-Mail Address
Joe Taylor		3740 Leonard Sp Rd.	
Bob Christman		4755 CRAMER Rd MARTINSVILLE	
Denise Wyatt		Dave Dr Blyton	
Sue Allman		Dave Dr, Blyton	
Casey Vincent		7090 N Purcell DR Bloomington IN 47408	812-219-7178
Sara Hamiclavic		311 W. Sample Rd. Bloomington 47404	327-2838
Vicky Myers		4525 W Kinser Pk Blgtn, 47404	812-339-8621 myersstonehouse@yahoo.com
Jerry Vuke		BLMTN	
Jim Vuke		MICH	
Peg Esa		BLMTN	
Susan Vuke		BLMT	
Sally Watkins			

Meeting Attendance
(Continued)

I-69 Section 5 Project Office

Name	Representing	Address	Phone and E-Mail Address
JIMMIE JOHNSON	HOMEOWNER	4428 W. EAGLEVIEW DR.	BLOOMINGTON, IN 47408 JJOHNSON1941@BLUEMARBLE.NET
PAUL BONNEY	SELF	6591 N. SHOWER RD BLTN IN 47408	876-8402 PRBONE@JUNO.COM
MAURICE PAULEY & HARRIET	SELF	5570 E. KERR 47408 CK Rd	812-322-5068
PARIS CAPORALE	FCFD	7725 S. HARMONY	812-824-5178 HAWKEYEPARIS@YAHOO.COM
Lisa Phillips		1310 W. Dittamore Gosport IN 47433	
Gary Funk		331 W. SAMPLE BLMGTN 47404	
Ann Jaeck	Homeowner	4896 Old St. Rd 37 Martinsville In	765-341-0027 46151
Joe Cruey		1552 Timberlake Dr Martinsville IN	317-685-0137
Joe Bryniarski	Homeowner	3746 Oak Leaf Dr Bloomington IN	812-339-0610 jobryn@hotmail.com
Jim Foos IAN Foos	SELF	423 OWENS ST BLOOMINGTON	812-339-4434 BOOFY FOOS@YAHOO.COM
Sharon Otto	self	420 S. Wynnedale Bloomington	
Bill & Kathie McPherson	homeowners	589 Gardner Martinsville	765-315-9050 billmcphersonsr@comcast.net

Meeting Attendance
(Continued)

I-69 Section 5 Project Office

Name	Representing	Address	Phone and E-Mail Address
Ronald Hawkins	Re Reporter-Times	60 S. Jefferson Martinsville 46951	rhawkins@reporter-times.com
Bryan Jackson		4896 OLD SR37 MARTINSville	BryanJackson@INFarmBureau.com
Ron Brown	Bloom Bike Club	3907 S Baytreely 47401	robrown@indiana.edu
Clarence E. Dillon	Self	7981 West Kirksville Road	CD Cover@bluemarble.net
Henry + Ruby Dyer		4614 Victor Pk	812-824-7338
JOSEPH & DEBORAH COOPER	SELVES	2270 JORDAN ROAD, MARTINSVILLE	765-342-7456
Judy Maxwell	Self	700 N. Sycamore Martinsville	
Lisa Cooksey	Self	4000 Cooksey Martinsville IN	765-342-2063
D.R. Cooksey	Self	4000 Cooksey Lane Martinsville	765-342-2063
Debra & Chuck McNeely	Self	4406 E Clayton Ct	812 336-0136
Walter R. Fox Kathleen Fox	Self	4353 ROCKPORT ROAD	812-824-8780
Charles R Patch	Waypoint Kennels	7657N Hwy 37	812-876-3246

Meeting Attendance
(Continued)

I-69 Section 5 Project Office

Name	Representing	Address	Phone and E-Mail Address
Larry + Janice Hesket	New Testament Bp Church	4060 St. Rd. 37, Martinsville	765-342-0313
Barbara Bailey		2985 Jordan Rd Martinsville	765 346-3596 babailey@hughes.net
Ron Davis		2985 Jordan Rd Martinsville	317-979-2238 1Davis622000@yahoo.com
Chester Spoil		236 Madison ave Greenwood, IN	317-198-6630
M. Franklin		302 E. Jefferson Spencer IN 47460	
Jerry Hodges	RESIDENT & Mor. Co. FARM BUREAU	6096 PARAGON RD MARTINSVILLE	JFHODGES1948@GMAIL.COM
Steve Combs	—	1125 Dogwood Ct Martinsville, Ind	317-691-4340
Darla Myers	Me	1082 W Burma Rd Bloomington 47404	
Bill Thompson		700 N. Sycamore 46151 Martinsville	—
Kenny Robinson			
Larry Robinson	—	1200 S Park Bloomington	812-334-1783 midimagic@sbcglobal.net
Vince Holly		4333 S. Rockport Bloomington IN 47403	812-824-7329 vholly@bluemarble.net

Meeting Attendance
(Continued)

I-69 Section 5 Project Office

Name	Representing	Address	Phone and E-Mail Address
Greg & Denise Hupp	self	876 E Chambers Pike	denisegcb@yahoo.com
Cheryl & David Haium	selves	3421 W. Tilson Place	cheium@indiana.edu
Randy Carle	self	2228 S Leonard Spring Rd	
Dave Huff	IU NOI69 collective	150 N Rose Ave	alta1137@hotmail.com
ANDY RINGWALD	SELF	2086 US HWY 50 LOOGOOTEE	
Robert Shull	self	3915 N Kinser Pike B'ton 47404	cube root of three @gmail.com
STEPHEN HALE	SELF	3122 N NORWEST WOOD CIRCLE	
Elizabeth Veneskra	self	1149 E. Chapel Rd Solsberry, IN 47459	812-825-8622 erythmy@indiana.edu
Adam Rogers	Self	26 Monroe Rd Bloomington, IN, 47408	
Bridgette Savage	self	7620 W Eller Rd B'ton	buckbeech@smithville.net
Susan Haiter	self	650 W Dittemore Rd Bl'gtn 47404	shailer@bluemarble.net
Jacque Bader	self	1174 Hinson Martinsville, IN	jacque_bader@yahoo.com

Meeting Attendance
(Continued)

I-69 Section 5 Project Office

Name	Representing	Address	Phone and E-Mail Address
Andy Spriggs		330 W Sample Road	876-8655
[illegible]		299 East Sample Rd	(812) 345-0841
Brad Quimby		6135 S. Hwy. 37	(765) 318-8761
Ken Merritt	BF&S	2635 Various S Franklin, IN	317-445-8800
John + Kelly McGlothlin		6350 S Fairfax Rd	812.824.6880 mcglothlin12@hotmail.com
Elaine Culp		Martinsville 4110 Cooksey Ln	
Linda Sievers	—	2291 W. Amherst Rd 47404	lgsievers@smail.com
Richard & Tamara Peck	—	509 Virginia St.	~~317~~ 765-342-6381
Rick Zielinski		7260 Shadeburg Station Indianapolis, IN	—
John Irvine		1900 W. Burnett Rd Georgetown	876-4851
Tom [illegible]		2571 E Tuck Bloomington	—
Lorraine & Ralph Ridge		7255 N. Wayport Rd Blgtn	876-4900

Meeting Attendance
(Continued)

I-69 Section 5 Project Office

Name	Representing	Address	Phone and E-Mail Address
Roberta Mann		9145 N. MANN-Rd Bloomington IN	812-876-1389 fabe1053@yahoo.com
Donald Spriggs		320 W Sample Rd Bloomington	876-4596
Barrie Zimmer		311 W. Sample Rd. 47404	876-1155 bleimmer@indiana.edu
RENE' MALONE		8166 W POCKET HOLLOW RD GOSPORT IN	colewsrene@aol.com
Loretta S. Gray		2455 W That Rd Bloomington 47403	812-824-8807
LaAnn + Josh Pierce		1155 W. Bell Rd. Bloomington, IN 47404	lapierce@yahoo
Gary Walters		283 Dittemore Rd	waltersinsurance@sbcglobal.net
Morgan Hutton		400 W 7th ST SUITE 102	mhutton@chamberbloomington.org
BILL WILLIAMS			
JASON Rowley			
MAX Monts		5535 Rockport Rd B'ton IN	mmmonts@comcast.net
Shelly Manor			586212-7084

Meeting Attendance
(Continued)

I-69 Section 5 Project Office

Name	Representing	Address	Phone and E-Mail Address
Terry Walls		500 W Williams Rd Bloomington 47404	812-876-2725
Carol Lewis		8729 N Cathand Dr Blgen IN 47408	333-8132
Jeanne Smith	i69tour.org	3270 E Robinson Rd Bloomington, IN 47404	327-6142 Jean@bikesmiths.net
Dan Swafford	Elletts		
Cary Chambers	IU Health Bloomington	601 W. Second St. Bloomington, IN 47402	812-353-9235
Howard [illegible]	Martinsville	85 Meser RD	765-366-6520
Nat Hill IV	47404 Blmgtn	4499 N Kiwer Pike	8123363064 nathilliv@comcast.net
Patty Hill	"		
Christine Barbour Gerald Wright	Home owners	7326 Waypoint Rd	barbour@indiana.edu
Bob Antic	—	4537 E Hackers Creek Martinsville	317.989.2418
Kara Nichols		4116 W. Grand Ave 47404	(812)339-5840
Rebecca Simpson			812 202 5566

Meeting Attendance
(Continued)

I-69 Section 5 Project Office

Name	Representing	Address	Phone and E-Mail Address
S Eaton		2340 S Hickory Ave 47403	preepaid@yahoo.com
C McNeely		2500 Legendary D 46157	CLPMCNEELY@GMAIL.COM
Tom Flatt		2035 Hawthorne Dr. Martinsville	765-346-7649 tomflatt@comcast.net
Jason Mann		2888 W. That Rd. Blmgtn	812-345-7862 jason.mann474@yahoo.com
NANCY HIESTAND	CITY OF BLOOMINGTON	401 N. MORTON	hiestann@bloomington.in.gov
Ronnie Blanc	Blgtn	847 E. Chambers Rd	—
Nan Brewer	resident Blmgton	3636 S. Rogers St. Bloomington, IN 47403	nabrewer@indiana.edu 812-332-3416
Alicia Swafford		5126 Capitol Ave Blgtn	
Thomas Tokarski	CARR	8485 W. Evans Rd.	
Joyce Seden		6000 Maple St. Rd.	
Pam Hanratty	resident of 2000 Ft corridor	3331 W. Indian Creek Dr.	Zoesmom5@yahoo.com
Brady Mann	Property Owner	8371 N. ST. RD 37 BLOOMINGTON, IN	Thanesmom@yahoo.com

Meeting Attendance
(Continued)

I-69 Section 5 Project Office

Name	Representing	Address	Phone and E-Mail Address
Mary Mulryan		3410 INDIAN CRK	812 336-1070
Nancy Dunn Anna Dunning		4831 S Old Ltd Rd 37	812 824-2113
William K[illegible]		1125 W Bell Rd	812 339-5521
DANDI PRASAD	PARSONS BRINCKERHOFF		prasad@pbworld.com
JEFF Wisner	Wayport Kennels		812-876-3246
Bruce Payton	MONROE COUNTY AIRPORT	972 S. KIRBY RD. BLOOMINGTON 47403	812-825-5406
Robert Foy		6666 N. Shaver	812-876-4703
STEVE SURGEON	ELLETTSVILLE JOURNAL		scribea bluemarble.net 812-876-2255
Kent UNGER		7809 N Wildrose Ct.	812-325-5048
Jeff Schenck		139 E. Walnut St Martinsville	jschenck@jwjonescompany.com
Sara Hanidovic		341 W. Sample Rd Bloomington IN	327-2838
Gene Brewer		660 E. Chambers Pike. 47408	

Meeting Attendance
(Continued)

I-69 Section 5 Project Office

Name	Representing	Address	Phone and E-Mail Address
Sharyn Kersey	Congressman Todd Rokita	407 S. 6th St Mitchell IN 47446	812-849-9378 sharyn.kersey@mail.house.gov
Jeffrey Joyce		343 E. Sample Rd Bloomington, IN 47408	812-876-0619
Sandra + Chris Anderson	Self	4315 N. Kinser Bloomington, In	339 0371 canderson@[illegible].edu
George Reed	Professional	2370 W Fullerton Pk Bel-Air Bldg N, IN	822-1750 creed@pgcez.com
Don Francis	A Doctor of Trees	1555 S. Pine Ridge Drive Martinsville, IN	317-694-0646 treedoctorat sbcglobal-net
Kimberly Mills			mills@phworld.com
Louis Bonney		6591 N. Shawen Bldg. IN 47408	
Tim Lewis		6821 N. State Rd 37 Bldg, IN 47404	812-876-1441
Dana Burton		3505 N. Prow Rd Bloomington IN	812-339-0502
Thomas Ahler			TomAhler@gmail.com
SUSAN Phillips		2688 S DAWLYN Rd	369-6952 sphillips@indiana.edu
Robin & Cindy Mann		5660 E. Robinson Rd	339-4521

Meeting Attendance
(Continued)

I-69 Section 5 Project Office

Name	Representing	Address	Phone and E-Mail Address
Ken & Harriet Thomas		3638 S Plaza Dr	812-825-2173 Ken-thomas@msn.com
Sara Sturgeon		4450 S. Rockport Rd. Bloomington	812-361-6661 slsturge@indiana.edu
Bill Cuttill		2812 S. Yonker St Blgt. IN 47403	bcuttill@iupoi.edu
Charlie Hancock		3401 Tapp. Blgtn 47403	
Charles Sparks		9388 Spradling Rd Blgtn 47404	935-8693
Sam & Mary Lehman		4154 W. Daniel Ave. Blgtn 47403	
Thelma Richardson ~~Sam Beam~~		2151 E. Mill Creek Rd Blgtn 47408	
Sam Beam		4575 W Prather Rd Ellettsville, IN 47429	876-2833
Ken Campanella	Poynter Sheet metal	P.O. Box 427 Bloomington IN 47402	kencampanella@poyntersheetmetal.com 812-340-3408
Frances Iverson		3711 Stafford Dr Blgtn 47403	812 336-0887
Charles Trzcinka	myself.)	1323 E 1st Bloomington 47401	812 345-0474 ctrzcinka@gmail.com
Troy & Carol Powell		3601 W. Jeffrey Rd. 47403	

Meeting Attendance
(Continued)

I-69 Section 5 Project Office

Name	Representing	Address	Phone and E-Mail Address
Kent Ahrenholtz	DLZ	PO Box 956 Evansville, IN	812/455-1116 kahrenholtz@dlz.com
Bren George	FHWA	575 N. Pennsylvania St. Ste 254, Indianapolis IN 46204	(317) 226 7342 bren.george@dot.gov
Duane Odle	SELF		317/432-1512
Sam Willard	SELF	4595 Turkey Track Martinsville, IN 46151	765 349 1806 samm-willard@msn.com
Steve Brewer	self	3636 S. Rogers St Bloomington 47403	Stevenfbrewer@yahoo.com
Stephanie Jacobson-Dean	self	4252 Freeman Rdg. Ln. Nashville	988-2090 bobbs@att.net

Meeting Attendance
(Continued)

I-69 Section 5 Project Office

Name	Representing	Address	Phone and E-Mail Address
SURA TALA	self	8920 Southshore	suragail@hotmail.ca
Donna Lentz Ferrel	rural Indian Crk	Mail: PO Box 15 Stanford, 47463 Burch Rd	no email
Andrea Mobley	Self	Lawson Rd.	
Tom Orman	Cowden Enterprises	4518 Outback Rd	
Chris Adams	SELF	1751 Jeremy Dr 47403	
Susan Hailer	self	Dittemore Rd Blgtn 47404	
Mark Pitman	SELF	WATERSTONE Trace Field Stone	

Meeting Attendance
(Continued)

I-69 Section 5 Project Office

Name	Representing	Address	Phone and E-Mail Address
Glenn Carter	Public	904 Country Club Dr	gglenncarter@yahoo.com
Robert Redford	people	that patch of bushes over yonder	none
STEVE LANGLEY	People	1530 W. LAWSON RD	Steve langley 1974 @ yahoo.com
GAIL HALE	BELF	3122 N. Norwest Woods Circle	
Joe Anderson	Bicyclists + Self	3603 S Essex Ct Blmgt	
Barbara Anderson	Bicyclists + Public	3603 S. Essex Ct. Blmgtn.	bjand68@gmail.com
CAROL HERBERTZ	HOMEOWNER	MARTINSVILLE	CHERBERTZ@MSN.COM
Charles Savage	Homeowner	7020 W. Eller Bloomington, IN 47403	buckbeech@smithville.net
GARY Humphrey	Home owner	4540 S Rockport Rd Bloomington IN 47403	

No I-69

Meeting Attendance
(Continued)

I-69 Section 5 Project Office

Name	Representing	Address	Phone and E-Mail Address
M S & C Savage	Self	Stanford, IN	
Steve Brewer	self	3636 S. Rogers St Bton 47403	
DON BROCK	SELF	9101 N LOW GAP UNIONVIL 647468	dbrock1@indiana.edu
JIM CASSIDY	SELF	2520 W. EVERGREEN BLGTN 47404	JC8246@MSN.com
Brian Shelburne	self	1757 W. Jeremy Dr. Bloomington 47403	~~brian~~ brian.shelburne@gmail.com
ANDY RINGWALD	SELF	2086 VS HWY 50 LOGOOTEE	
Dan Seader	Self	1488 Eagleview Dr. Bloomington	dlseader@gmail.com
William A Boyd	Self	6990 S. Stone Rd Bloomfield 47424	wboyd@iquest.net

APPENDIX CC
CAC AND PUBLIC INFORMATION MEETING SUMMARIES

TABLE CC-1: CAC AND PUBLIC

INFORMATION MEETINGS SUMMARY

CAC MEETING MINUTES

PUBLIC INFORMATION MEETINGS

July 20, 2005 Public Information Meeting

April 24, 2012 Public Information Meeting

Presentation
Hand Out
Meeting Sign in Sheet
Speakers' Sign-In for General Public
Court Reporter Transcript
Comment Survey Forms (Completed)

Speaker's Sign-up
(Continued)

1

I-69 Section 5 Project Office

Name	Representing	Address	Phone and E-Mail Address
~~Don~~ ~~Don~~ Francis	~~A Doctor of Trees~~	~~6555 South~~ Pine Ridge Dr 46151 Martinsville, IN	~~397-694-0646~~ ~~treedoctor~~ at sbc global.net
MICHAEL BIGLER	HOME OWEN	5515 TURKEY TRACK MARTINSVILLE, IN	765-342-0497
2 Jeanne Smith	I69 tour. org	3270 E Robinson Rd Bloomington IN	Jean@bikesmiths.net (812) 327-6142
3 Nan Brewer	resident Bloomington	3636 S. Rogers St Bloomington	nabrewer@indiana.edu ~~812-332-3416~~
4 Elizabeth Venstra	(resident Greene County)	11429 E. Chapel Rd. Solsberry, IN 47459	~~812~~ 812-825-8622 erytting@indiana.edu
5 Thomas Tokarski	Monroe Co.	8485 W. Evans Rd. Bloomington	
Not present 1 Adam Heichelbeck	AFFECTED RESIDENT Heichelbeck	6455 N SHOWERS RD BLOOMINGTON IN 47408	812 219 6767 adam.heichelbech@gmail.com
2 ~~[illegible]~~ Ron ~~[illegible]~~ Gilliland	Ronald Gilliland	288 E Sample Rd	
3 Barbara Anderson	Bicyclists	3603 S. Essex Ct., Blmgtn.	bjand68@gmail.com 812-340-0342
4 Nicole Johnson	resident	1612 E Mullock Rd	n.cadavjohnson@gmail.com
5 Morgan Hutton	Hoosier Voices for I-69	400 W 7th St Ste 102 Bloomington	mhutton@chamberbloomington.org
Scott Wells	A CITIZENS of Monroe County ENV. ENT.	P.O. Box 8161 Blgtn. IN 47407	

Speaker's Sign-up
(Continued)

I-69 Section 5 Project Office

Name	Representing	Address	Phone and E-Mail Address
✓ Seth Mutchler	Self	———	———
SARAH TALL	???		
STEVE BRAUER			
Ms Cheryl Hinman	???		

Speaker's Sign-up
(Continued)

I-69 Section 5 Project Office

Name	Representing	Address	Phone and E-Mail Address
Not present → 2 Marie Long	myself	6565 N. Showers Rd. Bloomington,	876-2064 mbowlesloug@aol.com
✓3 John Irvin		1900 W. Bank	876-4851
✓4 W.A. Byrd		6990 S. Stone Rd Bloomfield 47424	
✓5 Tim Mahoney	HEC	3951 N. Meridian Indpls 46208	317-685-5000 tmahoney@hecweb.org

Speaker's Sign-up
(Continued)

(3)

I-69 Section 5 Project Office

Name	Representing	Address	Phone and E-Mail Address
Bonnie ABang	myself	501 Elkinwood	none
✓ BRIAN GARVEY	CITIZENS	7345 S. BIRCH RD BLOOMTN, IN	

Speaker's Sign-up
(Continued)

I-69 Section 5 Project Office

Name	Representing	Address	Phone and E-Mail Address
Justin Disperza	Bloomington Greencaving Co	150 N Rose Ave	Jdisperz@gmail.com

I-69 EVANSVILLE TO INDIANAPOLIS

TIER 2 STUDIES

SECTION 5 PUBLIC INFORMATION MEETING #2

April 24, 2012

The public hearing held at the Monroe County Fairgrounds Auditorium at 5700 West Airport Road, Bloomington, Monroe County, Indiana, at 6:30 p.m., on the 24th day of April, 2012, and reported by me, Deborah J. Pearce, Notary Public, in and for the County of Hamilton, State of Indiana.

ACCURATE REPORTING OF INDIANA
William F. Daniels Prop. RPR/CP CM
12922 Brighton Avenue
Carmel, Indiana 46032
(317) 848-0088

6:33 p.m.
Monroe County Fairgrounds

MR. CLARK: If I could have everyone's attention, please. The time is now 6:30, so we want to begin this evening with our formal presentation.

First off I'll introduce myself, my name is Ricky Clark. I am with the Indiana Department of Transportation. I'm very happy to be here this evening with all of you; very happy that you've 18:33:24
chosen to spend some time with us this evening to find out the latest and the status of Section 5 I-69 proposed project.

So hopefully everyone arriving this evening, you had an opportunity to visit our open house display area, take a look at the various maps and displays, the various alternatives that are going to be discussed in greater detail during the presentation this evening.

Hopefully you've had an opportunity to visit 18:33:55
with our project officials and ask questions. Certainly when we hold a meeting in this fashion, there are two purposes; the first is to share information with you, and the second and most important reason that we hold a meeting in this

fashion is to solicit input and to listen and to receive your comments. So, again, we are very, very happy that you are here this evening.

Before we begin this evening, a couple of announcements I'd like to make. We have a number of handout materials that were available inside of the auditorium that were also available in the open-house display area.

If you know of individuals who would be interested in this information, by all means please feel free to help yourself to copies of those handouts; they are available for you this evening. 18:34:38

In terms of our format this evening, we've prepared a PowerPoint presentation to provide you with an update of where we are within Section 5 of the project, and provide you with that information.

Following our formal PowerPoint presentation, we will transition into our public comment session where you will have an opportunity, if you would like, to participate, to present a comment or concern or a statement for the official record. So, after the comment session has concluded, we will, in essence, revert back to an informal open 18:35:05

house session for the duration of the evening.

So, again, I'd like to welcome everyone to our meeting this evening. And with that, I will take just a moment to introduce just a few folks that are here this evening. There are many representatives here from INDOT, many representatives from the various firms.

Pretty much anyone with a name tag, an I-69 name tag, please do not be bashful or do not hesitate to approach them. They're here to answer 18:35:56
questions in regards to the project. After I've welcomed everyone, the next voice that you will hear will be Mary Hamman, she is our project manager for Section 5.

Also we have David Eisley; Tom Seeman, who is with Indiana Department of Transportation, he is the project manager from the INDOT side; we have Michelle Allen, with federal highways; and -- my mind has just gone blank -- Steve Walls. I apologize. Sometimes that happens. I apologize. 18:36:28

But nonetheless, our panel will be here throughout the evening. Once we transition to our public comment session, the panel with remain to listen and to receive comments as you present them. We'll talk a little bit more in detail

regarding the public comments session following the formal presentation this evening.

So at this time I'd like to invite Mary Jo Hamman up to give us our formal presentation this evening.

(PowerPoint Presentation.)

MS. HAMMAN: Thank you, Ricky. Thank you, everyone, for attending. Again, my name is Mary Jo Hamman, I'm with Michael Baker, Jr., Incorporated, we're the firm that's assisting Indiana DOT with the development of the I-69 Section 5 environmental studies. 18:37:12

We are here for our second public information meeting. It's been a little while since we've had an opportunity to present any options with respect to alternatives to you, but we do appreciate you reengaging with us. I'll mention that the purpose for the meeting tonight is really for us to kind of give you an update of where we are, looking at disseminating some of the information that we've learned as we've been studying the corridor, certainly to view alternatives -- and, hopefully, most of you have had an opportunity to spend some time in the map room. 18:37:46

We've had quite a few folks over there and we

will continue to have staff from my firm there available to answer questions both during the comment period and afterwards as well.

And, then, ultimately what we're really hoping for this evening is for some feedback from you folks. We have a number of alternatives that are on the table. We'll talk about those a bit more in the presentation. But this is your road, this is your facility. We need to know some of the things that we may have not necessarily shown 18:38:25
on paper, and those of you that -- myself included -- that drive it on a daily basis are our best source. So we're hoping you'll share your knowledge with us.

Section 5 -- this is kind of a definition. Section 5 starts at the south end of Bloomington about Rockport Road and continues -- it's actually right in the vicinity of Victor Pike. Victor Pike to Rockport Road is where we take the baton from Section 4. 18:38:57

It continues along State Road 37 as we move north through urban Bloomington into northern Monroe County and into Morgan County. We stop just shy of the State Road 39 interchange. All of that work would be conducted in Section 6. I'm

going to give you a quick graphic here. Bear with me. I apologize.

Again, here is the Victor Pike/Rockport Road area where the line goes from blue to gray, and then our northern termini is gray to purple. That's the transition from Section 5 into Section 6.

With respect to some of the information that we've been retrieving, many of you have probably received a "Notice of Survey" letter from our office last fall. We've had a number of folks out in the field gathering information about historic structures, about streams and wetlands in the area. We'll talk a little bit more about some of the reports that we're preparing right now in advance of the environmental impact statement. 18:39:51

We have had quite a bit of public outreach along the entire development process. We've had meetings with various public officials, many of you may have seen in the media that INDOT and Federal Highway have extended the opportunity for the five municipal entities along the corridor, Ellettsville, Bloomington, Monroe County, Martinsville, and Morgan County to work with us as participating agencies as we're developing the 18:40:24

environmental studies.

We've also had various representatives of different community groups participating in what's called a community advisory committee process, and we've used some of that information and some of the information with respect to traffic that we're expecting on the facility as we've been working forward with the development of alternatives.

With respect to field surveys, we've actually -- I guess another group that I didn't mention, we've had some outreach with those folks in your communities that are responsible for development. Looking at where the planned growth may be and trying to model our alternatives such that we incorporate that. 18:41:12

We've had, again, resources from within the community providing input. We are reaching out to emergency service providers to make sure we're accommodating issues with respect to access on and off the interstate for emergency needs. 18:41:44

We've had coordination with respect to wetlands and streams in the area. Monroe County in particular has some very unique topography. With respect to the features that are here, it's something we will be taking very seriously as

we're moving forward with the alternatives, so we've done some investigative work out in the field to capture that.

And we talked a little bit about the historic resources. We have archaeologic concerns; you'll actually see some or our field staff out this summer looking at some of the concerns there.

Noise is something we've studied briefly, and we'll continue to study as we move forward with the environmental process. 18:42:30

Endangered species is another activity that will be ongoing, surveys of species in the field will take place to confirm what was done previously in the study.

Hazardous materials, and then also looking at both the human and natural environment with respect to the way we, as people, use it, and then the animals as well.

With respect to historic properties, as we've been reviewing the area, we look at what's called 18:43:00 an "area of potential effects." We've studied over a thousand structures that are buildings within our study limits to determine whether or not any of those qualify for potential inclusion in the national historic register.

We've developed what's called a "Historic Properties Report" and updated that with information earlier this year, and have also looked at a number of the unique features within Monroe County, the limestone district.

We have two places that are actually already listed in the National Register of Historic Places, the Daniel Stout House and the Maple Grove Rural Road Historic District that's up around Tenshi Pike area. Those are of special concern for us. 18:43:51

We have, as part of our study, also identified a number of other features; the Maurice Head House, and the Stipp Bender House. There are also four bridges that qualify as historic structures that we are studying as we move forward.

With respect to public outreach in general, we have -- I mentioned the participating agency. We've worked with the different planning boards from Bloomington, Monroe County, Ellettsville, and the same in Morgan County and Martinsville. 18:44:27

We have reached out to hospitals along the corridor, emergency services providers, and that will continue as we move forward with the

environmental.

And then, also individuals such as yourself and community groups. You may or may not have known, but we have a project office here in Bloomington and we've, essentially, been taking public comments throughout the entire development and will continue to do so.

Community advisory committee: That is really made up of a group of local organizations. We have members from the school districts, members 18:45:13
from neighborhood associations, emergency service providers -- I'm drawing a blank. The folks from chamber of commerce as well.

And the intent there is to work with those folks to share some of the information that we're considering. They're a conduit for you, as well as coming into the project office. We'll have minutes posted on our website in the next weeks with respect to the membership of those folks.

If you're affiliated with them, feel free to 18:45:50
work with them, but you're also welcome to come into the project office to convey some of your concerns.

Throughout the life of the project, we've actually had seven meetings with community

advisory committee, and we plan to meet with that group throughout the development of the draft environmental impact statement, and I'll probably take -- we expect to be in another six to seven meetings with those people.

And then I mentioned the participating agencies. We've met with them three times over the course of the study so far since that invitation was offered. The intent there is that we provide them with the information that we're considering for inclusion in the document, getting their feedback as well from the municipal standpoint. 18:46:28

I wanted to talk about the purpose and the need for the project, and I'm going to turn around. I'm going to go exactly with what's up on the screen. The purpose and need for the Section 5 of I-69 is intended to complete Section 5 between Bloomington and Martinsville, to reduce existing and forecasted traffic congestion based on the traffic we have on the facility today, as well as the traffic that we're expecting as State Road 37 is upgraded to an interstate. 18:47:06

Improving traffic safety is a big concern and one of the things that we're looking at as we move

forward with all the alternatives, and supporting economic development within the Martinsville and Bloomington areas.

And I should also say that it's pretty important to note that all of the facets of our purpose and need support the goals of the Tier 1 environmental study.

With respect to access alternatives, you'll notice that in the map room we actually have a number of -- these are conceptual alternatives. 18:48:00
We're looking at locations to be able to get on and off the interstate. One of the things that you'll notice -- and I suspect many people will agree that people drive State Road 37 like it's an interstate today.

The major change that you'll see is you'll only be able to get on and off the facility via an interchange. That'll give you an opportunity to accelerate as you're entering traffic and decelerate as you're trying to leave so you don't 18:48:34
have to make hard right turns as you're trying to get on and off. And those access locations are critical to the way you folks use the facility, so we'll appreciate any input there.

With the more rural areas from the corridor,

specifically from the Walnut Street area north, there are a number of local roads that have access -- I'm sorry a number of roads as well as driveways, both commercial and residential, that have access directly onto State Road 37.

In those areas where we are looking to change the way you get on and off the road, we'll be looking to construct pieces of or reconnect pieces of the existing local road network that you drive on today to afford you an opportunity to get down 18:49:21
to an interchange so you can get off and on the interstate.

Then, I guess the other thing that I think is important to note is that when you look at the maps in the map room, we anticipate as we move forward with the environmental study, that there won't be a particular alternative that advances what we call the preferred alternatives. It's likely to be a combination of at least two, if not all four, so as you're looking at the maps and 18:49:53
have your handout materials in front of you, that you let us know which access options serves you best, and that will help us in informing the decision.

With respect to -- as we've been moving

forward and looking at the different alternatives, one of the things that you'll notice is that in the urban area of Bloomington, based on the traffic that we expect, we are anticipating three lanes of traffic in each direction. We have two out there today. We are looking at the need for three lanes in the urban area.

In the rural areas, we're looking at maintaining essentially the two lanes that we have today, so there will be two lanes heading northbound and two southbound in the rural area. 18:50:41

We are looking at the appropriate locations for interchanges both from a spacing perspective and how much traffic they serve in any given area. Again, I mentioned we're looking to reuse segments of the existing local road network wherever possible, and ultimately looking at reducing -- reducing the access locations to be -- reducing or modifying the access locations to be as effective as possible at moving the traffic. 18:51:20

Another thing that I should mention that is ongoing with the environmental studies, we are looking at -- when we do have impacts that are associated with constructing the road, we are looking at mitigation for various resources, and

as part of the study we'll be identifying those, as well.

With respect to the various alternatives that we have on the table, they're really grouped into two different categories; alternative 4 and alternative 5 have very similar features.

In those alternatives, essentially what we're looking at in the urban area is expansion, the addition of the third lane in each direction will essentially be done to the outside. So there is a 18:52:29 wider footprint associated with that.

In both of those alternatives, we are anticipating grassy medians throughout the entire corridor, both in the urban sections of Bloomington and in the rural areas. Those medians are grass and have open drainage ditches running down the middle and include the median width as well.

There's also one of the other really distinct differences in alternatives 4 and 5 as compared to 18:53:02 alternatives 6 and 7, the distances between the interstate lane and the local access roads that provide folks that live along the facility right now a way to get down to the interchanges, those are generally spaced a little bit wider, but the

tradeoff associated with that is you have a wider footprint of land required to build the road.

And as a general statement, I-69, the intent is to follow the existing State Road 37 alignment. There's a couple of places where we have distinct offsets from that.

The first is down in the Fullerton Pike area. We shift a little bit to the east. As we move further north in the area between Taft Road and 2nd Street, we have Wapahani Mountain Park, for 18:53:52 those who are familiar with the area, on the east side, and we shift a little bit to the west to minimize impacts there.

As we move further north as we approach the urban boundaries of Bloomington between Arlington Road and Kinsler Pike, there's Maple Road Rural Road Historical District -- we mentioned earlier that that's one of the facilities that's currently on the national register. We shift a little bit to the east there. 18:54:24

And then as we move further into rural Monroe County in the area between Sample Road and Chambers Pike, we look to actually shift the roadway to the west.

And we'll be happy to demonstrate that in the

map room if you've got specific questions on any of those.

This kind of gives you a graphical idea of what we're looking at, and these maps are also available in the map room. The bottom is the urban typical cross section, and it shows again the grass median. The median width does include the shoulders. We have three lanes of traffic going northbound. These are the three lanes of traffic going southbound right here. 18:55:11

(Indicating.)

This area where the blue car is depicts the auxiliary lane. It's very similar to what we have out there today between 2nd and 3rd Street that functions as an auxiliary lane, an extra lane to carry traffic between those closely spaced interchanges, and then shoulders on the outside.

On the upper cross section here, it shows the rural area. Two lanes of travel in the northbound direction. This depicts -- it's a truck climbing 18:55:44 lane very similar to what we have out there today. As you're heading southbound and going up the hill towards Kinder Pike, we have a third lane there for the truck climbing lane. We would look to perpetuate that.

These are the two southbound lanes. Again, grass median with shoulder included, and then this is the separation between the I-69 travel lanes and the local access roads here. (Indicating.)

Last year INDOT asked us to take a look at the opportunity to reuse the existing facility we've got out there today and drive on on a daily basis. It does give us an opportunity to lessen residential and commercial impact along the corridor. 18:56:36

It does further avoid some of the more developed areas in Bloomington, and it helps us minimize impacts to the natural resources along the corridor.

With the use of the minimal impact, it does mean that we would be looking at some features that wouldn't necessarily be considered on a brand new facility, and that's the use of median barriers to separate traffic. Retaining walls in some areas where we've got tight right-of-way 18:57:06 restraints; consider the use of guardrail in some locations; and the possibility of engineering design exceptions in very specific locations.

Again, this really allows us to optimize the use of the existing pavement, the pavement that we

drive on today. And essentially the features of this concept were applied and we've developed what we call minimal impact alternatives. We also refer to those as 6 and 7; it would be the bottom two of the maps that you see in the map room.

It does allow us to consider, essentially in the urban area, expanding that third lane into the median that we have today. The lanes that we drive on today, the footprint of those will still be there. We'll look to strengthen the pavement where we need to, replace where we need to. And that's something to be considered in the environmental study is the needs associated with that. 18:58:03

We will be looking at the site by expanding to the inside. We'll need to consider the use of median barriers between the two directions of traffic, and that would be considered in the urban area. In the rural area we still have the ability of consider the grassy-type median. 18:58:32

It also includes a narrower separation between the local access roads and the I-69 travel lanes, and it's generally confined to the existing State Road 37 right-of-way. There are some areas where we'll need to purchase some right of way in

small strips, but the impact of the right-of-way footprint is nowhere here (indicating), as big as it is under the alternative 4 and 5, and it's minimal impact.

This is a graphical depiction of what the cross section would look like. We have the urban section at the bottom. These two lanes, where the truck is showing right now and the one immediately to the left, depict the existing State Road 37 lanes today. 18:59:21

So we would add the third lane to the inside where the blue car is. Then we have the shoulder separated by the concrete median barriers, and the same thing on the opposite side. Again, reusing the existing State Road 37 lanes as the two outside lanes, the third lane being constructed in the middle.

This middle one shows the scenario in the more rural areas, but where we have access roads that are adjacent to I-69, we do have a grass 18:59:49 median in that location. It does include a shoulder.

The existing State Road 37 travel lanes, this would be the southbound lanes in this picture, construction of a shoulder, and then the potential

to separate the access road from I-69 by a concrete barrier. Same thing on the opposite side: Northbound lane, shoulder, the potential for a concrete barrier, and then the access road.

The areas -- and I guess I should point out, too, this construction is where we would be looking at constructing pieces of a new access road connecting to existing segments of the local road network. And then the upper graphic is the rural cross section. Again, it's very similar to 19:00:40
what you see in the middle, and we have the shoulder and ditches to the outside and tying in to the existing ground.

Please, this graphic is here to direct you guys to look at the information that was provided as you walked in the door. We do have a number of tables that show the differences in whether or not we've got a bridge over or bridge under. Whether or not access in a particular location is eliminated, whether the road is closed, whether or 19:01:12
not there would be an interchange there.

So this gives you something to take home with you and study as you're deciding which of the four alternatives or features of the four alternatives serve you best. But we won't spend any time on

this one.

Another thing, if folks have not had an opportunity to stop in the map room as you came in, this kind of gives you a general idea of what you're looking at. For each of the four alternatives as we move along the corridor, we've got them broken down and alternatives 4, 5, 6, and 7 are shown down the line so you can see what the differences are where you're at.

The other thing you should have received when you walked in the door is a comment form. I mentioned as you open the form, you'll see this table here. Again, it shows graphically the differences between the different alternatives, and there's some space in there for you to give us some thoughts about which you prefer, which serves you best, and then on the right side of that sheet is an opportunity for general comments. 19:02:03

Anything you want to share with us with respect to things you want to make sure we take into consideration as we move on with the environmental studies. 19:02:35

What's next: Once we receive input from you, we will take all of that back and sort through that and determine what features we're able to

incorporate and what features we're not able to and why. And that will help us as we move forward with developing what's called the "preferred alternative." All of the alternatives will continue to be evaluated for features such as impact -- whether it's right-of-way impacts, impacts to existing residences or businesses, impacts to the environment, continued review of what the traffic impacts are of changing the access location from one spot to another. And 19:03:29
cost is a facet that will be under consideration as well.

As a general statement, all of the structures that we're looking at, all of the bridges that carry traffic over I-69 have some provisions for bicycle and pedestrian access. We are working -- one of the members is from the Bloomington Bicycle Club. They represent interest there, but certainly we've worked with Monroe County and Bloomington as they develop their alternative 19:04:07
transportation plans, and we'll be continuing to have discussions about where the most appropriate use of resources for crossing each of the roads are.

We will have continued involvement with our

community advisory agencies and participating agencies. Right now we're meeting monthly with members of those groups. We do expect significant amount of input over the next couple of months with various emergency services providers, with schools and churches, and with businesses throughout the community.

I mentioned we do anticipate having our archeologists out and the impacts associated with archeological resources, and then endangered species surveys with some of our staff looking at what some of the endangered species are and how they might be impacted by our alternatives. 19:04:56

Schedule: Again, we have continued field studies ongoing now, and will continue into the summer and into the fall of this year. We do anticipate the development of this preferred alternative, and just to enforce again, we do anticipate that it's very likely to be combinations of the alternatives of what you see in the map room. 19:05:35

It's likely to be not just one of the four, but really a combination of the four. The development of that preferred will be published in what's called the "Draft Environmental Impact

Statement." That's scheduled to be completed sometime in the third quarter of this year, and at that time we will publish that document and offer another meeting opportunity very similar to this. But it's actually a public hearing.

The format will be very similar, but you'll have a chance to see how we've taken the input that you provide to us tonight and over the course of the next couple of months and come together with a preferred alternative. 19:06:16

After that document is published, there's a final environmental impact statement that will be published in the first quarter of 2013, and then we anticipate a record of decision which is issued by Federal Highway Administration, and that is expected in the second quarter of 2013.

Design and land acquisition will commence after that record of decision is completed. With respect to construction, one of the things that INDOT has asked us to look at is what kind of a 19:06:49 construction sequence we might be looking at for Section 5.

Overall the corridor -- the study corridor is about 23 miles in length. The actual length that's shown in the alternative document is about

21 miles. It's very unlikely that that entire length would be built at one time -- in one contract.

They've asked us to take a look at where are the appropriate locations to start. That will be very heavily dependent on safety concerns and operational needs, as well as coordination with the local governments. We want to be sure that we are not looking at construction in an area where they also have the road closed down. 19:07:35

So there will be quite a bit of coordination over the next couple of months as we move forward with that. So bear with us, we don't have a construction schedule in place just yet, but we'll continue on with that as we talk about the environmental studies.

This is also in your packet, but just to try to re-enforce comments for what we're talking about this evening, feel free to fill out your comment form and leave it. We've got a number of 19:08:06 boxes distributed both in this room and in the map room.

You can also provide us with your input via the internet. There is a website for the I-69 project, www.I69.INDYEDN.org. There's a mechanism

where you can send e-mail for us, and we've also provided you with the project office address.

Just to reinforce, we're just up the road. We're in the northeast corner of the traffic signal at the Walmart, 3802 Industrial Boulevard. We're in Unit 2. We are open Monday through Thursday, as a general statement, from 9:00 to 4:00.

We're happy to meet you by appointment. If you end up leaving a message on the voice mail -- 19:08:57
the phone is staffed, but if you call after hours, if you'll let us know the best time to get back to you, we'll try to honor that as well.

And if you're interested, we'll have these maps, and as we continue down the study timeline, more and more refined maps will be available in the project office. We'll be happy to provide you with any updates that we can if you stop in the office and visit us, and certainly an opportunity for one-on-one conversation. 19:09:30

And with that, I just wanted to make sure everybody is aware that we do have display maps in the community building and we'll have staff there to answer specific questions.

If you did not get a comment sheet, there

should be plenty at the back of the room here or additional copies over in the community building. And if you'll bear with us, I think we're going to take a three- or four-minute break, and then we do have a number of folks who have signed up to provide public comments to the entire group.

So I'll hand it back over to Ricky.

MR. CLARK: Thank you. Actually, we'll go ahead and kind of keep things moving. I will mention that our display area is open and 19:10:21
available. At this time, we're going to transition into our public comments session. However, if you have specific questions and would like to visit the display area, that room is open and available to you.

At the beginning of the presentation, I mentioned that whenever INDOT holds a public meeting in this fashion, there are two purposes. The first purpose is to share information with you, which we did during the formal PowerPoint 19:10:48
presentation, but the second reason and the most important reason is to solicit comments, your input, feedback in regards to what you've seen over the years, last several minutes, or in regards to the project in general. So at this

time we will transition into our public comment session.

Just a couple of things, during the comment session I know many of you will have specific questions that you might have. We would respectfully request that you hold onto those specific questions. As I mentioned, we have a number of representatives who would be more than happy to entertain questions in the display area.

But during the comment section, we're soliciting comments for the record. Comments to be reviewed, evaluated, fully considered as part of the decisions that are being made for this project. 19:11:33

You might have noticed as you walked in that there are several signs as you decided or weighed whether or not you wanted to participate as a speaker this evening. So I'll just take a moment or two to explain what will happen during the comment session. Some of the signage as you walked in this evening, as well. 19:12:01

We'll start out with some of the signage. Because we have a number of speakers who have signed in seeking the opportunity to present his or her statement for everyone to hear this

evening, we would respectfully request that as members of our audience, you please pay the courtesy to all of our speakers so they can present their comments without interruption, if you will; without disruption, if you will.

We have a number of speakers who have signed in. We have several folks deciding whether or not they wanted to participate as speakers. So we want to afford an opportunity for all of those who have signed in to have the floor unimpeded, 19:12:49 uninterrupted, and so forth and what have you.

During the comment session, we are limiting the time for each speaker to two minutes per speaker. And this is so we can make sure that every person that is signed in as a speaker has an opportunity to speak. So we will limit time to two minutes.

We have our stoplight. Many of you who have attended meetings in the past are familiar with our stoplight, but we'll go ahead and we will turn 19:13:20 on the green light, if you will.

When it is your turn to present your comment, the green light will appear. That indicates that your time as begun. At one minute 30 seconds, the green light will disappear and the yellow light

will appear. That means you have 30 seconds to conclude or begin to wrap up your comment. And the red light -- of course, we're all familiar with the red light -- would you be so kind as to conclude your comments when you see the red light, it would be most appreciated. Again, that is so we can accommodate all the speakers who have signed in this evening.

We have two podiums that are available on either side of the room. Feel free to utilize either podium, whichever one is it closest to your area. 19:14:00

In the event that there is a disruption or disruptive-type behavior that would inhibit our speaker from presenting his or her comment, I would ask that that person please stop with the disruptive activity. We'll ask you again, there will be several warnings, if you will.

In the event that the disruption continues, then, of course, we may be subject to having to ask you to leave the meeting. We certainly don't anticipate that happening. We don't anticipate that occurring, but we would, again, want to afford all of our speakers who have signed in to have the full two minutes' time this evening to 19:14:34

have the opportunity to present their comments.

We did have 15 speakers sign in on our schedule. As is the case with any INDOT public meeting, we always afford any elected public officials to participate during the comment session and have an opportunity to present their comments first before we begin with the signed speakers on our list.

I did not see any elected public officials sign in, however it may be the case that we've had 19:15:18
elected public officials arrive who want to participate during the comment session.

If there are any elected public officials who would like to participate, if they would raise their hand or make themselves known, we would allow them the opportunity to make their comments.

Coincidentally, the two-minute time limitation does apply to our elected public officials as well. We would respectfully request that they limit their comments to two minutes as 19:15:48
well.

Are there any elected public officials we might have overlooked who want to participate this evening during the comment session?

Very well. Very well. Then, we will

continue with the number of speakers who have signed in on our speaker schedule. In the interest of accommodating all of our speakers, I will read off five names at a time. I will read them off twice so our speakers have time to gather their thoughts or their notes, and, again, either podium is available to speakers.

I will mention, again, please pay attention to the stoplight. That will be your indicator in terms of how much time you have to present your comments, but our first five speakers on our speaker schedule this evening will be: Michael Bigler, Jean Smith, Nan Brewer, Elizabeth Venstra, and then also Thomas Tokarski. 19:16:32

So let me repeat those five names again. Our first five speakers to sign-in on our speaker schedule will be: Michael Bigler, Jeanne Smith, Nan Brewer, Elizabeth Venstra, and then also Thomas Tokarski will be our first five speakers this evening. 19:17:17

We'll give them an opportunity to make their way towards either podium. And also I will mention, even if you participate as a speaker this evening, by all means feel free to utilize the comment form and the other options available and

e-mail those comments in. Visit our project office to submit comments as well.

At this time, Mr. Bigler, the floor, sir, is now yours.

MR. MICHAEL BIGLER: My name is Michael Bigler, I live at 5515 Turkey Track Road, the south end of Morgan County. I'm familiar with the principle a few have to suffer for the betterment of all, but I think some of us are being asked to fall on our swords for this project, and I'm not real happy about some of the things going on. 19:18:03

I live on State Road 37, a local highway. And the reason our address is Turkey Track is because in 1963 they took three acres of our ground of that particular property for the southbound lane, and I guess that's the way the system works. But we've suffered a little bit already.

I don't understand -- I grew up in Indiana and I see quite a few people that are as old as I am, I'm 66 -- when interstates were being built from one end of this state to the other, when I-70 was going and I-65 was being built, and none of those interstates go down local roads or go 19:18:26

through communities. It's three miles into this town and five miles into that town.

Now, some of those communities have grown to the interstates and there's interstate cities, 465 in Indianapolis was in a cornfield when it was built. It's grown up and I understand that.

But it seems to me if this highway is for Crane Naval Warfare Center pretty quick here, what they need to do is make a left-hand turn and head for Indianapolis. 19:19:11

I know that farmers weren't happy when I-65 was built, and I know that farmers weren't happy when I-70 was built. And that's a problem and I understand that. But it seems to me that a local highway -- and 37 is a local highway for all of us. It started as a two-lane road -- remember the old 37. We've got the new 37, it was two-lane, and now it's a four-lane highway.

It's a local road. We use it as a local road. And they want to make it -- and that would 19:19:34 be like going to Indianapolis and taking 40 and making that an interstate through Indianapolis.

The toll road money is gone. The dollars are gone. I'm not sure how they're going to pay for this.

I'm done.

MR. CLARK: Thank you, Mr. Bigler.

Our next speaker, Jeanne Smith, the floor is now yours.

MR. JEANNE SMITH: This process is absurd. Nothing you say here makes any difference, but to point out the violation of law they've manipulated, they've manipulated the study. It's one study by federal law, and it was allowed to be divided into two. Tier 1 that was a five -- it was 12 lanes, four frontage lanes. It's supposed to be raised interstate through here and at Martinsville. 19:20:16

The reason for that is because the traffic numbers was so inflated to make this thing created a zero benefit for 25 years. That was the conclusion of the Tier 1 study was that it was equal to no build. Then they lowered the traffic in Section 2. But that's all that I want say about anything that matters because they don't listen to the stuff anyway. 19:20:47

Hoosiers built the Wabash area canal at the end of that modern form of transportation when waterways were the way we did traffic and now we're building -- I did a little map. This

highway, we said this was $1.8 billion and they said it was $8 million. We said it was $3 billion and they said it's $1.8 billion. We say it's $4 billion now, they say it's $3 billion.

So I did the math and I took $3 billion and I divided it by $50,000 -- I figured that was a pretty reasonable price for teachers. I came up with we could hire 60 million teachers for one year. For the cost of I-69.

This highway -- we don't have to worry about it being too busy, because the study has proven that if this was a space launch, it would fizzle on the launch pad and fall over. 19:21:32

It's going to be just like I-64 in Evansville. Don't worry about it. If you lost your home, I feel for you. This thing is not going to carry any traffic. It is going to get a little congested in Bloomington and stuff -- and don't look at those maps and see all of those nice exits. We're going to have three exits, maybe four, in Bloomington, two in Martinsville. Don't worry, it will be okay. 19:22:00

(Clapping.)

MR. CLARK: Thank you. Nan Brewer is our next speaker on our schedule this evening.

MS. NAN BREWER: I'm Nan Brewer and I live at 3636 South Rogers Road, in an 1870's farmhouse that would be on the Fullerton Pike Rural Road bypass that may be connected to the Fullerton Pike interchange.

What I want to know is who even decided that should be a major interchange? It's not currently a major exit off 37. It's not a business thoroughfare. If this goes through, there would be 13,000-plus cars and trucks per day coming 19:22:50
through neighborhoods. These neighborhoods are Clear Creek Estates, Eagle View, Southcrest, The Highlands, Bachelor Heights, and that's only up to Walnut Street. These are hundreds of homes. There's only one business interchange along this whole exit.

We keep hearing about local economic development. So why pick something like this? It just shows the shortsightedness of many or all of these alternatives. What are we supposed to do, 19:23:27
tear down hundreds of houses to build all of those factories? Lower our property values so our homes can turn into pawn shops, cash advance stores, doctor offices, Jiffy Lubes, etc.? Why didn't they run Section 4 into Section 5 down where it

meets Walnut Street, Business 37?

We keep -- I keep hearing we need more east to west access roads, but we're proposing closing off many of our business access roads such as something like Taft Road.

I'm tired of hearing the private businesses, Monroe Hospital et cetera, and land speculators need this kind of location. I am a curator at the Indiana University Art Museum where I've long studied a photographer who showed pictures of 19:24:19
Chicago neighborhoods that were devastated in the early 1960s by highway development.

I hope that we've learned something about good urban planning in the last four decades. I hope --

MR. CLARK: Ms. Brewer, I apologize but the time has elapsed. I apologize. Thank you very much. Thank you, ma'am, for those comments.

Our next speaker on our schedule will be Elizabeth Venstra. Ma'am, the floor is now yours. 19:24:51

MS. ELIZABETH VENSTRA: Thank you. I live in Green County where according to Transportation for America, 20 percent of the bridges are structurally deficient. According to Transportation for America, Indiana has 1,968

structurally deficient bridges which is 10.6 percent of the bridges in Indiana.

It's interesting, though, that the county -- if you look at a map county by county, the rates of each county, there's a swath that goes across Sullivan and Putnam County down to Crawford County on the Ohio River, cutting across the I-69 corridor in the opposite direction, and all of the counties in that line have a rate of structurally deficient bridges of -- the low end is 17 percent in Martin County, up to 28 percent in Putnam County, 31 percent in Crawford County, 34 percent in Sullivan County. 19:25:45

I find it sort of ironic that these are clustered in the southwestern portion of Indiana that would supposedly be benefited by I-69. Part of the impact of I-69 is the impact by what is not being done, as well as what is being done. But what is being done and what is not being done has a major negative detrimental effect -- that's redundant -- on the areas immediately close and on the areas further away. 19:26:23

So, I would encourage you to answer the question: What is INDOT's plan for repairing those structurally deficient bridges, and what is

the economic impact of I-69 from the funding being used to build this road on how much longer we have to wait for safe bridges, and why is this road a higher priority than safety on our bridges?

(Clapping.)

MR. CLARK: Thank you for your comment.

(Audience member shouts, "Answer the question.")

MR. CLARK: Our next speaker on our schedule this evening will be Thomas Tokarski. 19:27:09

The floor is now yours.

MR. THOMAS TOKARSKI: The facts about I-69 should be made clear from the start. One, it is not a done deal. It faces significant environmental and legal challenges.

Number two, there is no way the current plan for I-69 can be built in a responsible way. It simply cannot be done. It is too expensive and too destructive.

And number three, it is highly unlikely that 19:27:35 this highway will ever be completed. That is what makes what is happening now even more tragic. What is being done now is causing enormous environmental, social, and fiscal problems with only one certainty: It will never pay for itself.

It is the wrong project in the wrong place at the wrong time. The I-69 extension makes no sense in the world we live in today, and even less sense for our future transportation needs. I-69 is a plan from the 1950s INDOT is driving forward at 90 miles an hour while looking in the rear-view mirror.

What is forward think about spending billions of dollars on a new highway, while cutting other transportation projects around the state, when 19:28:22
there is insufficient money to repair bridges in Indiana? If you add functionally obsolete bridges to the structurally deficient bridges, there are 4,000 of those bridges that need money.

Some counties are turning paved roads back into gravel roads because they don't have the money. What is forward thinking about increasing air pollution that is killing and making people sick? Why are we increasing carbon emissions, which is a major source of global climate change? 19:28:47

Indiana is known as the crossroads of America. Its new motto is likely to be: Indiana, easy to get through, no reason to stay.

It is never too late to stop doing the wrong thing. It's time to cut the (audience clapping,

drowning out speaker), and let it blow away.

Let's get on with environmentally, socially, fiscally responsible transportation planning for the future. Thank you.

(Audience claps and cheers.)

MR. CLARK: Thank you, Mr. Tokarski.

Our next speakers to sign in on our speaker schedule this evening will be: Adam Heichelbech, Ron Gilliland, Barbara Anderson, Nicole Johnson, and Morgan Hutton. 19:29:42

Again, our next five speakers to sign in on our schedule this evening will be: Adam Heichelbech, Ron Gilliland, Barbara Anderson, Nicole Johnson, followed by Morgan Hutton.

So we'll wait just a moment or two to allow our next five speakers to make their way towards the front. I'd like to thank our first five speakers for their comments this evening and adhering to the two-minute time limitation. We appreciate that very much. 19:30:20

Our next five speakers, if they have made their way, then our first of this next group of five will be Adam Heichelbech. Is Mr. Heichelbech still in the auditorium? Perhaps he stepped out.

Then the next speaker will be

Ronald Gilliland. Ronald Gilliland.

Sir, the floor is now yours.

MR. RONALD GILLILAND: Thank you. My concern is like Chambers Pike, a crossroad over there. That's where our water companies, our fire department, and stuff like that.

And Sample Road, I'd like to know a little more about that, that's the road I live on. What are they going to do to that road? That is a bad road to have a lot of traffic on it. 19:31:07

If you put the exit on this, it's going to be a lot of traffic from Unionville and everyplace else coming through there. What are we going to do to Sample Road?

That's my concern about some of the stuff you don't have. That's my comments. Thank you.

MR. CLARK: Very well. This gentleman brings up a good point. If you have specific questions, again, we would be more than happy to entertain those questions in the display room, map room, in 19:31:42 the adjacent building where we can point out and be more than happy to address that question with you afterwards, sir.

Our next speaker will be Barbara Anderson.

(The court reporter stands and requests

audience to not clap while the speakers are speaking.)

MR. CLARK: Feel free to clap if you agree with the speaker and whatnot, but what's most important that we capture the comments of the speakers. So certainly a valid point there.

Ms. Anderson, the floor is now yours.

MS. BARBARA ANDERSON: Well, don't worry about me. I'm not even sure my husband will clap for me. 19:32:59

I'm Barbara Anderson, and I am going to speak on behalf of the bicyclists who come through Monroe County. My husband and I, since the 1980s, have personally hosted probably over 100,000 bicyclists who have traveled across our roads here in Monroe County and enjoyed it immensely.

Some are here for transportation, some are here for recreation. It's really a big draw, a big tourism draw. It's really a highlight of our community that draws people to come and live here. 19:33:40

And if you would stand back, I could see the light. Thank you.

MR. CLARK: Sorry.

MS. BARBARA ANDERSON: Thank you.

I know that we have always had a bicyclist on

the committee, because I was president of the Bloomington Bicycle Club when I-69 first was introduced, the concept of it, and they said, "Can you provide someone to advise the committee from the bicycle community?"

So I was the first BBC president who sent someone to represent both Section 4 and Section 5 in the planning. And the map that you showed at the beginning, showed Highway 37 as going across the west side of Bloomington. 19:34:25

Actually, we think of the people west of that as part of Bloomington also. And I really want to encourage and, in fact, exhort you to listen to our county people and our bicycle representatives who are very able, because bicycling is important, and really make accommodations for bicycles to be able to get from one side of Monroe County to the other and back again. Thank you.

MR. CLARK: Thank you. Thank you, ma'am.

Our next speaker on our schedule will be 19:35:01 Nicole Johnson. Our next speaker on our scheduled list this evening will be Nicole Johnson.

Ma'am, the floor is now yours.

MS. NICOLE JOHNSON: I come here today not to plead to you -- with you about why this road

shouldn't be built. We all know too well that sense falls on deaf ears. We know too well that all of the environmental, cultural, and economic reasons this road is opposed.

The case against this road was made, and made well, a long time ago. Today I stand here to address the many, the people, the homeowners, business owners, community members, workers, students, mothers, fathers, sons, and daughters.

I turn to you and say during the past two 19:35:44
decades it has become painfully obvious that in regards to this road, those who hold power are not concerned with what the people see as best for themselves, but only with the interests of corporations like Indiana University and Crane.

Big business and the state government have been in bed together for a very long time. If I-69 is allowed to be completed, it will be the manifestation of the consummation of the corporate state. 19:36:13

Those that hold power to stop I-69 currently possess that power because we, the people, give it to them. Their power depends intimately upon the obedience and cooperation, or consent of the people.

Without the people's consent, through their active support or passive acquiescence, those that now hold power would have none. There should be no I-69 without consent.

This is a call to ban together to protect Indiana from pillage, to fight for the people's rights, and to stop the superhighway, if you remember it is. Each of you are invited to a community-wide anti-I-69 picnic at the Reverend Earnest Butler Park, better known as the Nine Street Park, in Bloomington on Sunday, May 6th, at 3 p.m. 19:36:59

Please come join together with those community members, including those that stand to lose their land to I-69, their neighbors, and their supporters.

Resistance to I-69 is alive and about to start kicking. The bulldozers have arrived. What will you do?

(Audience applauds.) 19:37:20

MR. CLARK: Thank you, ma'am. Our next speaker this evening will be Morgan Hutton. Our next speaker this evening will be Morgan Hutton.

Ma'am, the floor is yours.

MS. MORGAN HUTTON: Thank you.

Good evening, my name is Morgan Hutton, and I'm representing Hoosier Voices for I-69, the statewide advocacy coalition comprised of businesses, organizations, and citizens that support the development of I-69 for the job opportunities and economic development opportunities that the highway will bring to the State of Indiana. We'd like to thank the State tonight for this opportunity to learn about the four alternatives that are being considered for Section 5. 19:37:59

With Sections 1 through 3 opening at the end of this year, and Section 4 from Crane to Bloomington opening to traffic by the end of 2014, it's very important that we continue to look at Section 5, considering what's being planned, and continue to develop that so that safety upgrades and highway upgrades can be made as those sections open up to traffic.

So we appreciate the opportunity and we encourage the citizens to keep educating themselves on what's being proposed so we can provide meaningful input and create the best highway that we can for this community. 19:38:27

So thanks again.

MR. CLARK: Thank you, ma'am, for your comments.

Our next five speakers to sign in on our speaker schedule this evening will be: Scott Wells, followed by Marie Long, John Irvine, William A. Boyd, and Tim Maloney.

Again, our next five speakers to sign in on our schedule this evening will be: Scott Wells, followed by Marie Long, John Irvine, William A. Boyd, and Tim Maloney. So we'll allow 19:39:22
our next five speakers to make their way towards the podium on either side of the room, and thank our previous five speakers for their comments and presentations this evening.

Again, thank them for adhering to our limitation this evening as well, the two-minute time limitation.

Mr. Wells, the floor is now yours, sir.

MR. SCOTT WELLS: Thank you very much. My name is Scott Wells. I'm a candidate for county 19:39:50
counsel. Partly why I'm opposed to this is the money is being wasted. I've always wondered why has INDOT always chosen Route 3C to be the most expensive to the taxpayers and the most environmentally destructive. I've never

understood that, and I've always wanted an answer to that question, but I've never got it.

The presentation -- good presentation. I appreciate the professionalism. The problem was the most important thing as a county counsel, you can't do a thing without money. You have not provided a funding mechanism. However, you did have a thing up there about your construction schedule, but I would like to have also seen a funding schedule, because if you have no funding, 19:40:36
you cannot build anything.

The thing that really bothers me is what this is going to do, since you can't complete the project, it's all going to back up at Section 4, where I live. What bothers me is the chronic TBF, TBF stands for a toilet bowl flush that won't flush. Here's the problem, the end point at Victor Pike is where it's going to end, and then we have four stoplights in rapid succession.

Now, INDOT's own numbers tell you -- I want 19:41:11
you to imagine you're at Tap Road and 37. Right now we have 26 daily trips of traffic going north and south. From INDOT's own numbers, this is going to increase 25,000 more, of which one-third of them are going to be trucks. Big trucks. Some

of them triple-trailer trucks.

We're talking about 8,000 new trucks on our road, and since we're not going to be able to complete this project, what is that going to do to our roads? What is it going to do to the people who live here? What's it going to do to the quality of life in our county? How many people are going to die on these roads?

I think it's time INDOT provide a funding mechanism, or this project is just really going to 19:41:54 mess up our economy.

Thank you for your time and thank you for your presentation.

MR. CLARK: Very well. Very well. Thank you, Mr. Wells. Thank you, sir, for those comments.

Our next speaker will be Marie Long. Our next speaker will be Marie Long.

Perhaps she stepped out.

Then our next speaker to sign in will be 19:42:14 John Irvine.

Sir, the floor is now yours.

MR. JOHN IRVINE: Thank you.

I first of all want to thank both INDOT and particularly the federal government to join in the

efforts to join with Monroe County to give us participating status. That's very, very important for this county. Our only hope for getting the changes that we need come through the metropolitan planning organization, and our only hope, really, to equalize what the differences are between local government and INDOT rests with the federal government.

And I plead with the federal government representatives to take that into account as you 19:42:58
weigh the almost unanimous opposition to this project.

Now, INDOT funding, what's known as the 37 corridor study, years ago we worked and worked on that. There were all sorts of environmental concerns that were presented tonight -- and I address this now to our environmentalists as well as the federal government -- all sorts of environmental concerns that were raised in that 37 corridor study. I would urge that study to become 19:43:27
the foundation document for implementation of the various alternatives that are being presented by INDOT.

I particularly am concerned with alternatives 6 and 7, which are probably the cheap

alternatives. As all of us know, this has been a project that has been done on the cheap because funding truly is scarce.

Now, at first glance when you look at alternatives 6 and 7, it does take less terrain. It has less interchange. It looks as if it is less expensive.

In the long run -- which I think the environmentalists and the federal government have an obligation to look at -- in the long run, it is most expensive because it doesn't have a wildlife corridor, it doesn't take into account the fact that it goes through a state forest, and lots of wildlife has to transfer back and forth. 19:44:14

And we need extra space to preserve the habitat.

MR. CLARK: Very good. Thank you. We appreciate those comments very much. Thank you.

Our next speaker will be William A. Boyd.

Mr. Boyd, the floor is now yours, sir. 19:44:44

MR. WILLIAM A. Boyd: Thank you, sir.

My own PowerPoint presentation.

(Indicating a banner placed on podium.)

First of all, I thought this was a nonsmoking facility, but there's been an awful lot of smoke

blown here tonight.

First of all, to go to the funding mechanism, there is no money. Period. There is no money. This will be a toll facility, folks. It will be a toll facility. You watch, if they ever get open to Crane, they will toll it, sell it, and use that money to fund this section. You watch. It's been done.

The historic studies: That's a farce. They totally ignore anything that will get in their way. They ignore it, discount it, and then they will pick something way outside the corridor that says we're going to protect this. 19:45:27

Your access rights. They mentioned that they mailed cards out to everybody. You have rights. When INDOT says they want to come on your property, protect your own rights.

Contact Citizens for Appropriate Rural Roads. We can help you. We've been through this. We know what to expect. You have rights. Understand them and protect them, because INDOT won't do anything for you. 19:45:58

Remember your Miranda rights. Anything that you say, can and will be used against you by INDOT.

The CAC: To be a member of that, you almost have to be a supporter of I-69 because they don't want opposition.

Noise: You know you you're going to get noise. How much new terrain is going to be tolled?

And lastly, what is not being told in the studies. That's what you have to look for. Not what's on print, but what is not being told. Because there's so much information that is being hidden from the people that you need to know what's there. 19:46:37

Your air quality is going to be affected because of all the increased trucks, the increase in grade.

So consider what's going to happen in your community. Thank you.

MR. CLARK: Very well. Very well. Thank you, Mr. Boyd.

The next speaker will be Tim Maloney. Our next speaker on our schedule will be Mr. Maloney. 19:46:58

Sir, the floor is now yours.

MR. TIM MALONEY: Thank you.

Tim Maloney, with the Hoosier Environmental Counsel. I ask you to keep in mind a few facts

while you decide whether I-69 should be finished or if it will ever be finished.

Indiana's gas tax revenues are down about $60 million in 2011 compared to 2007. Federal gas tax dollars are down billions of dollars and the highway trust fund has been bailed out with general tax dollars to the tune of $30 billion over the past few years.

Also keep in mind that as other speakers have said, there are tremendous infrastructure repair needs around the State of Indiana. Our cities and counties have an over $5 billion backlog of road and bridge repairs. 19:47:50

It's been mentioned that we have 4,000 deficient bridges across the State of Indiana in need of repair, and INDOT itself projects that the condition of our bridges will get worse over the next several years.

So we have a huge need, a backlog of road and bridge repairs, we're not responding to the demand or need for transportation alternatives, like transit and passenger rail between our cities, and yet the State wants to keep building this unneeded, destructive, and expensive highway. 19:48:19

So we urge you to think about all of those

things, about whether Section 5 and Section 6 will ever be completed when there's absolutely no plan in place for how those sections are going to be paid for. And whether you, as property owners, or community members think that you should be asked to sacrifice your land or community values for a highway that may never be completed, and may never be of any benefit to Bloomington, Indiana, or the surrounding communities.

So if you have questions like that, like we do, then please express those to your elected officials, to the candidates for governor who have to decide what to do about I-69, and to your fellow community remembers. 19:49:09

Thank you.

MR. CLARK: Very well. Thank you, Mr. Maloney, for those comments.

Our next speakers to sign in on our speaker schedule will be Brian Garvey, and then we have another speaker -- and I want to apologize ahead of time because I cannot quite make out the last name -- the first name is Bonnie. 19:49:40

I can't quite make out the last name, so if your first name is Bonnie, chances are you've signed in as a speaker. I apologize, I can't make

out the last name. But if your first name is Bonnie, you have signed in. Mr. Garvey and Bonnie.

Those are the last two speakers to sign in; however, I believe we probably have a few additional minutes if there are additional speakers who didn't sign in or perhaps signed in after the initial list was submitted.

Keep in mind we'll have our officials and our representatives in the display area to entertain specific questions that you might have. 19:50:22

Mr. Garvey, the floor is now yours, sir.

MR. BRIAN GARVEY: Thank you.

Strike one.

(Audience laughter.)

It's really important for people to understand that I-69 has been a shell game for 20 years. Over 20 years. This was brought about by people with power, money, political influence.

Citizen need: It's been made very clear over the last 20 years what the public has felt about it. An educated citizenry. And it's illustrated most succinctly tonight that this meeting shouldn't be happening except INDOT extorted the City of Bloomington Metropolitan Planning 19:50:45

Organization. It was put in a fistfight by unelected officials.

Our elected officials could see it for what it is: A wildly wasteful, wildly destructive pie in the sky being perpetuated by those in power. So purpose and need falls on its face. So what has happened? It's an old story. It's an American story. It's called put democracy aside for power. And you heard folks mention it tonight about corporate power, corporate monies. With pie-in-the-sky job creation. 19:51:36

And all the studies show this isn't about job creation at all. In fact, it's taking jobs away that could be much more adequately used for improvement of our transportation.

We're seeing the destruction. You have to go visit out west in the Section 4, and you have to understand that anything that INDOT promises you -- this has been going on for 20 years, folks. And they didn't pay attention to the first thing requested: Don't even think about building this thing. 19:52:04

So I urge everyone to scrutinize INDOT because they are extortionists, first and foremost. And I'd like to see democracy live and

I'd like to see an effective transportation policy for Indiana.

Thank you.

MR. CLARK: Very well. Thank you, Mr. Garvey.

The floor is now yours.

MR. BONNIE ABSUG: I'm Bonnie Absug. The position we are in as people opposed to I-69 -- and I feel very disempowering [sic]. Here we are, the machines are tearing through our lands and our 19:52:56
homes. Whatever glimmer of democracy which might remain in our government has failed us. They have already begun to break our lands, our homes, and our hearts.

In spite of this, our hope for man is strong. Our hope is bound to democracy. Democracy which can only be in our own hand; the hand of the people. Not the government.

There is a long, beautiful, and heart-wrenching history of resistance to I-69. 19:53:26
This history is not over. At 3:00 p.m., Sunday, May 6th, we meet at 9th Street Park in Bloomington. While we might be able to use logic and emotional intuitions to determine what's right and wrong, INDOT cannot. They use dollars and

bulldozers instead of logic.

By the power and love and strength of our community, Sections 4 and 5 will not be built.

MR. CLARK: Thank you for those comments.

We have an additional speaker sign in requesting an opportunity to present a comment for consideration this evening. After our last speaker has presented their comment, there might be someone else from the audience who, having heard our previous speakers, having reviewed the 19:54:25
presentation, who might wish to participate during the comment session, as well. I believe we have some time this evening to afford the opportunity for additional speakers.

Our next speaker to sign in on our speaker schedule will be Justin Dispenza. Hopefully I'm pronouncing that correctly.

Mr. Dispenza, the floor is now yours, sir.

MR. JUSTIN DISPENZA: Hello, I'm here on behalf of the Bloomington Green Caving Coalition. 19:54:53
It's a group of student community members who go caving in Indiana conservancy caves and clean up the messes that other people make.

Recently a cave that had been open to us before at the Bloomington Green Caving Coalition

was Salamander Cave, and it was actually bought by the lovely people up here, (indicating to panel members), and now we're not allowed in it.

So I just want people up here, (indicating to audience), to think that not only aboveground are they screwing things up, but also below ground. Other caves will be affected by water flow changing and also digging, and all sorts of things making our job possibly unsafe. So I just want to let people know that they're not only screwing up your land, but also the stuff below it. 19:55:28

Maybe if there's a positive thing you guys can do, all caves that you buy, I would really be appreciative -- I don't want I-69 to happen, but if you're going to shove it down our throats, at least make these caves open the public, or maybe associate some sort of way that people who do enjoy caving will be able to enjoy the caves that you've acquired.

Thank you. 19:55:53

MR. CLARK: Very well. Thank you.

Mr. Dispenza was the last person to sign in on our schedule this evening. However, having heard our previous speakers, I see another speaker signed in. Having heard our speakers, there might

be others. Certainly we have the sign-in sheets for speakers, but even if you didn't have an opportunity to sign in, we can afford an opportunity for you to speak this evening.

Our next speaker tonight on our schedule will be Seth Mutchler.

Mr. Mutchler, the floor is now yours.

MR. SETH MUTCHLER: Good evening. I'd first like to apologize. I am new to this fight and this struggle, and to those who have been fighting 19:56:34
it for decades, I would like to give my gratitude and my thanks and know that you have one more comrade.

I would like to say that I have two homes. I grew up in Terre Haute, Indiana, and now I have a second home in Bloomington. In Terre Haute I saw Interstate 70 come through our town, just outside of town just like I-69 in Bloomington, and I saw it destroy my home.

Local communities that I grew up going to, 19:57:04
local bookstores, local grocery stores have had to shut down because the I-70 has drawn chain businesses like Walmart and Waldenbooks to come in and force my friends and families out of business; and I do not want to see that happen to

Bloomington.

Bloomington has become my home. I want to spend the rest of my life in Bloomington, Indiana, and I do not want to see it destroyed.

MR. CLARK: Very well. Very well. Thank you, sir.

Additional speakers who would like an opportunity to speak, if you would be so kind to state your name before offering your comments.

MS. SARAH GAIL TALL: My name is Sarah Gail Tall, I've been speaking on this issue for 17 or 18 years. I usually speak about animals, but two things crossed my mind. 19:57:44

In 2010, I was able to go to Norway for several weeks. My daughter spent five months there, she was sent there by IU. And to get your driver's license in Norway, the fee to walk into the place to get your license is $10,000.

The air is clean, the food is healthy, and the people are amazing because they have figured out public transportation and a way to move their products by not having giant trucks. 19:58:12

I spent the month of March in the Himalayan mountains and McLeodganj, India, where the Dalai Lama lives, where the air is also clean and

there are very few cars on the road. There is much public transportation. I love to travel. Of the 25 countries I've been to, I come back and think: This is a fricking backwards country. When are we going to catch up with the rest of the world?

So many of my friends in Indiana haven't traveled. They don't see how the rest of the world sees us and how we are so backward. And we think we're so advanced. It's time to really look 19:58:52
at our transportation, and like it's been said, everybody needs to get involved.

I spoke with six older women, and every single one of them was opposed to this road but can't get over here to voice it. So many of us hate this road and want it to end, and we need to speak up and look to the rest of the world for other solutions.

MR. CLARK: Very well. Very well. Thank you, ma'am. Thank you, ma'am. 19:59:21

Is there another speaker? Yes.

If you would be so kind as to come forward.

And, again, thank you to all of our audience members for the courtesy paid to all of our speakers. Thank you to all of our speakers this

evening for their comments.

Sir, if you would be so kind to state your name before presenting your comments.

MR. STEVE BREWER: Sure.

My name is Steve Brewer, and I live down by Bachelor Middle School. I've been following this from a distance for several years, and only when it came closer to my house did I start recognizing some solidarity with many of the people who are in this room right now. We did our due diligence 19:59:56 before we bought our house near Bachelor Middle School 15 years ago.

I think I've had four conversations with Mr. Williams about the fate of Fullerton, and I feel like a social contract, which is a two-way deal, has been violated, because in four conversations, I was never told that various accesses to Bloomington would be blocked and that Fullerton would become now a major connector. Not once. 20:00:25

And I will tell you there are hundreds of people -- my wife has already named several of those communities, Eagle View, Clear Creek Estates, Highland, the whole Bachelor area, anybody who does due diligence, unless there is a

different conversation, were never told that all of those access to Bloomington would be blocked.

And I think that this is the kind of violation of social contract that many of the people that are here feel, and there is such passionate and informed resistance to this project.

Thank you.

MR. CLARK: Thank you, sir, for those comments. 20:00:58

Are there any additional speakers who would like an opportunity to speak? If they would just make their way to one of the podiums, if you would be so kind. We'll probably allow a couple of more speakers.

I'm reading some of the body language, and I know that many of you have been sitting for quite some time. So we'll adjourn the meeting here very shortly, and invite you to visit our display area. But we would be remiss if we did not afford an 20:01:22 opportunity for all of those who wanted to participate.

Ma'am, if you would state your name for the record before presenting your comments, the floor is now yours.

MS. CHERYL HIYAN: Hello, my name is Cheryl Hiyan. I work at Indiana University ever since I married and moved to Bloomington a few years ago. And I bought a house for the first time in my life two years ago, not having, really a clue, that all of this was happening.

So now, besides everything we've heard already this evening, and all the things that I love about the area being endangered, I'm mostly concerned about my property value. 20:01:56

We live about -- my husband and I live about an eighth of a mile, we're in the yellow corridor. Apparently our house won't be sold or torn down or anything, but it's bad enough with the motorcycle sounds on the 37. We have a stoplight, we're right at Taft Road just west of 37, south of Taft. And this is my first house of my life.

Two years -- I don't have enough value in it to sell it, and now this. It's just kind of turning my world upside down. I just agree with 20:02:33 most of what has been said tonight, as well.

I just wanted to say that.

MR. CLARK: Very well. Thank you, ma'am. Thank you, ma'am.

Are there any additional speakers who would

like an opportunity to speak tonight and have his or her comment captured for the public record?

Again, I want to afford an opportunity for anyone who would like to participate this evening. Any additional speakers at this time?

Okay. Well, very well.

Then we will conclude this formal portion of this evening, but would like to invite you to stay after. Visit with us in the display area. Our representatives would be more than happy to 20:03:18 entertain any questions you might have.

Thank you to all of our speakers this evening. Thank you to all of our members of the audience. Thank you so much for joining us this evening. Thank you, so much.

(Time noted: 8:03 p.m.)

CERTIFICATE

I, Deborah J. Pearce, the undersigned Court Reporter and Notary Public residing in the city of Noblesville, Hamilton County, Indiana, do hereby certify that the foregoing is a true and correct transcript of the proceedings taken by me on Tuesday, April 24, 2012 in this matter and transcribed by me.

_____

Deborah J. Pearce

Notary Public in and for the State of Indiana

My commission expires September 7, 2017

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Ways to Submit Your Comments

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Mail:
I-69 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

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9:00 a.m. until 4:00 p.m.
or by appointment

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3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

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

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

The Indiana Department of Transportation requests your opinions, ideas, and comments so they can be given full consideration during the I-69 Tier 2 Studies for Section 5. Please return this form to a project representative prior to leaving the event or mail the form to the address on the back of this form.

All comments are welcome! We appreciate your participation!

Name: Andy & Karen Spriggs

Address: 330 W Sample Road

1. How did you hear about tonight's meeting?

NT & Post card

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

Like to hear answers to questions from members of the panel present

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

Less impact options are my first choice (Alternatives 6, 7), and IF I'm not bought out what can be done about noise issues. Blacktop is not as loud as Concrete

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access					
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I		
	That Road	X	X	X	X		
	Rockport Road	O	O	O	O		
	Fullerton Pike	I	I	I	I		
	Tapp Road	O	I	O	I		
	SR 45/2nd Street	I	I	I	I		
	SR 48/3rd Street	I	I	I	I		
	Vernal Pike	U	U	U	O		
	SR 46 Interchange	I	I	I	I		
Urban/Rural Transition Area	Arlington Road	O	O	O	O		
	Acuff Road	X	X	X	X		
	Kinser Pike	I	O	X	O		
Rural	N. Walnut Street	O	I	O	I		
	Sample Road	I	I	I	I		
	Chambers Pike	O	O	O	X		
	Bryants Creek Road	X	X	X	O		
	Paragon Road/Pine Blvd.	I	O	X	X		
	Godsey Road/Liberty Church Road	O	I	I	I		
	SR 37 N of Legendary Hills	X	X	X	X		
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I		

Please provide any additional comments on Section 5 below:

Improvments to Sample will need to be done to handle increased traffic East is really bad. And again the Folded Urban Interchang would be Less expensive and Lower Impact to residence near by.

Ways to Submit Your Comments

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Mail:
I-69 Section 5 Project Office
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or by appointment

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Bloomington, IN 47403

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

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

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All comments are welcome! We appreciate your participation!

Name: Lisa Cooksey

Address: 4000 Cooksey Lane
Martinsville IN 46151

1. How did you hear about tonight's meeting?

Paper

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

Larger area and in Martinsville

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

I am not in favor of I69.

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access					
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I		Alternative 7 with overpass at Bryants Creek with access to Cooksey Lane. Cooksey Lane should have access because it would be Cheaper than buying my home.
	That Road	X	X	X	X		
	Rockport Road	O	O	O	O		
	Fullerton Pike	I	I	I	I		
	Tapp Road	O	I	O	I		
	SR 45/2nd Street	I	I	I	I		
	SR 48/3rd Street	I	I	I	I		
	Vernal Pike	U	U	U	O		
	SR 46 Interchange	I	I	I	I		
Urban/Rural Transition Area	Arlington Road	O	O	O	O		Please provide any additional comments on Section 5 below:
	Acuff Road	X	X	X	X		
	Kinser Pike	I	O	X	O		
Rural	N. Walnut Street	O	I	O	I		
	Sample Road	I	I	I	I		
	Chambers Pike	O	O	O	X		
	Bryants Creek Road	X	X	X	O	overpass	
	Paragon Road/Pine Blvd.	I	O	X	X	NO Interchange	
	Godsey Road/Liberty Church Road	O	I	I	I		
	SR 37 N of Legendary Hills	X	X	X	X		
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I		

Ways to Submit Your Comments

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Submit your comments to the project website:
www.i69indyevn.org

Mail:
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or by appointment

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Bloomington, IN 47403

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

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

The Indiana Department of Transportation requests your opinions, ideas, and comments so they can be given full consideration during the I-69 Tier 2 Studies for Section 5. Please return this form to a project representative prior to leaving the event or mail the form to the address on the back of this form.

All comments are welcome! We appreciate your participation!

Name: Larry Wilkerson

Address: P.O. Box 810 Clear Creek IN 47426 2174 W FULLERTON PK OWN
NEW ADDRESS
3260 S. Southern Oaks Bloomington IN 47401

1. How did you hear about tonight's meeting?

Mailing

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

send me more

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

Alternative 4, 5 or 7 for Fullerton Pike

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)
		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access				
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I	
	That Road	X	X	X	X	
	Rockport Road	O	O	O	O	
	Fullerton Pike	(I)	(I)	I	(I)	
	Tapp Road	O	I	O	I	
	SR 45/2nd Street	I	I	I	I	
	SR 48/3rd Street	I	I	I	I	
	Vernal Pike	U	U	U	O	
	SR 46 Interchange	I	I	I	I	
Urban/Rural Transition Area	Arlington Road	O	O	O	O	
	Acuff Road	X	X	X	X	
	Kinser Pike	I	O	X	O	
Rural	N. Walnut Street	O	I	O	I	
	Sample Road	I	I	I	I	
	Chambers Pike	O	O	O	X	
	Bryants Creek Road	X	X	X	O	
	Paragon Road/Pine Blvd.	I	O	X	X	
	Godsey Road/Liberty Church Road	O	I	I	I	
	SR 37 N of Legendary Hills	X	X	X	X	
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I	

Comments and Rationale for Access Suggestion(s)

Tell Us Why!

I own the property @ 2175 W. Fullerton Pike
I bought there to remove the existing house
and build. ALT 4 or 5 does not get me too bad
ALT 6 gets me a bit more. ALT 7 takes me out.
I know this is still in planning but let me know as soon
as you can. I still am moving forward on my plans.
ALT 7 is fine if you let me know and make me whole.
I will work with you CALL 812 334-1854 Home
812 327-9520 cell
Larry Wilkerson
ALT 6 Really cuts me down to nothing

Please provide any additional comments on Section 5 below:

VOLUNTARY TITLE VI PUBLIC INVOLVEMENT SURVEY

State Form 54515 (1-11)
INDIANA DEPARTMENT OF TRANSPORTATION
ECONOMIC OPPORTUNITY DIVISION

Latosha N Higgins, Title VI / ADA Program Manager
INDIANA DEPARTMENT OF TRANSPORTATION
ECONOMIC OPPORTUNITY DIVISION
100 N Senate RM N750
Indianapolis, IN 46204
Telephone number : (317) 234-6142
Fax number : (317) 233-0891
E-mail address: LHiggins@indot.in.gov
www.in.gov/dot/

As a recipient of federal funds, the Indiana Department of Transportation (INDOT) is required to develop a procedure for gathering statistical data regarding participants and beneficiaries of its federal-aid highway programs and activities (23 CFR §200.9(b)(4)). INDOT is distributing this voluntary survey to fulfill that requirement to gather information about the populations affected by a proposed project.

You are not required to complete this survey. Submittal of this information is voluntary. This form is a public document that INDOT will use to monitor its programs and activities for compliance with Title VI of the Civil Rights Act of 1964, as amended and its related statutes and regulations.

If you have any questions regarding INDOT's responsibilities under Title VI of the Civil Rights Act of 1964 or the Americans with Disabilities Act, please contact INDOT's Title VI/ADA Program Manager Latosha N. Higgins at 100 N Senate RM N750, Indianapolis, IN 46204, (317) 234-6142, e-mail: LHiggins@indot.in.gov .

You may return the survey by folding it and placing it on the registration table (if you received it at a public hearing or meeting) or by mailing or faxing it to the address above.

Date *(month, day, year)*

Project name

Proposed project location

Gender: ☐ Female ☐ Male

Ethnicity: ☐ Hispanic or Latino ☐ Not Hispanic or Latino

Race: *(Check one or more)*:

☐ American Indian or Alaska Native
☐ Asian
☐ Black or African-American
☐ Native Hawaiian or Other Pacific Islander
☐ White
☐ Multiracial

Age: ☐ 1-21 ☐ 22-40 ☐ 41-65 ☐ 65+

Disability: ☐ Yes ☐ No

Household Income:

☐ 0-$12,000
☐ $12,001-$24,000
☐ $24,001-$36,000
☐ $36,001-48,000
☐ $48,001-$60,000
☐ $60,001 +



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

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

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All comments are welcome! We appreciate your participation!

Name: KEN CAMPANELLA (PHYSICAL) w/ POYNTER SHEET METAL (MAIL)

Address: 8764 N. STATE RD 37 (PHYSICAL) P.O. BOX 427 (MAIL)

BLMGTN, IN 47404 (PHYSICAL) BLMGTN, IN 47402 (MAIL)

1. How did you hear about tonight's meeting?

NEWSPAPER

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

SEE ATTACHED LETTER

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access					
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I	✓	See letter
	That Road	X	X	X	X	✓	– I realize that current traffic studies don't support a interchange at this location, but please consider future growth and the growth an interchange at this location could generate.
	Rockport Road	O	O	O	O	✓	
	Fullerton Pike	I	I	I	I	✓	
	Tapp Road	O	I	O	I	I	– Spacing an interchange from Sample to Paragon or Liberty Church is too far.
	SR 45/2nd Street	I	I	I	I	✓	
	SR 48/3rd Street	I	I	I	I	✓	
	Vernal Pike	U	U	U	O	U	
	SR 46 Interchange	I	I	I	I	✓	
Urban/Rural Transition Area	Arlington Road	O	O	O	O	✓	**Please provide any additional comments on Section 5 below:**
	Acuff Road	X	X	X	X	✓	
	Kinser Pike	I	O	X	O	O	
Rural	N. Walnut Street	O	I	O	I	I	
	Sample Road	I	I	I	I	✓	
	Chambers Pike	O	O	O	X	INTERCHANGE	
	Bryants Creek Road	X	X	X	O	X	
	Paragon Road/Pine Blvd.	I	O	X	X	~~I~~ O	
	Godsey Road/Liberty Church Road	O	I	I	I	I	
	~~SR 37~~ N of Legendary Hills	X	X	X	X	✓	
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I	✓	

~~June 17, 2010~~ APRIL 24, 2012

To Whom It May Concern:

I am writing in regards to the proposed Chambers Pike overpass located in section 5. It is our request that you consider constructing an interchange at this location instead of an overpass. An interchange would help to facilitate traffic flow along the proposed access road between Sample Road and Chambers Pike. As drawn now, all traffic exiting I-69 will be forced to travel North on the access road, while all trucks and vehicles exiting the businesses and side roads located along the access road will be forced to turn South against the oncoming traffic. Having interchanges located at either end of the access road would help to divide up the traffic flow.

Poynter Sheet Metal, on average, gets between 15 and 20 semi trucks a day in and out of our facility. We also averages one oversized load a week either entering or exiting the facility. The average oversized load is 16' wide and up to 53' long. The widest load ever was 18'. We also average 150 vehicles entering and exiting on a daily basis.

Poynter has experienced significant growth over the last 10 years and is on track to continue this trend. It goes without saying, that this increase in production will lead to an increase in truck and vehicle traffic.

Please take into consideration our current and future traffic demands (in addition to those of our neighbors) when designing the interchange(s) and access road that will service the business district between Sample Road and Chambers Pike.

Thank You,

Ken Campanella
Poynter Sheet Metal



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

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SEE ATTACHED LETTER

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)
		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access				
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I	✓
	That Road	X	X	X	X	✓
	Rockport Road	O	O	O	O	✓
	Fullerton Pike	I	I	I	I	✓
	Tapp Road	O	I	O	I	I
	SR 45/2nd Street	I	I	I	I	✓
	SR 48/3rd Street	I	I	I	I	✓
	Vernal Pike	U	U	U	O	U
	SR 46 Interchange	I	I	I	I	✓
Urban/Rural Transition Area	Arlington Road	O	O	O	O	✓
	Acuff Road	X	X	X	X	✓
	Kinser Pike	I	O	X	O	O
Rural	N. Walnut Street	O	I	O	I	I
	Sample Road	I	I	I	I	✓
	Chambers Pike	O	O	O	X	INTERCHANGE
	Bryants Creek Road	X	X	X	O	X
	Paragon Road/Pine Blvd.	I	O	X	X	I O
	Godsey Road/Liberty Church Road	O	I	I	I	I
	~~SR 37~~ N of Legendary Hills	X	X	X	X	✓
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I	✓

Comments and Rationale for Access Suggestion(s)

Tell Us Why!

SEE LETTER

- I REALIZE THAT CURRENT TRAFFIC STUDIES DON'T SUPPORT A INTERCHANGE AT THIS LOCATION, BUT PLEASE CONSIDER FUTURE GROWTH AND THE GROWTH AN INTERCHANGE AT THIS LOCATION COULD GENERATE.

- SPACING AN INTERCHANGE FROM SAMPLE TO PARKER OR LIBERTY CHURCH IS TOO FAR.

Please provide any additional comments on Section 5 below:

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

Please call or come visit us at the project office!

Our phone number is 812-355-1390

Our office hours are
Monday through Thursday
9:00 a.m. until 4:00 p.m.
or by appointment

Fold along this line, tape closed, and mail with proper postage.

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I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

~~June 17, 2010~~ APRIL 24, 2012

To Whom It May Concern:

I am writing in regards to the proposed Chambers Pike overpass located in section 5. It is our request that you consider constructing an interchange at this location instead of an overpass. An interchange would help to facilitate traffic flow along the proposed access road between Sample Road and Chambers Pike. As drawn now, all traffic exiting I-69 will be forced to travel North on the access road, while all trucks and vehicles exiting the businesses and side roads located along the access road will be forced to turn South against the oncoming traffic. Having interchanges located at either end of the access road would help to divide up the traffic flow.

Poynter Sheet Metal, on average, gets between 15 and 20 semi trucks a day in and out of our facility. We also averages one oversized load a week either entering or exiting the facility. The average oversized load is 16' wide and up to 53' long. The widest load ever was 18'. We also average 150 vehicles entering and exiting on a daily basis.

Poynter has experienced significant growth over the last 10 years and is on track to continue this trend. It goes without saying, that this increase in production will lead to an increase in truck and vehicle traffic.

Please take into consideration our current and future traffic demands (in addition to those of our neighbors) when designing the interchange(s) and access road that will service the business district between Sample Road and Chambers Pike.

Thank You,

Ken Campanella
Poynter Sheet Metal



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Received
Mankoff Baker Jr., Inc.

I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

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

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

The Indiana Department of Transportation requests your opinions, ideas, and comments so they can be given full consideration during the I-69 Tier 2 Studies for Section 5. Please return this form to a project representative prior to leaving the event or mail the form to the address on the back of this form.

All comments are welcome! We appreciate your participation!

Name: Donna Lentz Ferree Rural Indian Creek Resident

Address: PO Box 15
Stanford, IN 47463

1. How did you hear about tonight's meeting?

CARR.

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

MC Fair grounds is a great place.

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

1st "FOR THE GREATER GOOD" hasn't been documented. The rural SW of Monroe County has been disregarded and many many rural residents are being compromised. So – just who will benefit from this? Chamber of Commerce? Crane?

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

If this is an interstate for moving traffic – then why WHY does the path take an East turn directly through rugged terrain & woodlands & heritage homelands – just →

The future is to tax us to death through our vehicles - Blackboxes - $ per mile AND TOLL Roads. Since this is a NAFTA corridor - it be tolled - that's why it has to go through Bldgn

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Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I	
	That Road	X	X	X	X	
	Rockport Road	O	O	O	O	
	Fullerton Pike	I	I	I	I	
	Tapp Road	O	I	O	I	
	SR 45/2nd Street	I	I	I	I	
	SR 48/3rd Street	I	I	I	I	
	Vernal Pike	U	U	U	O	
	SR 46 Interchange	I	I	I	I	
Urban/Rural Transition Area	Arlington Road	O	O	O	O	
	Acuff Road	X	X	X	X	
	Kinser Pike	I	O	X	O	
Rural	N. Walnut Street	O	I	O	I	
	Sample Road	I	I	I	I	
	Chambers Pike	O	O	O	X	
	Bryants Creek Road	X	X	X	O	
	Paragon Road/Pine Blvd.	I	O	X	X	
	Godsey Road/Liberty Church Road	O	I	I	I	
	SR 37 N of Legendary Hills	X	X	X	X	
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I	

Comments and Rationale for Access Suggestion(s)

Tell Us Why!

cont —
to go through Bldgn? This started out as a highway for Evansville TO Indianapolis — but has been bled into a North America truck route. If this HAS to go through a city such as Bldgn - how is this going to help truckers move swiftly from A to B? I've talked to many local use truckers and all of them said they DO NOT NEED an interstate

Please provide any additional comments on Section 5 below:

to get to Bldgn. In fact the biggest complaint they had was when they had to go through NI69 as it blended into 465 in Indy. The local commuters - just going about their community activities of life. The truckers are on a mission & a time schedule and the truckers have a very dangerous time tapping brakes to avoid collisions. It scares them that the local traffic who jump on/off I69 N as a "local road" - they interfer w/ the truckers who are hauling heavy loads & can not stop as easy. Why IS this Interstate going through Bloomington?

Interstate are for moving traffic & truckers the fastest, fluckest way

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3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

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

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

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All comments are welcome! We appreciate your participation!

Name: Danielle Thomas

Address: 335 W. Sample Rd

Bloomington IN 47404

1. How did you hear about tonight's meeting?

Post card in the mail. Neighbors.

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

Why Not consider Walnut St exit (already there) as a Interchange and Not put Interchange at Sample. Lot less houses to be bought out. Consider People and Not Businesses. On North 37.

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I		
	That Road	X	X	X	X		
	Rockport Road	O	O	O	O		
	Fullerton Pike	I	I	I	I		
	Tapp Road	O	I	O	I		
	SR 45/2nd Street	I	I	I	I		
	SR 48/3rd Street	I	I	I	I		
	Vernal Pike	U	U	U	O		
	SR 46 Interchange	I	I	I	I		
Urban/Rural Transition Area	Arlington Road	O	O	O	O		Please provide any additional comments on Section 5 below:
	Acuff Road	X	X	X	X		
	Kinser Pike	I	O	X	O		
Rural	N. Walnut Street	O	I	O	I		
	Sample Road	I	I	I	I		
	Chambers Pike	O	O	O	X		
	Bryants Creek Road	X	X	X	O		
	Paragon Road/Pine Blvd.	I	O	X	X		
	Godsey Road/Liberty Church Road	O	I	I	I		
	SR 37 N of Legendary Hills	X	X	X	X		
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I		

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I-69 Tier 2 Section 5 Project Office
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Bloomington, IN 47403

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

Comment Survey Form

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All comments are welcome! We appreciate your participation!

Name: Sherry Clendenon

Address: mailing address: 339 E Hickory Ln, Indianapolis, IN
property for planned home on OLD 37, south of Pine Blvd/Old 37 Forest Rd intersection

1. How did you hear about tonight's meeting?

received post card

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

I prefer minimal impact through forested areas.

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access					
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I		
	That Road	X	X	X	X		
	Rockport Road	O	O	O	O		
	Fullerton Pike	I	I	I	I		
	Tapp Road	O	I	O	I		
	SR 45/2nd Street	I	I	I	I		
	SR 48/3rd Street	I	I	I	I		
	Vernal Pike	U	U	U	O		
	SR 46 Interchange	I	I	I	I		
Urban/Rural Transition Area	Arlington Road	O	O	O	O		
	Acuff Road	X	X	X	X		
	Kinser Pike	I	O	X	O		
Rural	N. Walnut Street	O	I	O	I		
	Sample Road	I	I	I	I		
	Chambers Pike	O	O	O	X		
	Bryants Creek Road	X	X	X	O		
	Paragon Road/Pine Blvd.	I	O	X	X	X	
	Godsey Road/Liberty Church Road	O	I	I	I	I	
	SR 37 N of Legendary Hills	X	X	X	X		
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I		

Please provide any additional comments on Section 5 below:

I strongly oppose an interchange at Pine/Paragon. Not only would an intersection further divide a heavily forested area, it would also bring more traffic down Old 37/Forest Rd, disrupting the experience of being in the woods.

Ways to Submit Your Comments

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Mail:
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Bloomington, IN 47403

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

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

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All comments are welcome! We appreciate your participation!

Name: John C. Cooksey

Address: 4000 Cooksey Lane Martinsville IN

1. How did you hear about tonight's meeting?

   Mail flier

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

   Need Writing TABLES TO Fill out Comments

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

   I AM Not IN FAVOR OF I 69

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I	
	That Road	X	X	X	X	
	Rockport Road	O	O	O	O	
	Fullerton Pike	I	I	I	I	
	Tapp Road	O	I	O	I	
	SR 45/2nd Street	I	I	I	I	
	SR 48/3rd Street	I	I	I	I	
	Vernal Pike	U	U	U	O	
	SR 46 Interchange	I	I	I	I	
Urban/Rural Transition Area	Arlington Road	O	O	O	O	
	Acuff Road	X	X	X	X	
	Kinser Pike	I	O	X	O	
Rural	N. Walnut Street	O	I	O	I	
	Sample Road	I	I	I	I	
	Chambers Pike	O	O	O	X	
	Bryants Creek Road	X	X	X	O	#4 Overpass
	Paragon Road/Pine Blvd.	I	O	X	X	
	Godsey Road/Liberty Church Road	O	I	I	I	
	SR 37 N of Legendary Hills	X	X	X	X	
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I	

Comments and Rationale for Access Suggestion(s)

Tell Us Why!

Alternative 7 with Overpass at Bryants Creek Road and Access to Cooksey Lane

Please provide any additional comments on Section 5 below:

Our Family has Lived on this Property for 100yrs I Don't want to move

Ways to Submit Your Comments

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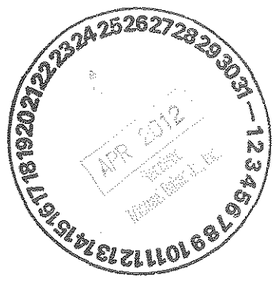

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I-69 Evansville-to-Indianapolis
Tier 2 Studies
Section 5
SR 37 to SR 39

Comment Survey Form

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All comments are welcome! We appreciate your participation!

Name: Sara Sturgeon

Address: 4450 S. Rockport Rd
Bloomington 47403

1. How did you hear about tonight's meeting?

H-T

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

choose Alt. 7 - ~~B~~ to save my parents' home
I also wonder how wide the overpass at Rockport Rd will be and if it will take my house or will the overpass be in my front yard.

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I		Don't close Cooksey Lane; the people that live there have own the property in the family for more than 100 years. Build them an access road!
	That Road	X	X	X	X		
	Rockport Road	O	O	O	O		Rockport - it you'll build it and take my front yard please buy my house
	Fullerton Pike	I	I	I	I		
	Tapp Road	O	I	O	I		
	SR 45/2nd Street	I	I	I	I		
	SR 48/3rd Street	I	I	I	I		
	Vernal Pike	U	U	U	O		
	SR 46 Interchange	I	I	I	I		
Urban/Rural Transition Area	Arlington Road	O	O	O	O		Please provide any additional comments on Section 5 below:
	Acuff Road	X	X	X	X		
	Kinser Pike	I	O	X	O		
Rural	N. Walnut Street	O	I	O	I		
	Sample Road	I	I	I	I		
	Chambers Pike	O	O	O	X		
	Bryants Creek Road	X	X	X	O		
	Paragon Road/Pine Blvd.	I	O	X	X		
	Godsey Road/Liberty Church Road	O	I	I	I		
	SR 37 N of Legendary Hills	X	X	X	X		
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I		

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APR 2012
Received
Michael Baker Jr., Inc.

I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

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

Comment Survey Form

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All comments are welcome! We appreciate your participation!

Name: CHARLES TIZCINKA ~~ctizcinka@gmail.com~~ ctizcinka@gmail.com

Address: 1323 E. FIRST

Bloomington, IN 47401

1. How did you hear about tonight's meeting?

Herald Times & WFIU

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

You might break section 5 into parts and have smaller meetings for interested parties. You could, for example, group 3-4 ~~together~~ interchanges together and hold separate meetings. It was crowded and noisy in the map room and I'm not sure people were heard.

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

I would like to know the differences between the alternatives for the sample road alternatives.

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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	That Road	X	X	X	X		
	Rockport Road	O	O	O	O		
	Fullerton Pike	I	I	I	I		
	Tapp Road	O	I	O	I		
	SR 45/2nd Street	I	I	I	I		
	SR 48/3rd Street	I	I	I	I		
	Vernal Pike	U	U	U	O		
	SR 46 Interchange	I	I	I	I		
Urban/Rural Transition Area	Arlington Road	O	O	O	O		Please provide any additional comments on Section 5 below:
	Acuff Road	X	X	X	X		
	Kinser Pike	I	O	X	O		
Rural	N. Walnut Street	O	I	O	I		
	Sample Road	I	I	I	I		
	Chambers Pike	O	O	O	X		
	Bryants Creek Road	X	X	X	O		
	Paragon Road/Pine Blvd.	I	O	X	X		
	Godsey Road/Liberty Church Road	O	I	I	I		
	SR 37 N of Legendary Hills	X	X	X	X		
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I		

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

Comment Survey Form

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All comments are welcome! We appreciate your participation!

Name: Julie Booze

Address: 7970 Thames Dr
Bloomington IN 47408

1. How did you hear about tonight's meeting?

CAC Meeting

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

Needs to be a location that is large enough
easy to access with a lot of Parking

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

Windsor Private - Would like to see sound barrier
between proposed Access area + Windsor Private
Housing Addition + more greenspace between lanes

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)
		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access				
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I	
	That Road	X	X	X	X	
	Rockport Road	O	O	O	O	
	Fullerton Pike	I	I	I	I	
	Tapp Road	O	I	O	I	I
	SR 45/2nd Street	I	I	I	I	
	SR 48/3rd Street	I	I	I	I	
	Vernal Pike	U	U	U	O	
	SR 46 Interchange	I	I	I	I	
Urban/Rural Transition Area	Arlington Road	O	O	O	O	
	Acuff Road	X	X	X	X	
	Kinser Pike	I	O	X	O	O
Rural	N. Walnut Street	O	I	O	I	I
	Sample Road	I	I	I	I	
	Chambers Pike	O	O	O	X	I
	Bryants Creek Road	X	X	X	O	O
	Paragon Road/Pine Blvd.	I	O	X	X	O
	Godsey Road/Liberty Church Road	O	I	I	I	O
	SR 37 N of Legendary Hills	X	X	X	X	
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I	

Comments and Rationale for Access Suggestion(s)

Tell Us Why!

Access Suggestions:

- Tapp Rd - Currently very busy intersection needs to have its own access
- Kinser Pike - Needs to be overpass, too close to other access areas
- N Walnut St - Currently very busy intersection with access to many different areas tie into, need to keep that area moving smoothly
- Chambers Pike - many areas feed into Chambers Pike + old SR 37
- Bryants Creek Ramp - need to have overpass access ramp would help cut down traffic in access rd to Sample
- Paragon Creek - Need to have overpass
- Liberty Church - need to have an overpass

Please provide any additional comments on Section 5 below:

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

Please call or come visit us at the project office!

Our phone number is 812-355-1390

Our office hours are
Monday through Thursday
9:00 a.m. until 4:00 p.m.
or by appointment

Fold along this line, tape closed, and mail with proper postage.

Place Stamp Here



I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

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

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

The Indiana Department of Transportation requests your opinions, ideas, and comments so they can be given full consideration during the I-69 Tier 2 Studies for Section 5. Please return this form to a project representative prior to leaving the event or mail the form to the address on the back of this form.

All comments are welcome! We appreciate your participation!

Name: Brady Mann

Address: 8371 N. ST RD 37 Bloomington, IN 47404 (Property, not residence)

1. How did you hear about tonight's meeting?

   My mother, Roberta Mann, local resident.

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

   —

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

   In order, to best serve the state and the nation, the Interstate should be built to true Interstate standards. It should not follow existing 37 for reasons above as well as safety. Moreover, many residents of the Chamber's Pike area would prefer an overpass or interchange at that site.

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I	
	That Road	X	X	X	X	
	Rockport Road	O	O	O	O	
	Fullerton Pike	I	I	I	I	
	Tapp Road	O	I	O	I	
	SR 45/2nd Street	I	I	I	I	
	SR 48/3rd Street	I	I	I	I	
	Vernal Pike	U	U	U	O	
	SR 46 Interchange	I	I	I	I	
Urban/Rural Transition Area	Arlington Road	O	O	O	O	
	Acuff Road	X	X	X	X	
	Kinser Pike	I	O	X	O	
Rural	N. Walnut Street	O	I	O	I	
	Sample Road	I	I	I	I	
	Chambers Pike	O	O	O	X	I
	Bryants Creek Road	X	X	X	O	
	Paragon Road/Pine Blvd.	I	O	X	X	
	Godsey Road/Liberty Church Road	O	I	I	I	
	SR 37 N of Legendary Hills	X	X	X	X	
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I	

No!

Comments and Rationale for Access Suggestion(s)

Tell Us Why!

Chamber's Pike: Beyond the confines of the impact area, there are many areas to the east and west of Hwy 37 that are important to the residents and local tourists. For example, to the west is Muscatatuk bird sanctuary. This is an important natural area accomodating visitors from 37. To the east are businesses such as Musgrave's orchard that serves tourists and locals year round. An interchange at this location would serve existing activities as well as to offer travelers easy access to businesses.
Please consider an interchange and a new terrain access road for Burma road.

Please provide any additional comments on Section 5 below:

My mother has lived just northwest of the Crossover/Chamber's Pike intersection for 40 years. It is her distinct desire that a safe, sound, and sustainable implementation be accomplished. She is ready to sacrifice her home of 40 years in order to see the road completed. We wish you well and hope you are succesful with option 4 or 5 and consider an interchange.

Ways to Submit Your Comments

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Mail:
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Received
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3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

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

Comment Survey Form

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All comments are welcome! We appreciate your participation!

Name: MICHAEL B BIGLER

Address: 5515 TURKEY TRACK ROAD
MARTINSVILLE IN

1. How did you hear about tonight's meeting?

PAPER

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

HAVE SOME IN MARTINSVILLE

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

PLEASE USE ALT 6 OR 7 IT TAKES LESS LAND. I THINK THE EXIT AT GODSEY ROAD IS BETTER. OUR PROPERTY LOSS 3A. FOR THE SOUTH BOND IN 1963

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I		
	That Road	X	X	X	X		
	Rockport Road	O	O	O	O		
	Fullerton Pike	I	I	I	I		
	Tapp Road	O	I	O	I		
	SR 45/2nd Street	I	I	I	I		
	SR 48/3rd Street	I	I	I	I		
	Vernal Pike	U	U	U	O		
	SR 46 Interchange	I	I	I	I		
Urban/Rural Transition Area	Arlington Road	O	O	O	O		Please provide any additional comments on Section 5 below:
	Acuff Road	X	X	X	X		
	Kinser Pike	I	O	X	O		
Rural	N. Walnut Street	O	I	O	I		
	Sample Road	I	I	I	I		
	Chambers Pike	O	O	O	X		
	Bryants Creek Road	X	X	X	O		
	Paragon Road/Pine Blvd.	I	O	X	X		
	Godsey Road/Liberty Church Road	O	I	I	I		
	SR 37 N of Legendary Hills	X	X	X	X		
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I		

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or by appointment

Fold along this line, tape closed, and mail with proper postage.

Jimmie D. Johnson
1468 W. Eagleview Dr.
Bloomington, IN. 47403

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3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

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

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

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All comments are welcome! We appreciate your participation!

Name: Jimmie D. Johnson

Address: 1468 W. Eagleview Dr.
Bloomington, IN. 47403

1. How did you hear about tonight's meeting?

Bloomington Herald-Times Newspaper

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

This is a great location!

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

None

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I		
	That Road	X	X	X	X		
	Rockport Road	O	O	O	O		
	Fullerton Pike	I	I	I	I		
	Tapp Road	O	I	O	I		
	SR 45/2nd Street	I	I	I	I		
	SR 48/3rd Street	I	I	I	I		
	Vernal Pike	U	U	U	O		
	SR 46 Interchange	I	I	I	I		
Urban/Rural Transition Area	Arlington Road	O	O	O	O		Please provide any additional comments on Section 5 below:
	Acuff Road	X	X	X	X		
	Kinser Pike	I	O	X	O		
Rural	N. Walnut Street	O	I	O	I		
	Sample Road	I	I	I	I		
	Chambers Pike	O	O	O	X		
	Bryants Creek Road	X	X	X	O		
	Paragon Road/Pine Blvd.	I	O	X	X		
	Godsey Road/Liberty Church Road	O	I	I	I		
	SR 37 N of Legendary Hills	X	X	X	X		
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I		

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Bloomington, IN 47403

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I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

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

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

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All comments are welcome! We appreciate your participation!

Name: Bill & Katie McPherson

Address: 589 Gardner Ave
Martinsville IN 46151

1. How did you hear about tonight's meeting?

newspaper

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

way of still encouraging (anticipating) increased bike and/or pedestrian use of roads, how to handle (not on I69 - ~~or~~ s) impact on side roads)

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Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I		
	That Road	X	X	X	X		
	Rockport Road	O	O	O	O		
	Fullerton Pike	I	I	I	I		
	Tapp Road	O	I	O	I		
	SR 45/2nd Street	I	I	I	I		
	SR 48/3rd Street	I	I	I	I		
	Vernal Pike	U	U	U	O		
	SR 46 Interchange	I	I	I	I		
Urban/Rural Transition Area	Arlington Road	O	O	O	O		
	Acuff Road	X	X	X	X		
	Kinser Pike	I	O	X	O		
Rural	N. Walnut Street	O	I	O	I	1 or O	
	Sample Road	I	I	I	I		
	Chambers Pike	O	O	O	X	I	
	Bryants Creek Road	X	X	X	O		
	Paragon Road/Pine Blvd.	I	O	X	X	I	
	Godsey Road/Liberty Church Road	O	I	I	I		
	SR 37 N of Legendary Hills	X	X	X	X		
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I	I	

Please provide any additional comments on Section 5 below:

Please no round-abouts with 69!

Ways to Submit Your Comments

Comment Box:
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Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

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9:00 a.m. until 4:00 p.m.
or by appointment

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3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

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

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

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All comments are welcome! We appreciate your participation!

Name: Larry Robinson

Address: 1200 S Park Ave
Bloomington IN 47401-6008

1. How did you hear about tonight's meeting?

Newspaper I found in a cafeteria

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

Why haven't you considered the rebound interchange and the diverging diamond interchange.

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

Look at a rebound interchange for Tapp rd/Second, and for Third/Vernal.

Look at the diverging diamond for Walnut/Kinser, Third, and Fullerton

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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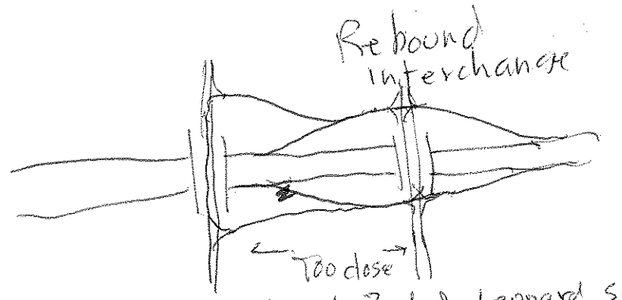
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I	I Diverging Diamond
	That Road	X	X	X	X	X
	Rockport Road	O	O	O	O	O
	Fullerton Pike	I	I	I	I	I Diverging Diamond
	Tapp Road	O	I	O	I	I Rebound interchange connected to 2nd
	SR 45/2nd Street	I	I	I	I	I Diamond with rebound ramps Fix intersection →
	SR 48/3rd Street	I	I	I	I	I Diamond with rebound ramps
	Vernal Pike	U	U	U	O	I Rebound to 3rd St.
	SR 46 Interchange	I	I	I	I	As is
Urban/Rural Transition Area	Arlington Road	O	O	O	O	O
	Acuff Road	X	X	X	X	X
	Kinser Pike	I	O	X	O	I Diverging Diamond
Rural	N. Walnut Street	O	I	O	I	X
	Sample Road	I	I	I	I	I
	Chambers Pike	O	O	O	X	O
	Bryants Creek Road	X	X	X	O	X
	Paragon Road/Pine Blvd.	I	O	X	X	X
	Godsey Road/Liberty Church Road	O	I	I	I	I
	SR 37 N of Legendary Hills	X	X	X	X	X
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I	I

Comments and Rationale for Access Suggestion(s)

Tell Us Why!



Fix the intersection at 2nd & Leonard Springs

Please provide any additional comments on Section 5 below:

For Section 4:
The reason the townships want access within their own territories is that their fire equipment is forbidden by law from leaving the township

Ways to Submit Your Comments

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Website:
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I-69 Evansville-to-Indianapolis
Tier 2 Studies
Section 5
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Comment Survey Form

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All comments are welcome! We appreciate your participation!

Name: William J. Cuttill

Address: 2812 S. Yonkers St.
Blgt IN 47403

1. How did you hear about tonight's meeting?

Card in the Mail

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

—

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

I live in the first house on Yonkers St. Yonkers & Tapp is one of the most dangerous intersection in Blgt. (# of Accidents) About 60% of those leaving Van Buren Sub-division uses Tapp & Yonkers Intersection Any more traffic will increase the problem (i.e. Traffic on Tapp or Yonkers)

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Also Tapp is used as a route to East Side of town. Those using Tapp only ~20-30% Turn onto 37. Most 70-80% cross 37 on Tapp going either East or West. Please consider These Facts in Your design in fact I would suggest closing Yonkers onto Tapp Road to move the Flow further away from the Overpass - Thanks Bill.

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	That Road	X	X	X	X		
	Rockport Road	O	O	O	O		
	Fullerton Pike	I	I	I	I		
	Tapp Road	O	I	O	I		
	SR 45/2nd Street	I	I	I	I		
	SR 48/3rd Street	I	I	I	I		
	Vernal Pike	U	U	U	O		
	SR 46 Interchange	I	I	I	I		
Urban/Rural Transition Area	Arlington Road	O	O	O	O		
	Acuff Road	X	X	X	X		
	Kinser Pike	I	O	X	O		
Rural	N. Walnut Street	O	I	O	I		
	Sample Road	I	I	I	I		
	Chambers Pike	O	O	O	X		
	Bryants Creek Road	X	X	X	O		
	Paragon Road/Pine Blvd.	I	O	X	X		
	Godsey Road/Liberty Church Road	O	I	I	I		
	SR 37 N of Legendary Hills	X	X	X	X		
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I		

Please provide any additional comments on Section 5 below:

Ways to Submit Your Comments

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Mail:
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or by appointment

Fold along this line, tape closed, and mail with proper postage.

Krystal Vincent
7090 N Purcell Dr.
Bloomington, IN 47408

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Received
Michael Baker Jr., Inc.

I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

I-69 Evansville-to-Indianapolis
Tier 2 Studies
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Comment Survey Form

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All comments are welcome! We appreciate your participation!

Name: Krystal Vincent

Address: 7090 N Purcell Dr
Bloomington, IN 47408

1. How did you hear about tonight's meeting?

Newspaper

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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	That Road	X	X	X	X		
	Rockport Road	O	O	O	O		
	Fullerton Pike	I	I	I	I		
	Tapp Road	O	I	O	I		
	SR 45/2nd Street	I	I	I	I		
	SR 48/3rd Street	I	I	I	I		
	Vernal Pike	U	U	U	O		
	SR 46 Interchange	I	I	I	I		
Urban/Rural Transition Area	Arlington Road	O	O	O	O		Please provide any additional comments on Section 5 below:
	Acuff Road	X	X	X	X		
	Kinser Pike	I	O	X	O		
Rural	N. Walnut Street	O	I	O	I		
	Sample Road	I	I	I	I		
	Chambers Pike	O	O	O	X		
	Bryants Creek Road	X	X	X	O		
	Paragon Road/Pine Blvd.	I	O	X	X		
	Godsey Road/Liberty Church Road	O	I	I	I		
	SR 37 N of Legendary Hills	X	X	X	X		
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I		

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website: www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

Please call or come visit us at the project office!

Our phone number is 812-355-1390

Our office hours are
Monday through Thursday
9:00 a.m. until 4:00 p.m.
or by appointment

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Received
Michael Baker Jr., Inc.

I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

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

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

The Indiana Department of Transportation requests your opinions, ideas, and comments so they can be given full consideration during the I-69 Tier 2 Studies for Section 5. Please return this form to a project representative prior to leaving the event or mail the form to the address on the back of this form.

All comments are welcome! We appreciate your participation!

Name: Gilbert Snooks

Address: 7247 N. St. Rd. 37
Bloomington IN 47404

1. How did you hear about tonight's meeting?

card

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

Keep it narrow use No more New land then nessiary. The Farm in sec 33 washington Twp has been in my Family since 1829. I would like to see the least change possible. My Farm is managed for wildlife benefits now.

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access					
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I		
	That Road	X	X	X	X		
	Rockport Road	O	O	O	O		
	Fullerton Pike	I	I	I	I		
	Tapp Road	O	I	O	I		
	SR 45/2nd Street	I	I	I	I		
	SR 48/3rd Street	I	I	I	I		
	Vernal Pike	U	U	U	O		
	SR 46 Interchange	I	I	I	I		
Urban/Rural Transition Area	Arlington Road	O	O	O	O		
	Acuff Road	X	X	X	X		
	Kinser Pike	I	O	X	O		
Rural	N. Walnut Street	O	I	O	I		
	Sample Road	I	I	(I)	(I)	As low a impact as possible	
	Chambers Pike	O	O	O	X		
	Bryants Creek Road	X	X	X	O		
	Paragon Road/Pine Blvd.	I	O	X	X		
	Godsey Road/Liberty Church Road	O	I	I	I		
	SR 37 N of Legendary Hills	X	X	X	X		
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I		

Please provide any additional comments on Section 5 below:

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Bloomington, IN 47403

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

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

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All comments are welcome! We appreciate your participation!

Name: CLAUDE FEASTROTER

Address: 555 W. Dittemore Rd, Bloomington, IN 47404

1. How did you hear about tonight's meeting?

RADIO TELEVISION

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

NO

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

I don't like Alt #7

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access					
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I		
	That Road	X	X	X	X		
	Rockport Road	O	O	O	O		
	Fullerton Pike	I	I	I	I		
	Tapp Road	O	I	O	I		
	SR 45/2nd Street	I	I	I	I		
	SR 48/3rd Street	I	I	I	I		
	Vernal Pike	U	U	U	O		
	SR 46 Interchange	I	I	I	I		
Urban/Rural Transition Area	Arlington Road	O	O	O	O		Please provide any additional comments on Section 5 below:
	Acuff Road	X	X	X	X		
	Kinser Pike	I	O	X	O		
Rural	N. Walnut Street	O	I	O	I		
	Sample Road	I	I	I	I		
	Chambers Pike	O	O	O	X		
	Bryants Creek Road	X	X	X	O		
	Paragon Road/Pine Blvd.	I	O	X	X		
	Godsey Road/Liberty Church Road	O	I	I	I		
	SR 37 N of Legendary Hills	X	X	X	X		
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I		

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or by appointment

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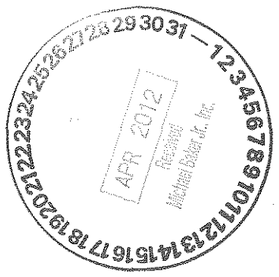

I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

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

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

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All comments are welcome! We appreciate your participation!

Name: Jan Boyd

Address: 8301 Forward Pass Rd
Indianapolis, IN 46217-4923

1. How did you hear about tonight's meeting?

No new terrain I-69

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

No new terrain I-69

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

No new terrain I-69

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access					
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I		NO new terrain I-69
	That Road	X	X	X	X		
	Rockport Road	O	O	O	O		
	Fullerton Pike	I	I	I	I		
	Tapp Road	O	I	O	I		
	SR 45/2nd Street	I	I	I	I		
	SR 48/3rd Street	I	I	I	I		
	Vernal Pike	U	U	U	O		
	SR 46 Interchange	I	I	I	I		
Urban/Rural Transition Area	Arlington Road	O	O	O	O		Please provide any additional comments on Section 5 below:
	Acuff Road	X	X	X	X		
	Kinser Pike	I	O	X	O		
Rural	N. Walnut Street	O	I	O	I		NO new terrain I-69
	Sample Road	I	I	I	I		
	Chambers Pike	O	O	O	X		
	Bryants Creek Road	X	X	X	O		
	Paragon Road/Pine Blvd.	I	O	X	X		
	Godsey Road/Liberty Church Road	O	I	I	I		
	SR 37 N of Legendary Hills	X	X	X	X		
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I		

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I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

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

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

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All comments are welcome! We appreciate your participation!

Name: Charles Doan S.

Address: West Side Bloomington Area

1. How did you hear about tonight's meeting?

Radio

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

No

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

Tapp Rd should be an interchange

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access					
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I		
	That Road	X	X	X	X		
	Rockport Road	O	O	O	O		
	Fullerton Pike	I	I	I	I		
	Tapp Road	O	I	O	I		
	SR 45/2nd Street	I	I	I	I		
	SR 48/3rd Street	I	I	I	I		
	Vernal Pike	U	U	U	O		
	SR 46 Interchange	I	I	I	I		
Urban/Rural Transition Area	Arlington Road	O	O	O	O		
	Acuff Road	X	X	X	X		
	Kinser Pike	I	O	X	O		
Rural	N. Walnut Street	O	I	O	I		
	Sample Road	I	I	I	I		
	Chambers Pike	O	O	O	X		
	Bryants Creek Road	X	X	X	O		
	Paragon Road/Pine Blvd.	I	O	X	X		
	Godsey Road/Liberty Church Road	O	I	I	I		
	SR 37 N of Legendary Hills	X	X	X	X		
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I		

Please provide any additional comments on Section 5 below:

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Michael Baker Jr., Inc.

I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

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

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

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All comments are welcome! We appreciate your participation!

Name: Steven Combs

Address: 1125 Dogwood Ct.
Martinsville IN 46151 (Legendary Hills)

1. How did you hear about tonight's meeting?

Mailing

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

Notification by mail of any future meetings on Sect 6.

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

Would like to see West Access Rd from Liberty Church Exchange to Sect. 6 Interchange at SR 39-37.

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access					
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I		CONVIENANCE AND TO STOP NEEDED COMMERCIAL BUSINESS OPPORTUNITY FROM JUST GOING SOUTH TO BLOOMINGTON VS MARTINSVILLE, ALSO FOR EMERGENCY REASONS AS THE CLOSEST HOSPITAL IS MARTINSVILLE.
	That Road	X	X	X	X		
	Rockport Road	O	O	O	O		
	Fullerton Pike	I	I	I	I		
	Tapp Road	O	I	O	I		
	SR 45/2nd Street	I	I	I	I		
	SR 48/3rd Street	I	I	I	I		
	Vernal Pike	U	U	U	O		
	SR 46 Interchange	I	I	I	I		
Urban/Rural Transition Area	Arlington Road	O	O	O	O		**Please provide any additional comments on Section 5 below:**
	Acuff Road	X	X	X	X		
	Kinser Pike	I	O	X	O		
Rural	N. Walnut Street	O	I	O	I		
	Sample Road	I	I	I	I		
	Chambers Pike	O	O	O	X		
	Bryants Creek Road	X	X	X	O		
	Paragon Road/Pine Blvd.	I	O	X	X		
	Godsey Road/Liberty Church Road	O	I	I	I		
	SR 37 N of Legendary Hills	X	X	X	X		
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I		

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Received
Michael Baker Jr., Inc.

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

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

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All comments are welcome! We appreciate your participation!

Name: Charles W Cooksey

Address: 3980 Cooksey Lane Martinsville Ind.

1. How did you hear about tonight's meeting?

Paper

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

Plan No. 7 with overpass over 37? 67?
for Cooksey Ln.
Interchange at Liberty Church Rd.

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access					
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I		
	That Road	X	X	X	X		
	Rockport Road	O	O	O	O		
	Fullerton Pike	I	I	I	I		
	Tapp Road	O	I	O	I		
	SR 45/2nd Street	I	I	I	I		
	SR 48/3rd Street	I	I	I	I		
	Vernal Pike	U	U	U	O		
	SR 46 Interchange	I	I	I	I		
Urban/Rural Transition Area	Arlington Road	O	O	O	O		Please provide any additional comments on Section 5 below:
	Acuff Road	X	X	X	X		
	Kinser Pike	I	O	X	O		
Rural	N. Walnut Street	O	I	O	I		
	Sample Road	I	I	I	I		
	Chambers Pike	O	O	O	X		
	Bryants Creek Road	X	X	X	O		
	Paragon Road/Pine Blvd.	I	O	X	X		
	Godsey Road/Liberty Church Road	O	I	I	I		
	SR 37 N of Legendary Hills	X	X	X	X		
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I		

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

Comment Survey Form

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All comments are welcome! We appreciate your participation!

Name: Jill Heichelbech

Address: 6455 N. Showers Rd.
Bloomington, IN 47408

1. How did you hear about tonight's meeting?

Herald Times

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

No

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

Why are alternatives 4 & 5 even still being considered? We prefer a minimal impact plan, such as options 6 & 7. We do not want an access road between our home on Showers road & Hoosier Energy. It would decrease the value of

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

our home, decrease wild life habitat & have a greater negative impact on the local environment

Area Type	Major Road Name	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access					
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I		Please do not consider options Alternative 4 & 5 for reasons listed to question 3.
	That Road	X	X	X	X		
	Rockport Road	O	O	O	O		
	Fullerton Pike	I	I	I	I		
	Tapp Road	O	I	O	I		
	SR 45/2nd Street	I	I	I	I		
	SR 48/3rd Street	I	I	I	I		
	Vernal Pike	U	U	U	O		
	SR 46 Interchange	I	I	I	I		
Urban/Rural Transition Area	Arlington Road	O	O	O	O		Please provide any additional comments on Section 5 below:
	Acuff Road	X	X	X	X		
	Kinser Pike	I	O	X	O		
Rural	N. Walnut Street	O	I	O	I		
	Sample Road	I	I	I	I		
	Chambers Pike	O	O	O	X		
	Bryants Creek Road	X	X	X	O		
	Paragon Road/Pine Blvd.	I	O	X	X		
	Godsey Road/Liberty Church Road	O	I	I	I		
	SR 37 N of Legendary Hills	X	X	X	X		
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I		

Contact Information and Request from Tier 2 Studies for Section 5	
Name:	jacque bader
Email:	jacque_bader@yahoo.com
Street Address:	1174 Hinson Road
City/State:	Martinsville, IN
Zip Code:	46151
Comments:	There are many people who live along the northeastern edge of this corridor. We are \"trapped\" between the state forest and the highway. There are not roads N/S or E/W that are passible throughout the year. Our alternative routes include flood prone (Jordan Road) or gravel paths through the woods (Goose Creek/Catholic Cemetery Road), This needs to be taken into account when defining where local traffic is supposed to travel both during construction and as part of the plan for traffic flow on and off the highway. If we cannot get to the highway-we will not be able to get to work, school, hospital etc.



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Tier 2 Studies
Section 5
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Name: David Sabbagh

Address: _____

1. How did you hear about tonight's meeting?

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

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		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access					
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I		• Don't X Kinser Like 4&5 best because fewer X's.
	That Road	X	X	X	X		
	Rockport Road	O	O	O	O		
	Fullerton Pike	I	I	I	I		
	Tapp Road	O	I	O	I		
	SR 45/2nd Street	I	I	I	I		
	SR 48/3rd Street	I	I	I	I		
	Vernal Pike	U	U	U	O		
	SR 46 Interchange	I	I	I	I		
Urban/Rural Transition Area	Arlington Road	O	O	O	O		Please provide any additional comments on Section 5 below:
	Acuff Road	X	X	X	X		
	Kinser Pike	I	O	X	O		
Rural	N. Walnut Street	O	I	O	I		
	Sample Road	I	I	I	I		
	Chambers Pike	O	O	O	X		
	Bryants Creek Road	X	X	X	O		
	Paragon Road/Pine Blvd.	I	O	X	X		
	Godsey Road/Liberty Church Road	O	I	I	I		
	SR 37 N of Legendary Hills	X	X	X	X		
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I		

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

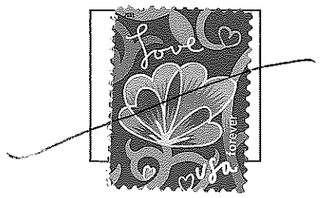
Please call or come visit us at the project office!

Our phone number is 812-355-1390

Our office hours are
Monday through Thursday
9:00 a.m. until 4:00 p.m.
or by appointment

Fold along this line, tape closed, and mail with proper postage.

Ms. Donna Hogle
5255 N Maple Grove Rd
Bloomington IN 47404-9011





I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

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

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

The Indiana Department of Transportation requests your opinions, ideas, and comments so they can be given full consideration during the I-69 Tier 2 Studies for Section 5. Please return this form to a project representative prior to leaving the event or mail the form to the address on the back of this form.

All comments are welcome! We appreciate your participation!

Name: Donna Hogle

Address: 5255 N. Maple Grove.
Bloomington, IN 47404

1. How did you hear about tonight's meeting?

Newspaper & your mailing

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

No

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

Yes – I am concerned about the closure of Acuff road. That road provides easy access to Rt. 37. By closing that road it will take at least twice as far to get to 37/69.

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access					
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I		It seems all alternatives close Acuff.
	That Road	X	X	X	X		
	Rockport Road	O	O	O	O		
	Fullerton Pike	I	I	I	I		
	Tapp Road	O	I	O	I		
	SR 45/2nd Street	I	I	I	I		
	SR 48/3rd Street	I	I	I	I		
	Vernal Pike	U	U	U	O		
	SR 46 Interchange	I	I	I	I		
Urban/Rural Transition Area	Arlington Road	O	O	O	O		Please provide any additional comments on Section 5 below:
	Acuff Road	X	X	X	X	~~I~~ (R)	
	Kinser Pike	I	O	X	O		
Rural	N. Walnut Street	O	I	O	I		
	Sample Road	I	I	I	I		
	Chambers Pike	O	O	O	X		
	Bryants Creek Road	X	X	X	O		
	Paragon Road/Pine Blvd.	I	O	X	X		
	Godsey Road/Liberty Church Road	O	I	I	I		
	SR 37 N of Legendary Hills	X	X	X	X		
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I		

Ways to Submit Your Comments

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Website:
Submit your comments to the project website:
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Mail:
I-69 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

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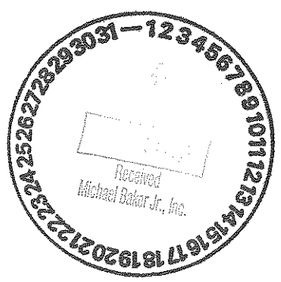
or by appointment

Fold along this line, tape closed, and mail with proper postage.

Glen WITHAM
2434 N US Hwy 231
SPENCER INDIANA 47460





I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

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

Comment Survey Form

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All comments are welcome! We appreciate your participation!

Name: GLEN WITHAM

Address: 2434 N US Hwy 231
SPENCER INDIANA 47460

1. How did you hear about tonight's meeting?

MEDIA

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

I Feel IT IS IMPORTANT THAT INDOT WORK NOT ONLY WITH RESIDENTS BUT CITY OF MARTINSVILLE AS WELL AS THEY ARE ATTEMPTY TO EXPAND CITY LIMITS SOUTH. PLUS CONSIDER FARMERS NEED TO ACCESS THEIR FIELDS

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

My Choice

Area Type	Major Road Name	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)
		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access				
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I	
	That Road	X	X	X	X	
	Rockport Road	O	O	O	O	
	Fullerton Pike	I	I	I	I	
	Tapp Road	O	I	O	I	
	SR 45/2nd Street	I	I	I	I	
	SR 48/3rd Street	I	I	I	I	
	Vernal Pike	U	U	U	O	
	SR 46 Interchange	I	I	I	I	
Urban/Rural Transition Area	Arlington Road	O	O	O	O	
	Acuff Road	X	X	X	X	
	Kinser Pike	I	O	X	O	
Rural	N. Walnut Street	O	I	O	I	
	Sample Road	I	I	I	I	
	Chambers Pike	O	O	O	X	
	Bryants Creek Road	X	X	X	O	
	Paragon Road/Pine Blvd.	I	O	X	X	
	Godsey Road/Liberty Church Road	O	I	I	I	
	SR 37 N of Legendary Hills	X	X	X	X	
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I	

My area of concern

Comments and Rationale for Access Suggestion(s)

Tell Us Why!

With the Housing Developments along what is now Hwy 37 just South of Martinsville it seems with out an access at Liberty Church you are alienating a lot of Homes & Familys. Alternative 5 allows for the majority of Homes in that area to have a ressonable access to Highway. Plus with over Pass @ Paragon RD + Liberty Church this Gives Local Farmers Access to all their fields with minimal disruption. Alternative 5 seems to accomidate Everyone as much as possable

Please provide any additional comments on Section 5 below:

I do not live along route but I am a Commercial Property Land owner

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
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3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

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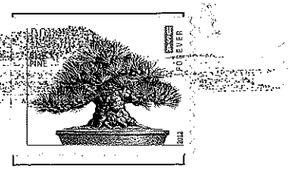
Monday through Thursday
9:00 a.m. until 4:00 p.m.
or by appointment

Fold along this line, tape closed, and mail with proper postage.

Laverne Timmer
7925 W Elwren Rd.
Bloomington, IN 47403-9290
USA





I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403



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

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

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All comments are welcome! We appreciate your participation!

Name: The Timmer Family Revocable Living Trust, dated June 2, 2003, Laverne Jay Timmer and/or Joyce Arlene Timmer, Grantors and/or Trustees

Address: 7925 W. Elwren Road
Bloomington, IN 47403

1. How did you hear about tonight's meeting?

Received card in the mail

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

own 111.19 acres along highway 37 (west side) and Bottom Road (East side). Was considering building a house approximately on real estate - 012-04990-00.

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access					
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I		
	That Road	X	X	X	X		
	Rockport Road	O	O	O	O		
	Fullerton Pike	I	I	I	I		
	Tapp Road	O	I	O	I		
	SR 45/2nd Street	I	I	I	I		
	SR 48/3rd Street	I	I	I	I		
	Vernal Pike	U	U	U	O		
	SR 46 Interchange	I	I	I	I		
Urban/Rural Transition Area	Arlington Road	O	O	O	O		
	Acuff Road	X	X	X	X		
	Kinser Pike	I	O	X	O		
Rural	N. Walnut Street	O	I	O	I		
	Sample Road	I	I	I	I		
	Chambers Pike	O	O	O	X		
	Bryants Creek Road	X	X	X	O		
	Paragon Road/Pine Blvd.	I	O	X	X		
	Godsey Road/Liberty Church Road	O	I	I	I		
	SR 37 N of Legendary Hills	X	X	X	X		
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I		

Please provide any additional comments on Section 5 below:

Since much of the 111.19 acres is bottom land, have considered selling land to the state or federal government for wet land habitat. Your interest in purchasing the land would be considered.

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

Please call or come visit us at the project office!

Our phone number is 812-355-1390

Our office hours are
Monday through Thursday
9:00 a.m. until 4:00 p.m.
or by appointment

Fold along this line, tape closed, and mail with proper postage.

Place Stamp Here

APR 2012
Received
Michael Baker Jr., Inc.

I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

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

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

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All comments are welcome! We appreciate your participation!

Name: Sheryl Peoples

Address: 113 E Wylie Rd
Bton 47408

1. How did you hear about tonight's meeting?

WFIU, postcard

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access					
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I		Need more info on the access road between Walnut and Sample Rd – what houses / land will be cleared, leveled, + the noise impact on residents.
	That Road	X	X	X	X		
	Rockport Road	O	O	O	O		
	Fullerton Pike	I	I	I	I		
	Tapp Road	O	I	O	I		Options 6 + 7 are preferred – no medians to cut/maintain; less impact for frontage roads
	SR 45/2nd Street	I	I	I	I		
	SR 48/3rd Street	I	I	I	I		
	Vernal Pike	U	U	U	O		
	SR 46 Interchange	I	I	I	I		
Urban/Rural Transition Area	Arlington Road	O	O	O	O		
	Acuff Road	X	X	X	X		
	Kinser Pike	I	O	X	O		
Rural	N. Walnut Street	O	(I)	O	(I)	needs interchange	
	Sample Road	I	I	I	I		
	Chambers Pike	O	O	O	X		
	Bryants Creek Road	X	X	X	O		
	Paragon Road/Pine Blvd.	I	O	X	X		
	Godsey Road/Liberty Church Road	O	I	I	I		
	SR 37 N of Legendary Hills	X	X	X	X		
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I		

Please provide any additional comments on Section 5 below:

There will be increased use of Old 37, even with the access roads. Old 37 is already a safety hazard which will worsen with more traffic. Many school busses use Old 37, putting the children at increased risk.

Wylie Rd at Old 37 is a blind corner. Due to the hill, one can only see ~50 ft into oncoming traffic (southbound). The higher traffic on Old 37 will make it completely unsafe to turn from Wiley south onto Old 37... again used by school busses. Old 37 also has many cyclists.

Do median barriers have high walls to reduce being blinded by oncoming headlights?

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

Please call or come visit us at the project office!

Our phone number is 812-355-1390

Our office hours are
Monday through Thursday
9:00 a.m. until 4:00 p.m.
or by appointment

Fold along this line, tape closed, and mail with proper postage.

B. Anderson
3603 S. Essex Ct.
Bloomington, IN 47401

MAY 2012
Received
Michael Baker Jr., Inc.

I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

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

Comment Survey Form

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All comments are welcome! We appreciate your participation!

Name: Barbara L. Anderson

Address: 3603 S. Essex Ct.
Bloomington, IN 47401

1. How did you hear about tonight's meeting?

Newspaper

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

Don't do this job "on the cheap." It should be as attractive as possible, and all interchanges and overpasses/underpasses should accomodate bicyclists.

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access				
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I	I
	That Road	X	X	X	X	O
	Rockport Road	O	O	O	O	O
	Fullerton Pike	I	I	I	I	I
	Tapp Road	O	I	O	I	I
	SR 45/2nd Street	I	I	I	I	I
	SR 48/3rd Street	I	I	I	I	I
	Vernal Pike	U	U	U	O	U
	SR 46 Interchange	I	I	I	I	I
Urban/Rural Transition Area	Arlington Road	O	O	O	O	O
	Acuff Road	X	X	X	X	U
	Kinser Pike	I	O	X	O	I
Rural	N. Walnut Street	O	I	O	I	I
	Sample Road	I	I	I	I	I
	Chambers Pike	O	O	O	X	O
	Bryants Creek Road	X	X	X	O	O
	Paragon Road/Pine Blvd.	I	O	X	X	O
	Godsey Road/Liberty Church Road	O	I	I	I	I
	SR 37 N of Legendary Hills	X	X	X	X	O
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I	I

Comments and Rationale for Access Suggestion(s)

Tell Us Why!

Bicycling is a big tourism draw in Monroe county as well as being very popular with residents. We want as many ways to access the other side of I69 as possible. We also want ways for motorized traffic to access their homes/businesses as possible so they don't have to use our secondary roads any more than they already use them.

Please provide any additional comments on Section 5 below:

Don't do a cheap job. We are proud of our community and want to keep it as attractive as possible. You may need to use more land, but it will be worth it in the long run.

We have seen ways interstate exchanges/interchanges can accomodate bicyclists. You are not building for just one user group (motorized) but for alternative transportation as well.

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

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9:00 a.m. until 4:00 p.m.
or by appointment

Fold along this line, tape closed, and mail with proper postage.

J W Anderson
3603 S. Essex Ct
Bloomington IN 47401

INDIANAPOLIS IN 460
MAY 2012
USA FIRST-CLASS FOREVER

MAY 2012
Received
Michael Baker Jr., Inc.

I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

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

Comment Survey Form

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All comments are welcome! We appreciate your participation!

Name: Joe Anderson

Address: 3603 S Essex Ct
Bloomington IN 47401

1. How did you hear about tonight's meeting?

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?
I feel that the project should be done right the first time. Don't pinch pennies with Alternatives 6 & 7 just to save a measley 350 acres of forest. An attractive interstate is important to me,

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access					
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I		I am an avid bicyclist and maintaining Bloomingtons bicycle friendly reputation is important.
	That Road	X	X	X	X		
	Rockport Road	O	O	O	O		
	Fullerton Pike	I	I	I	I		
	Tapp Road	O	I	O	I		Tapp Rd needs access (direct) to I 69 because of the heavy Traffic volumns
	SR 45/2nd Street	I	I	I	I		
	SR 48/3rd Street	I	I	I	I		
	Vernal Pike	U	U	U	O		Vernal Pike - overpass for Bicycles is important.
	SR 46 Interchange	I	I	I	I		
Urban/Rural Transition Area	Arlington Road	O	O	O	O		Please provide any additional comments on Section 5 below:
	Acuff Road	X	X	X	X		Paragon Rd. - Bicycle access ~~across~~ Paragon Rd is important. Most paragon Rd auto traffic is headed To Bloomington! ~~Would~~ Paragon INTraffic To Martinsville already uses SR 67.
	Kinser Pike	I	O	X	O		
Rural	N. Walnut Street	O	I	O	I		
	Sample Road	I	I	I	I		
	Chambers Pike	O	O	O	X		
	Bryants Creek Road	X	X	X	O		
	Paragon Road/Pine Blvd.	I	O	X	X		
	Godsey Road/Liberty Church Road	O	I	I	I		
	SR 37 N of Legendary Hills	X	X	X	X		
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I		

Ways to Submit Your Comments

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Website:
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Mail:
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or by appointment

Fold along this line, tape closed, and mail with proper postage.

Mr. John Seubert
3700 W Woodmere Way
Bloomington, IN 47403-4125

PROUD SUPPORTER OF THE USO

USA
Justice
FOREVER

MAY 2012
Received
Michael Baker Jr., Inc.

I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

47403B5141

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

Comment Survey Form

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All comments are welcome! We appreciate your participation!

Name: John G Seubert

Address: 3700 W Woodmere Way
Bloomington, IN 47403-4125

1. How did you hear about tonight's meeting?

Received a postcard from I-69

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

Information on the City, County + States plans for coupling the E-W roads with the interchanges + the Time frame for the E-W interchange corridors to existing roads. Will the interchanges be door ways to nowhere? What will be the cost of these corridors + improvements to the local taxpayers?

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

See #2

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access					
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I	I	
	That Road	X	X	X	X	X	
	Rockport Road	O	O	O	O	O	
	Fullerton Pike	I	I	I	I	I	
	Tapp Road	O	I	O	I	I	
	SR 45/2nd Street	I	I	I	I	I	
	SR 48/3rd Street	I	I	I	I	I	
	Vernal Pike	U	U	U	O	U	
	SR 46 Interchange	I	I	I	I	I	
Urban/Rural Transition Area	Arlington Road	O	O	O	O	O	Please provide any additional comments on Section 5 below:
	Acuff Road	X	X	X	X	X	
	Kinser Pike	I	O	X	O	O	
Rural	N. Walnut Street	O	I	O	I	O	
	Sample Road	I	I	I	I	I	
	Chambers Pike	O	O	O	X	O	
	Bryants Creek Road	X	X	X	O	X	
	Paragon Road/Pine Blvd.	I	O	X	X	O	
	Godsey Road/Liberty Church Road	O	I	I	I	I	
	SR 37 N of Legendary Hills	X	X	X	X	X	
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I	I	

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

Please call or come visit us at the project office!

Our phone number is 812-355-1390

Our office hours are
Monday through Thursday
9:00 a.m. until 4:00 p.m.
or by appointment

Fold along this line, tape closed, and mail with proper postage.

Place Stamp Here

I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

MAY 2012
Received
Michael Baker Jr., Inc.

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

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

The Indiana Department of Transportation requests your opinions, ideas, and comments so they can be given full consideration during the I-69 Tier 2 Studies for Section 5. Please return this form to a project representative prior to leaving the event or mail the form to the address on the back of this form.

All comments are welcome! We appreciate your participation!

Name: Bill A Hill

Address: 2812 S. Yorktown St
Bloomington IN 47403 (812) 339-3945

1. How did you hear about tonight's meeting?

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?
I have lived at 2812 S. Yorktown St for 30 yrs. In these 30 yrs there (3) + times the rainfall has been such that Water has flooded Yorktown St to the point 18" to 30" of overflow has gone down the surface of Yorktown Blowing out the man hole covers and blowing out the road surface at Yorktown and Indian Creek intersection

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access					
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I		
	That Road	X	X	X	X		
	Rockport Road	O	O	O	O		
	Fullerton Pike	I	I	I	I		
	Tapp Road	O	I	O	I		
	SR 45/2nd Street	I	I	I	I		
	SR 48/3rd Street	I	I	I	I		
	Vernal Pike	U	U	U	O		
	SR 46 Interchange	I	I	I	I		
Urban/Rural Transition Area	Arlington Road	O	O	O	O		Please provide any additional comments on Section 5 below:
	Acuff Road	X	X	X	X		
	Kinser Pike	I	O	X	O		
Rural	N. Walnut Street	O	I	O	I		
	Sample Road	I	I	I	I		
	Chambers Pike	O	O	O	X		
	Bryants Creek Road	X	X	X	O		
	Paragon Road/Pine Blvd.	I	O	X	X		
	Godsey Road/Liberty Church Road	O	I	I	I		
	SR 37 N of Legendary Hills	X	X	X	X		
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I		

Ways to Submit Your Comments

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Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

Please call or come visit us at the project office!

Our phone number is 812-355-1390

Our office hours are
Monday through Thursday
9:00 a.m. until 4:00 p.m.
or by appointment

Fold along this line, tape closed, and mail with proper postage.

JILL AND ADAM HEICHELBECH
6455 N SHOWERS RD.
BLOOMINGTON, IN 47408





I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

474038514I C043

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

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

The Indiana Department of Transportation requests your opinions, ideas, and comments so they can be given full consideration during the I-69 Tier 2 Studies for Section 5. Please return this form to a project representative prior to leaving the event or mail the form to the address on the back of this form.

All comments are welcome! We appreciate your participation!

Name: ADAM HEICHELBECH

Address: 6455 N. SHOWERS ROAD, BLOOMINGTON, IN 47408

1. How did you hear about tonight's meeting?

HERALD TIMES WEBSITE, I-69 POSTCARD INVITATION

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

- BLOOMINGTON HIGH SCHOOL NORTH MIGHT BE A GOOD LOCATION - CENTRAL TO THE SECTION
- FAIRGROUNDS AREA IS A GOOD LOCATION.
- MEETING HANDOUTS → MORE DETAILED MAPS ON 8.5"x11" PAPER SO THOSE RESIDENTS WHOSE HOMES ARE IMPACTED CAN MAKE MORE INFORMED DECISIONS AND COMMENTS.

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

I THINK THE OVERALL MOST ACCEPTABLE OPTIONS ARE THE TWO "LEAST IMPACT" OPTIONS (OPTIONS 6 & 7). THE ACCESS ROADS NEED THE MOST CONSIDERATION AND INPUT AS SECTION 5, PARTICULARLY FROM WALNUT ST/37 INTERSECTION TO CHAMBERS PIKE, HAS MANY RESIDENCES AND BUSINESSES. AS A HOMEOWNER WHO WILL BE IMPACTED BY ANY OF THE ALTERNATIVES, HOMEOWNERS NEED TO HAVE THEIR VOICES HEARD EQUALLY TO BUSINESSES LIKE HOOSIER ENERGY, OLIVER WINERY AND WYCIG FURNITURE. RIGHT NOW IT FEELS LIKE EACH OPTION HAS BEEN TAILORED TO BUSINESSES WHO HAVE MORE RESOURCES THAN INDIVIDUAL HOMEOWNERS.

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access				
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I	
	That Road	X	X	X	X	
	Rockport Road	O	O	O	O	
	Fullerton Pike	I	I	I	I	
	Tapp Road	O	I	O	I	ALT 7 O
	SR 45/2nd Street	I	I	I	I	
	SR 48/3rd Street	I	I	I	I	
	Vernal Pike	U	U	U	O	
	SR 46 Interchange	I	I	I	I	
Urban/Rural Transition Area	Arlington Road	O	O	O	O	
	Acuff Road	X	X	X	X	
	Kinser Pike	I	O	X	O	
Rural	N. Walnut Street	O	I	O	I	ALT 7 "I"
	Sample Road	I	I	I	I	CONCUR
	Chambers Pike	O	O	O	X	
	Bryants Creek Road	X	X	X	O	
	Paragon Road/Pine Blvd.	I	O	X	X	ALT 4 "I"
	Godsey Road/Liberty Church Road	O	I	I	I	ALT 4 "O"
	SR 37 N of Legendary Hills	X	X	X	X	
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I	CONCUR

Comments and Rationale for Access Suggestion(s)

Tell Us Why!

I PREFER ALT 7 FOR THE WALNUT ST INTERCHANGE—IT WILL ALLOW NORTH BOUND TRAFFIC TO GET ON 69 WITHOUT HAVING TO GO ALL THE WAY TO SAMPLE ROAD. AND INCREASING TRAFFIC ON THE ACCESS ROAD EAST SIDE. CONTINUING WITH SOUTH BOUND I-69 TO N. WALNUT ST WILL IMPROVE ACCESS FOR BUSINESS IN THAT AREA WITHOUT NEEDING TO EXIT AT SAMPLE ROAD AND USE THE EAST SIDE ACCESS ROAD.

DUE TO THE FREQUENCY, DURATION, AND DEPTHS OF FLOODING IN THE BEAN BLOSSOM BOTTOMS IT WOULD BE WISER, LOWER COST AND LESS MAINTENANCE TO CREAT AN EAST SIDE ACCESS ROAD THAT RUNS PARALEL TO IG9 PAST HOOSIER ENERGY (BETWEEN HOOSIER ENERGY & INTERSTATE)

(ADDED 5/10/12)
BY THE TIME I'VE FINISHED MY COMMENTS IT APPEARS HOOSIER ENERGY IS MOVING LOCATIONS WHICH FURTHER SUPPORTS KEEPING THE EAST SIDE ACCESS ROAD AWAY FROM MY PROPERTY OR ELIMINATE COMPLETELY DUMP THE WALNUT TRAFFIC ONTO IG9 OR TO A WEST SIDE ACCESS ROAD.

Please provide any additional comments on Section 5 below:

MY BACKYARD OVERLOOKS A NARROW VALLEY WHERE HOOSIER ENERGY SITS ACROSS FROM ME. THE ACCESS ROAD IN ALT's 4 & 5 WOULD TRAVEL UP THIS VALLEY BETWEEN MY BACK YARD AND HOOSIER ENERGY. PLEASE DON'T USE OPTION 4 OR 5 ON THIS SECTION!!! USE OPTION 7 OR 6 AND KEEP THE ACCESS ROAD FROM WALNUT TO SAMPLE, BETWEEN HOOSIER ENERGY & THE INTERSTATE. IF HOOSIER ENERGY WANTS A DRIVE AROUND THEIR FACILITY, LET THEM BUILD IT AND SAVE MY PRIVACY.

IF OPTION 4 OR 5 IS USED HERE, I'LL BE SANDWICHED BETWEEN TWO COUNTY ROADS DESTROYING MY PROPERTY VALUE. IF THIS OPTION (ALT 4 OR 5) IS SELECTED, I REQUEST THAT THE STATE BUY ME OUT, MAKE ME AN OFFER!

ANOTHE ALTERNATIVE THAT WOULD HAVE LESS IMPACT ON ME & LARRY MCCONNAUGHY (WHO IS THE PROPERTY OWNER SOUTH OF HOOSIER ENERGY) WOULD BE TO USE ALT 5 @ WALNUT ST N, AND DIRECT ALL LOCAL TRAFFIC TO THE WEST SIDE ACCESS ROAD THAT WOULD CONNECT BOTTOM ROAD UP PAST GRIFFITH CEMETERY TO SAMPLE RD. CONTINUE SHOWERS FROM THE INTERSECTION W/ WILEY ROAD NORTH TO SAMPLE BUT KEEP NO ACCESS FROM N. BOUND WALNUT TO SHOWERS. IF HOOSIER ENERGY NEED BETTER SOUTH BOUND ACCESS, ELLIS ROAD COULD BECOME ANOVER PASS OVER TO THE WEST SIDE ACCESS ROAD. THIS IDEA WOULD FURTHER LOWER COST, RESULT IN LESS FLOOD PLAIN ROAD BUILDING, LESS INDIANA BAT HABITAT LOSS (I HAVE THEM ON MY PROPERTY)

CALL OR E-MAIL IF YOU HAVE QUESTIONS ABOUT MY COMMENTS

(812) 219-6767
adam.heichelbech@gmail.com

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

Please call or come visit us at the project office!

Our phone number is 812-355-1390

Our office hours are
Monday through Thursday
9:00 a.m. until 4:00 p.m.
or by appointment

Fold along this line, tape closed, and mail with proper postage.

Suellen Miller
3915 N Kinser Pike
Bloomington IN 47404





I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

47403E14102

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

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

The Indiana Department of Transportation requests your opinions, ideas, and comments so they can be given full consideration during the I-69 Tier 2 Studies for Section 5. Please return this form to a project representative prior to leaving the event or mail the form to the address on the back of this form.

All comments are welcome! We appreciate your participation!

Name: Suellen Miller

Address: 3915 N Kinser Pike
Bloomington 47404

1. How did you hear about tonight's meeting?

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access					
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I		My major concern is not increasing Kinser Pike traffic.
	That Road	X	X	X	X		
	Rockport Road	O	O	O	O		
	Fullerton Pike	I	I	I	I		
	Tapp Road	O	I	O	I		
	SR 45/2nd Street	I	I	I	I		
	SR 48/3rd Street	I	I	I	I	I	
	Vernal Pike	U	U	U	O	[illegible]	
	SR 46 Interchange	I	I	I	I	I	
Urban/Rural Transition Area	Arlington Road	O	O	O	O	O	Please provide any additional comments on Section 5 below:
	Acuff Road	X	X	X	X	X	
	Kinser Pike	I	O	X	O	O	
Rural	N. Walnut Street	O	I	O	I	I	
	Sample Road	I	I	I	I		
	Chambers Pike	O	O	O	X		
	Bryants Creek Road	X	X	X	O		
	Paragon Road/Pine Blvd.	I	O	X	X		
	Godsey Road/Liberty Church Road	O	I	I	I		
	SR 37 N of Legendary Hills	X	X	X	X		
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I		

Ways to Submit Your Comments

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Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

Please call or come visit us at the project office!

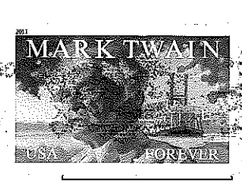
Our phone number is 812-355-1390

Our office hours are
Monday through Thursday
9:00 a.m. until 4:00 p.m.
or by appointment

Fold along this line, tape closed, and mail with proper postage.

Robert Shull
3915 N Kinser Pike
Bloomington IN 47404

INDIANAPOLIS IN 460
14 MAY 2012 PM 4 T



I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403



47403@5141

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

Comment Survey Form

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All comments are welcome! We appreciate your participation!

Name: Robert Shull

Address: 3915 N. Kinser Pike
Bloomington IN 47404

1. How did you hear about tonight's meeting?

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access				
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I	
	That Road	X	X	X	X	
	Rockport Road	O	O	O	O	
	Fullerton Pike	I	I	I	I	
	Tapp Road	O	I	O	I	
	SR 45/2nd Street	I	I	I	I	
	SR 48/3rd Street	I	I	I	I	
	Vernal Pike	U	U	U	O	
	SR 46 Interchange	I	I	I	I	I
Urban/Rural Transition Area	Arlington Road	O	O	O	O	O
	Acuff Road	X	X	X	X	X
	Kinser Pike	I	O	X	O	O
Rural	N. Walnut Street	O	I	O	I	I
	Sample Road	I	I	I	I	
	Chambers Pike	O	O	O	X	
	Bryants Creek Road	X	X	X	O	
	Paragon Road/Pine Blvd.	I	O	X	X	
	Godsey Road/Liberty Church Road	O	I	I	I	
	SR 37 N of Legendary Hills	X	X	X	X	
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I	

Comments and Rationale for Access Suggestion(s)

Tell Us Why!

I live on Kinser near Acuff. I'm comfortable with closing Acuff access. I'm comfortable with leaving Arlington with an overpass. I would like to have access to the west side of I69 ~~#~~ in the form of an overpass at Kinser.
I think having interchanges at ~~SR 46/#~~ and at Walnut is practical and adequately convenient.
A major concern is avoiding options that might significantly increase Kinser Pike traffic.

Please provide any additional comments on Section 5 below:

Ways to Submit Your Comments

Comment Box:
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Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

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Our phone number is 812-355-1390

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Monday through Thursday
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or by appointment

Fold along this line, tape closed, and mail with proper postage.

Bloomington Township
Linda G. Sievers, Trustee
2111 Vernal Pike Bloomington, IN 47404
(812) 336-4976

Place Stamp Here

I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

Comment Survey

Bloomington
Township Trustee

2111 Vernal Pike
Bloomington, IN
47404

P 812 336 4976
F 812 335 8993
lsievers@btfire.org

Linda G. Sievers
Trustee

www.bloomingtontownship.in.gov

Event: Section 5 Public Information Meeting #2

The Indiana Department of Transportation requests your opinions, i
consideration during the I-69 Tier 2 Studies for Section 5. Please return this form to a project representative prior to leaving the event or mail the form to the address on the back of th

All comments are welcome! We appreciat

Bloomington Township
Department of Fire & Emergency Services
5081 N. Old St. Rd. 37 Bloomington, IN 47408
Trained to Save, Dedicated to Serve.

Faron Livingston
Chief
faron@btfire.org

Phone: 812-339-1115 FAX: 812-339-1120 www.btfire.org

Name: _____

Address: Bloomington Township
Linda G. Sievers, Trustee
2111 Vernal Pike Bloomington, IN 47404
(812) 336-4976

1. How did you hear about tonight's meeting?

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

Please contact us when you start having meetings with emergency response organizations.

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access					
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I		
	That Road	X	X	X	X		
	Rockport Road	O	O	O	O		
	Fullerton Pike	I	I	I	I		
	Tapp Road	O	I	O	I		
	SR 45/2nd Street	I	I	I	I		
	SR 48/3rd Street	I	I	I	I		
	Vernal Pike	U	U	U	O	#7 Overpass	
	SR 46 Interchange	I	I	I	I	NA	
Urban/Rural Transition Area	Arlington Road	O	O	O	O	NA	
	Acuff Road	X	X	X	X	Yes, exit off.	
	Kinser Pike	I	O	X	O	#5 or #7 overpass	
Rural	N. Walnut Street	O	I	O	I	#5 Full Interchange	
	Sample Road	I	I	I	I	#6 or #7 prefer #7	
	Chambers Pike	O	O	O	X	Overpass w/ access to Sample	
	Bryants Creek Road	X	X	X	O	No Direct access is ok if	
	Paragon Road/Pine Blvd.	I	O	X	X	#4 Parsons Interchange	
	Godsey Road/Liberty Church Road	O	I	I	I		
	SR 37 N of Legendary Hills	X	X	X	X		
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I		

Please provide any additional comments on Section 5 below:

(1) We're concerned about access and length of response time to Burma Rd.

(2) Walnut St / Bottom Rd flood plain, make sure we have access on other routes if flooded.

(3) Noise: please consider road material, sound barriers, sign that says do not use jake brakes.

Interstate 69 Project Concerns of
Bloomington Township Department of Fire and Emergency Services

As we approach the beginning of construction for the I-69 connection between Bloomington and Martinsville, the majority of this section of Interstate will divide the Townships we serve. As it stands now, Indiana State Road 37, 4-lane, divides it. However, we have access roads and several street crossings allowing us to respond without great difficulties. With the new construction becoming an Interstate, many of the cross streets will be eliminated. Thus, adding time to the crucial responses in our protection area. Our major concerns are;

We will need to access to the area west of the 37/69 corridor. Our headquarters, station 5, and satellite station 15 are both east of the corridor. Station 15 on West Vernal Pike will no longer have access. It will need to be moved further out into Bloomington Township or Washington Township with whom we have a contract.

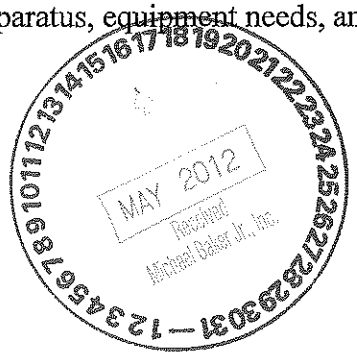
Other concerns are;

- Locations of interchanges?
- Access to frontage roads?
- Are there any plans for locations of rest areas and if so, where?
- Service access cut through median and mileage between them.
- Availability and access to current fire hydrant locations.
- Will there be mile markers present?
- Consideration of increased Hazardous Materials transported and transportation of munitions from Crane.

Another concern is the Northbound and Southbound lanes north of Burma Road, close to the Morgan County Line. This area has produced many car accidents over the years in wintery conditions, as well as rainy conditions. We feel this is due to the fact of a sharper curve and the culvert that passes under the roadways, thus, allowing winds to pass underneath the road which freeze the roadways faster than normal. This has proven to be a challenge to emergency responders giving treatment to accident patients, all the while looking out for the safety of our emergency workers from sliding automobiles.

Oliver Winery and Worm's Way will also pose a problem with access to each business. They are both listed as visitor recommended stops in the Wonder Indiana brochures available throughout Indiana Rest Areas. This will pose a problem for access to them and the automobile traffic they create to merge on and off the Interstate.

As stated earlier, these are our concerns and we are addressing them to you, as this plays an important role in Bloomington Township Fire Department's Master Plan for planning the future of our satellite station relocation, apparatus, equipment needs, and budgeting.



Thank you for your consideration,

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

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

April 24, 2012

MAY 2012

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

Please call or come visit us at the project office!

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or by appointment

Fold along this line, tape closed, and mail with proper postage.

MALONE
81666 W POCKET HOLLOW RD
GOSPORT IN 47433

MAY 2012

I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

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

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

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All comments are welcome! We appreciate your participation!

Name: RENÉ MALONE

Address: 81666 W POCKET HOLLOW RD
GOSPORT IN 47433

1. How did you hear about tonight's meeting?

HT NEWSPAPER

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

BETTER SIGNAGE AT ALL SIDEWALK "ENTRANCES"
I PARKED BEHIND AUDITORIUM & DIDN'T SEE ANY DIRECTIONS.
I FOUND HANDOUTS CONFUSING - NEEDED KEY & MAPS.
- ALLOW AFFECTED PUBLIC TO HAVE THE MAPS FOR THEIR SECTION.

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

I DON'T WANT I-69!!! IF WE ARE FORCED
TO SUBMIT THEN THE LEAST IMPACTFUL* ROUTE
(FOLLOW EXISTING 37!!) IS THE ONLY CHOICE.
*TO THE ENVIRONMENT FIRST & TO HUMANS SECOND → APPEARS ALT 7

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

IN THE POWER POINT
PLEASE REPLACE YOUR INDIANA BAT PHOTO!
THIS AGGRESSIVENESS IS MISLEADING TO GENERAL PUBLIC!! (GOOD GRIEF!)

Area Type	Major Road Name	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access					
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I		
	That Road	X	X	X	X		
	Rockport Road	O	O	O	O		
	Fullerton Pike	I	I	I	I		
	Tapp Road	O	I	O	I		
	SR 45/2nd Street	I	I	I	I		
	SR 48/3rd Street	I	I	I	I		
	Vernal Pike	U	U	U	O		
	SR 46 Interchange	I	I	I	I		
Urban/Rural Transition Area	Arlington Road	O	O	O	O		Please provide any additional comments on Section 5 below:
	Acuff Road	X	X	X	X		
	Kinser Pike	I	O	X	O		
Rural	N. Walnut Street	O	I	O	I		
	Sample Road	I	I	I	I		
	Chambers Pike	O	O	O	X		
	Bryants Creek Road	X	X	X	O		
	Paragon Road/Pine Blvd.	I	O	X	X		
	Godsey Road/Liberty Church Road	O	I	I	I		
	SR 37 N of Legendary Hills	X	X	X	X		
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I		

Table 8: Section 5 - Alternatives Carried Forward Summary (Alternatives 4 to 7)

Area Type	Major Feature Name	2005 Preliminary Alternatives (not carried forward)			2007 Alternative Screening (carried forward)		Minimal Impact Alternatives (carried forward)	
		Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6	Alternative 7
Urban	I69 and SR37	Sect. 4 Interchange			Sect. 4 Interchange		Sect. 4 Interchange	
	That Road	No I-69 Access; E Access Rd	Overpass		No I-69 Access; East access Rd		No I-69 Access; East Access Rd	
	Rockport Road	Overpass	No I-69 Access; East Access Rd		Overpass		Overpass	
	Mainline (That to Fullerton)	Shift to East; Grass Median	CD System; Median & Access Rd Barriers	Shift to East; Grass Median	Shift to East; Grass Median		Use SR37 Pavement and ROW; Median Barrier	
	Fullerton Pike	Folded Diamond Interchange	Overpass	Folded Diamond Interchange	Folded Diamond Interchange		Double Folded Interchange	Double Folded Interchange; E. Fullerton Pk. Shift to South
	Mainline (Fullerton to Sample)	SR37 Centered; Grass Median	CD System; SR37 Centered; to 3rd St	SR37 Centered; Grass Median	SR37 Centered; Grass Median		Use SR37 Pavement/ ROW; Median Barrier	
	Tapp Road	Overpass	CD System (barriers between through and local lanes); Single Point Interchanges at Tapp, 2nd and 3rd Sts	Overpass	Overpass; West turn lane	Split-Diamond Interchange (Controlled Access Rds)	Overpass	Split-Diamond Interchange (Controlled Access Rds and Barriers)
	SR 45/2nd Street	Folded Diamond Interchange		Single Point Interchange	Urban Diamond Interchange		Use Existing Interchange	
	SR 48/3rd Street	Urban Diamond Interchange		Single Point Interchange	Urban Diamond Interchange	Single Point Interchange	Use Existing Interchange; Potential for additional turning lanes	
	Vernal Pike	Underpass	Overpass	Underpass	Underpass		Underpass	Overpass
	SR 46 Interchange	Use Existing Interchange			Use Existing Interchange		Use Existing Interchange	
Transition from Urban to Rural	Arlington Rd	Overpass			Overpass		Overpass	
	Acuff Road	No I-69 Access	Overpass	No I-69 Access; W Access Rd	No I-69 Access		No I-69 Access	
	Kinser Pike	Overpass	Rural Diamond Interchange	Folded Diamond Interchange	Rural Diamond Interchange	Overpass	No I-69 Access; W Access Rd	Overpass
	SB Mainline Bean Blossom Valley	4% Cut/Fill and Climbing Lane			4% Cut/Fill and Climbing Lane		Use Existing 5% and Truck Climbing Lane	4% Cut/Fill and Climbing Lane

Notes - Access roads generally parallel I-69 on either the E – east side, W- west side, or E/W - both sides of I-69 Mainline; Descriptive terms such as "wide, medium, and narrow" provide relative comparatives only and are not indicative of specific dimensions.



Table 8: Section 5 - Alternatives Carried Forward Summary (Alternatives 4 to 7; continued)

Area Type	Major Feature Name	2005 Preliminary Alternatives (not carried forward) Alternative 1	Alternative 2	Alternative 3	2007 Alternative Screening (carried forward) Alternative 4	Alternative 5	2012 Minimal Impact Alternatives (carried forward) Alternative 6	Alternative 7
Rural	**N. Walnut Street**	*Rural Diamond Interchange*	*No I-69 Access; E Access Rd*	*Overpass*	Overpass	Single Point or Rural Diamond Interchange	Overpass	Existing Partial Interchange
	NB Mainline Bean Blossom Valley	*4% Cut/Fill and Climbing Lane*			4% Cut/Fill and Climbing Lane		Use Existing 5% with Truck Climbing Lane	4% Cut/Fill and Climbing Lane
	Sample Road	*Rural Diamond Interchange*		*Overpass*	Rural Diamond Interchange		Folded Urban Interchange	Urban Diamond Interchange
	Mainline Shift (Sample to Chambers)	*Shift to West; Grass Median; NB SR37 as Access Rd*			Shift to West; Grass Median; NB SR37 as Access Rd		Use SR37 Pavement, ROW, Grass Median; New ROW for E Access Rd w/ Barrier	Use SR37 ROW; Median Barrier; Use SR37 ROW for E Access Rd w/ Barrier
	Chambers Pike	*Overpass*	*Rural Diamond Interchange*		Overpass		Overpass	No I-69 Access; E/W access Rds
	Mainline Shift (Chambers to Bryants)	*All lanes on west-side; 4% Cut/Fill*	*3 lanes each side; 4% Cut/Fill*		3 lanes each side; 4% Cut/Fill		2 lanes; Use Existing 5% Grade; (SB Truck Ln)	2 lanes; 4% Cut/Fill; (SB Truck Lane)
	Mainline (Bifurcation)	*Wide Shoulders and Clear Zone*			Medium width Shoulder/ Clear Zone (NB Guard-rail)		Use SR37 Shoulder/ Clear Zone (NB Grd-rail)	Medium width Shoulder/ Clear Zone (NB Grd-rail)
	Bryants Creek Rd	*No I-69 Access; E/W Access Rds*	*Overpass*		No I-69 Access; Eastside Property Acquisition; W Access Rd		No I-69 Access; E Acquisition; W access Rd	Overpass
	Mainline (Bryant Crk to Sect. 6)	*SR37 Centered; Wide Grass Median*			SR37 Centered; Wide Grass Median		Use Existing SR37 Pavement & ROW; Grass Median	
	Paragon/ Pine	*Rural Diamond Interchange*	*Overpass*	*Rural Diamond Interchange*	Rural Diamond Interchange	Overpass	No I-69 Access; W Access Rd; Use existing E Access Rd	
	Liberty Church	*Overpass*	*Rural Diamond Interchange*	*Overpass*	Overpass	Rural Diamond Interchange	Urban Diamond Interchange	Folded Diamond Interchange
	SR37 N of Legendary Hills	*No I-69 Access; E/W access Rds*			No I-69 Access; East Access Rd		No I-69 Access; East Access Rd	
	I69 and SR 39	*Sect. 6 Interchange*			Sect. 6 Interchange		Sect. 6 Interchange	

Notes - Access roads generally parallel I-69 on either the E – east side, W- west side, or E/W - both sides of I-69 Mainline; Descriptive terms such as "wide, medium, and narrow" provide relative comparatives only and are not indicative of specific dimensions.

Table 9: Section 5 - Alternatives Carried Forward - Potential Impacts

Evaluation Factors	Alternative 4	Alternative 5	Alternative 6	Alternative 7
Length (miles) Interstate	21	21	21	21
Non-interstate (access /local service roads)	26	26	20	21
Estimated Construction Cost (millions)[1]	$318	$316	$250	$267
Required Right-of-Way				
Use of existing INDOT ROW (acres)	770	770	640	660
Approximate acquisition ROW (acres)	660	640	200	210
Total required ROW (acres)[2]	1,430	1,410	840	870
Relocations (based on acquisition ROW)				
Residences - Multi Unit	14	14	2	4
Residences – Single	118	119	40	60
Commercial	43	45	17	12
Churches	4	4	2	2
Floodplain Encroachment (100 year / acres)	95	115	90	60
Wetlands (acres)	18	24	16	5
Jurisdictional Streams (linear ft) Perennial	2,670	3,240	2,720	2,470
Intermittent	9,300	9,290	5,150	6,790
Ephemeral	68,990	64,870	35,470	36,360
Access: Road Crossings/Closures[3]	14 / 34	14 / 34	12 / 36	12 / 36
Farmland Impacts (acres) Total for row crop, pasture, orchard, grove, specialty crops, agricultural operations	145	155	50	60
Federal Threatened/ Endangered Species[4]	1	1	1	1
Historic Resources/Section 106 (NRHP listed and Eligible sites) Architectural	1 - 2	1 - 2	1 - 2	0 - 1
Archaeological[5]	(to be determined for Preferred Alternative only)			
Section 4(f) Resources	1 - 2	2 - 3	1 - 2	0 - 1
Hazardous Materials (Possible Sites)	14	14	8	9
Mineral Resources *(Limestone)* (acres)	7	7	1	0
Forest Impacts Forested Areas - Total Land Cover (acres)	345	310	105	120
Land Within Morgan- Monroe State Forest includes both forest and upland habitat (acres)	30	30	15	20
Karst Impacts Springs	16	17	5	7
Sinkholes (acres)	90	85	50	45
Sinking Streams (acres)	240	240	155	160
Wellhead Protection Areas (sites)	1	1	1	1

[1] Cost estimates (in 2012 dollars) are preliminary and do not include costs for right-of-way, utility relocations, or impact mitigation

[2] All impacts were calculated based on the total right-of-way amount, not necessarily the amount to be acquired.

[3] Includes driveways accessing existing SR 37

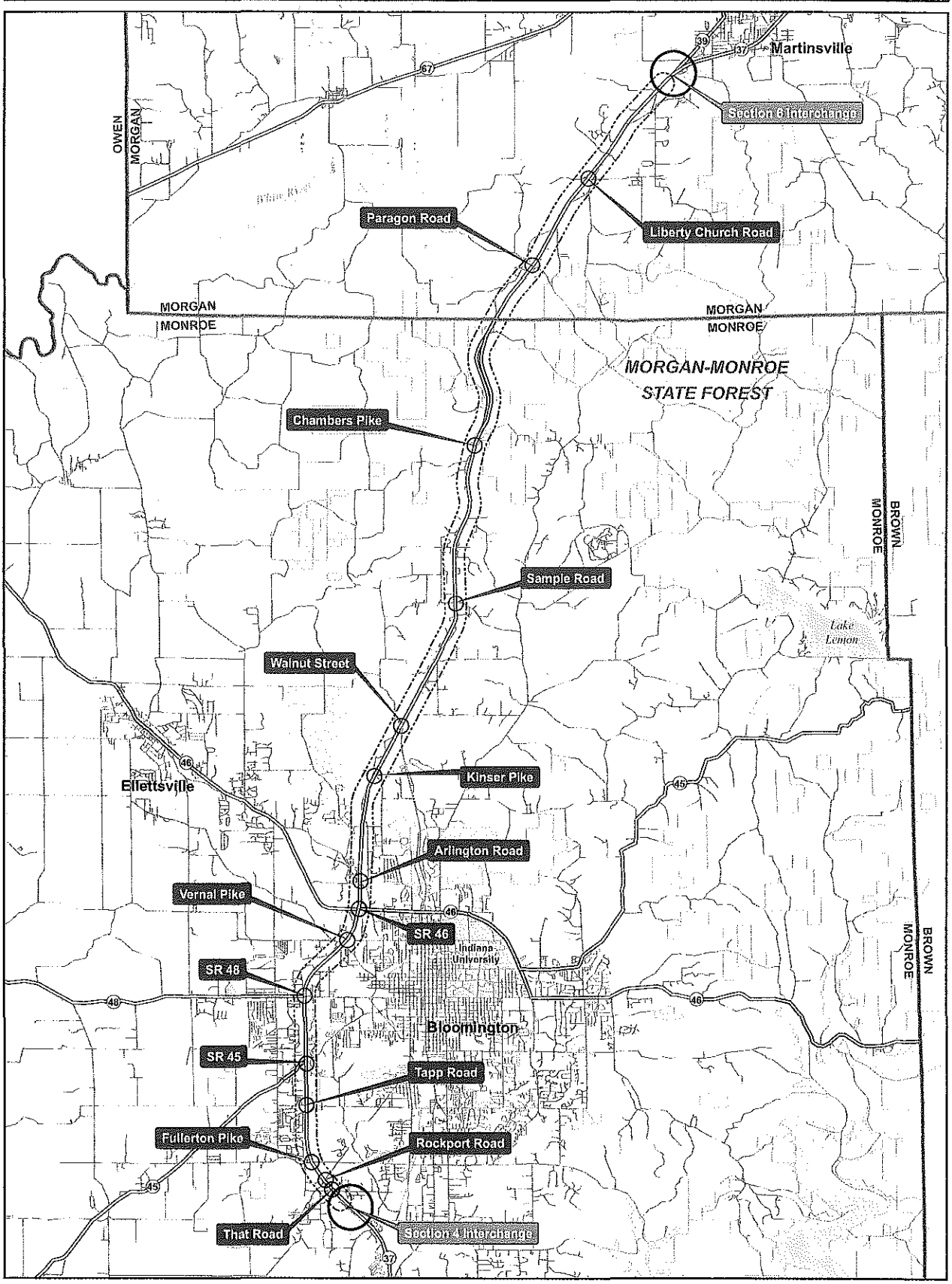
[4] One Indiana bat (*Myotis sodalis*) maternity colony was identified in Section 5, west of SR 37 near the West Fork of the White River and Bryant Creek. Both alternatives pass through the maternity colony foraging area, but will not impact known roost trees.

[5] No listed sites; eligible sites to be determined for Preferred Alternative only

Table 11: Section 5 Alternatives Carried Forward - Interchange Spacing				
Cross Street	Alternative 4	Alternative 5	Alternative 6	Alternative 7
Section 4	Interchange	Interchange	Interchange	Interchange
	1.1 miles	1.1 miles	1.0 miles	1.0 miles
Fullerton Pike	Interchange	Interchange	Interchange	Interchange
	1.8 miles	1.0 miles	1.8 miles	1.0 miles
Tapp Road		Split Interchange w/SR45		Split Interchange w/SR45
		0.7 miles		0.7 miles
2nd Street/SR 45	Interchange	Split Interchange w/Tapp	Interchange	Split Interchange w/Tapp
	1.2 miles	1.2 miles	1.2 miles	1.2 miles
3rd Street/SR 48	Interchange	Interchange	Interchange	Interchange
	1.9 miles	1.9 miles	1.9 miles	1.9 miles
SR 46		Interchange	Interchange	Interchange
	2.4 miles	3.4 miles	5.8 miles	3.4 miles
Kinser Pike	Interchange			
	3.4 miles			
Walnut Street		Interchange		Interchange
		2.4 miles		2.4 miles
Sample Road	Interchange	Interchange	Interchange	Interchange
	6.4 miles	8.3 miles	8.2 miles	8.2 miles
Paragon Road	Interchange			
	4.5 miles			
Liberty Church Rd		Interchange	Interchange	Interchange
		2.4 miles	2.5 miles	2.5 miles
Section 6	Interchange	Interchange	Interchange	Interchange

Note: Spacing between Chambers Pike and Liberty Church Interchange is 5.5 miles

I-69 EVANSVILLE-TO-INDIANAPOLIS STUDY - SECTION 5
FROM SR 37 TO SR 39 - PROJECT BOUNDARIES



State highways
Local roads
Section 5 corridor
City limits
Lakes & reservoirs
Rivers & streams
Managed lands
Maple Grove Road Rural Historic District

N
W
E
S

Baker

Note: GIS data used to create this map are from the best known sources existing at the time of map creation. Datasets shown on the map may have been created at different scales and are not necessarily all-inclusive. Use of this map should be limited to planning purposes, and should not replace field review or background checks with other sources.

I-69 EVANSVILLE-to-INDIANAPOLIS
TIER 2 STUDIES / SECTION 5

Indiana Department of Transportation

0 0.5 1 1.5 2 mi

April 24, 2012

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

Please call or come visit us at the project office!

Our phone number is 812-355-1390

Our office hours are
Monday through Thursday
9:00 a.m. until 4:00 p.m.
or by appointment

Fold along this line, tape closed, and mail with proper postage.

Place Stamp Here



I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

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

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

The Indiana Department of Transportation requests your opinions, ideas, and comments so they can be given full consideration during the I-69 Tier 2 Studies for Section 5. Please return this form to a project representative prior to leaving the event or mail the form to the address on the back of this form.

All comments are welcome! We appreciate your participation!

Name: Betsy Thompson Thompson Furniture

Address: 7336 N. Wayport Rd
Bloomington 47408

1. How did you hear about tonight's meeting?

Postcard

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

See attached

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

I-69 Comments - Betsy Thompson, Thompson Furniture

In evaluating the alternatives, the least amount of disruption to existing businesses and property owners must be the top priority. Easy access from I69 to frontage roads should be heavily considered. Particularly for businesses, ease of access to the business is critical or customers will not bother. Also, utilizing the least amount of additional land needed and minimizing the expansion of the road surface should be a top consideration.

Alternative 6 seems to offer ease of access as well as minimizing the inconvenience to motorists to access businesses along the corrider. It also provides better options for those traveling east or west to access the other side of the interstate.

There needs to be exits from I69 to the frontage roads at reasonable intervals, particularly for businesses, commercial properties and emergency vehicles. The typical customer will not travel long distances, if the location is perceived to be out of the way. Customers want ease of access. This affects property values of the commercial properties as well as homes and people's willingness to be inconvenienced to access those properties.

Our principle concern is that the frontage roads which will go by both of our locations, be accessible without having to drive long distances.

The Sample Road interchange is a good one as is the one at Walnut street. If Walnut Street is to be a full interchange, there needs to be access to the frontage roads there. If it is only an overpass, the frontage road needs to be accessible there as well.

The interchange at Kinser Pike does not appear to be a good one, as it will direct traffic through higher density residential areas. The same applies to the Arlington Road location, which is too close to the 46 interchange which should be maintained.

The worst scenario is that the frontage roads only have access from the interchange at 46 and at Sample Road, as the distance between them is too great.

JUN 2012
Received
Michael Baker Jr., Inc.

Area Type	Major Road Name	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access					
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I		
	That Road	X	X	X	X		
	Rockport Road	O	O	O	O		
	Fullerton Pike	I	I	I	I		
	Tapp Road	O	I	O	I		
	SR 45/2nd Street	I	I	I	I		
	SR 48/3rd Street	I	I	I	I		
	Vernal Pike	U	U	U	O		
	SR 46 Interchange	I	I	I	I		
Urban/Rural Transition Area	Arlington Road	O	O	O	O		Please provide any additional comments on Section 5 below:
	Acuff Road	X	X	X	X		
	Kinser Pike	I	O	X	O		
Rural	N. Walnut Street	O	I	O	I		
	Sample Road	I	I	I	I		
	Chambers Pike	O	O	O	X		
	Bryants Creek Road	X	X	X	O		
	Paragon Road/Pine Blvd.	I	O	X	X		
	Godsey Road/Liberty Church Road	O	I	I	I		
	SR 37 N of Legendary Hills	X	X	X	X		
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I		

I-69 Comments - Betsy Thompson, Thompson Furniture

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JUN 2012
Received
Mindel Baker Jr., Inc.

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Place Stamp Here



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3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

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

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

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All comments are welcome! We appreciate your participation!

Name: Sheryl Peoples

Address: 113 E Wylie Rd
B'ton 47408

1. How did you hear about tonight's meeting?

WFIU, postcard

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)
		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access				
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	That Road	X	X	X	X	
	Rockport Road	O	O	O	O	
	Fullerton Pike	I	I	I	I	
	Tapp Road	O	I	O	I	
	SR 45/2nd Street	I	I	I	I	
	SR 48/3rd Street	I	I	I	I	
	Vernal Pike	U	U	U	O	
	SR 46 Interchange	I	I	I	I	
Urban/Rural Transition Area	Arlington Road	O	O	O	O	
	Acuff Road	X	X	X	X	
	Kinser Pike	I	O	X	O	
Rural	N. Walnut Street	O	I	O	I	needs interchange
	Sample Road	I	I	I	I	
	Chambers Pike	O	O	O	X	
	Bryants Creek Road	X	X	X	O	
	Paragon Road/Pine Blvd.	I	O	X	X	
	Godsey Road/Liberty Church Road	O	I	I	I	
	SR 37 N of Legendary Hills	X	X	X	X	
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I	

Comments and Rationale for Access Suggestion(s)

Tell Us Why!

I need more info on the access road between Walnut and Sample Rd – what houses / land will be cleared, leveled, + the noise impact on residents.

Options 6 + 7 are preferred – no medians to cut / maintain, less impact for frontage roads

Please provide any additional comments on Section 5 below:

There will be increased use of Old 37, even with the access roads. Old 37 is already a safety hazard which will worsen with more traffic. Many school busses use Old 37, putting the children at increased risk.

Wylie Rd at Old 37 is a blind corner. Due to the hill, one can only see ~50 ft into oncoming traffic (southbound). The higher traffic on Old 37 will make it completely unsafe to turn from Wiley south onto Old 37... again used by school busses. Old 37 also has many cyclists.

Do median barriers have high walls to reduce being blinded by oncoming headlights?

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

Comment Survey Form

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Name: Betsy Thompson Thompson Furniture

Address: 7336 N. Waypost Rd
Bloomington 47408

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Postcard

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

Comment Survey Form

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All comments are welcome! We appreciate your participation!

Name: Jaremiah D. Young

Address: 7330 N. Wayport Rd
Bloomington, IN 47408

1. How did you hear about tonight's meeting?

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

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		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access				
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	That Road	X	X	X	X	
	Rockport Road	O	O	O	O	
	Fullerton Pike	I	I	I	I	
	Tapp Road	O	I	O	I	
	SR 45/2nd Street	I	I	I	I	
	SR 48/3rd Street	I	I	I	I	
	Vernal Pike	U	U	U	O	
	SR 46 Interchange	I	I	I	I	
Urban/Rural Transition Area	Arlington Road	O	O	O	O	
	Acuff Road	X	X	X	X	
	Kinser Pike	I	O	X	O	
Rural	N. Walnut Street	O	I	O	I	
	Sample Road	I	I	I	I	
	Chambers Pike	O	O	O	X	
	Bryants Creek Road	X	X	X	O	
	Paragon Road/Pine Blvd.	I	O	X	X	
	Godsey Road/Liberty Church Road	O	I	I	I	
	SR 37 N of Legendary Hills	X	X	X	X	
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I	

Comments and Rationale for Access Suggestion(s)

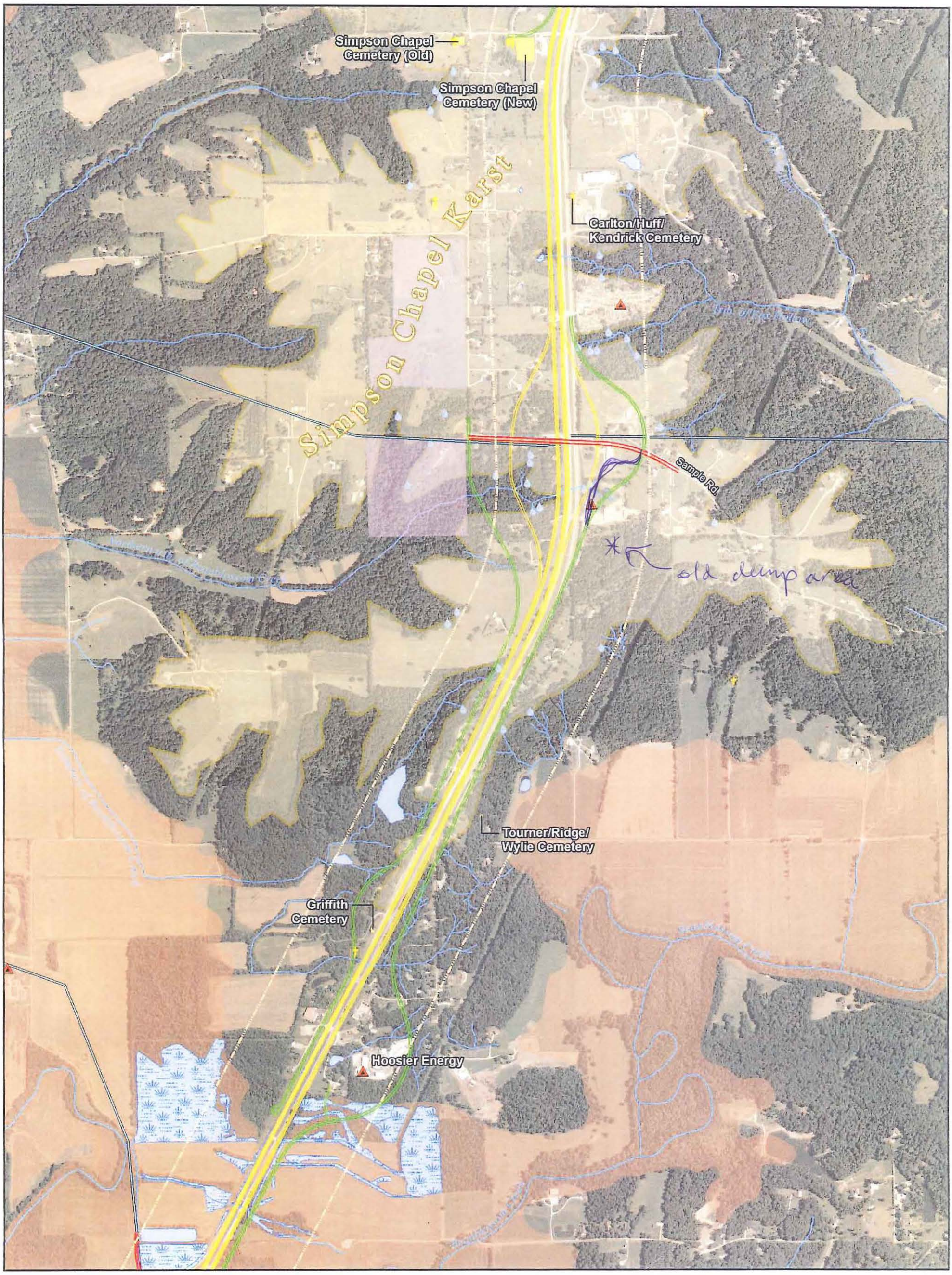
Tell Us Why!

Request that the frontage road @ the Sample Rd Exit be moved further to the west from it's proposed location in order to maximize the potential for the 5 acre plot. The roads current path eliminates our mulch pads and retaining areas @ Natures Way. We will also lose our composting and organics sites.

Please provide any additional comments on Section 5 below:

The 5 acres plot has minimal slope and no geographic hindrances.

I-69 EVANSVILLE-TO-INDIANAPOLIS STUDY - SECTION 5
ALTERNATIVE 4 - SHEET 4 OF 8



Interchange, Overpass, or Underpass
Frontage road
Mainline & ramps
Trans. impr. projects
Karst boundary
TIF District
2000 ft corridor
Springs
Floodplains
Superfund sites
Wetlands (PEM, PFO, PSS)
Ponds (PUB)
Streams & rivers
Managed lands
Planned development
Cemetaries
Churches
Schools
Emergency
NRHP listed or eligible
Potential hazardous waste sites
Gas wells

N W E S

Baker

Note: GIS data used to create this map are from the best known sources existing at the time of map creation. Datasets shown on the map may have been created at different scales and are not necessarily all-inclusive. Use of this map should be limited to planning purposes, and should not replace field review or background checks with other sources.

I-69 EVANSVILLE-to-INDIANAPOLIS
TIER 2 STUDIES / SECTION 5

Indiana Department of Transportation

0 0.1 0.2 0.3 0.4 0.5 mi

April 2007

SHEET 4 OF 8

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

Please call or come visit us at the project office!

Our phone number is 812-355-1390

Our office hours are
Monday through Thursday
9:00 a.m. until 4:00 p.m.
or by appointment

Fold along this line, tape closed, and mail with proper postage.

Place Stamp Here

I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

JUN 2012 Received Michael Baker Jr., Inc.

JUN 2012 Received Michael Baker Jr., Inc.

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

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

The Indiana Department of Transportation requests your opinions, ideas, and comments so they can be given full consideration during the I-69 Tier 2 Studies for Section 5. Please return this form to a project representative prior to leaving the event or mail the form to the address on the back of this form.

All comments are welcome! We appreciate your participation!

Name: Jackie Tate (Cota)

Address: 2501 W. Cota Dr.
Bloomington, IN 47403

1. How did you hear about tonight's meeting?

Chamber - Email

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

* Prefer Tier 2 - Sec 5 - for Alt. 4+5
* Tapp RD. Definitely Needs Access due to Medical Park Hospice Care Best Dr. offices - Surgicenter - Rehab etc.. For Patients!!

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access					
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I		See front.
	That Road	X	X	X	X		
	Rockport Road	O	O	O	O		
	Fullerton Pike	I	I	I	I		
	Tapp Road	O	I	O	I	Need access	
	SR 45/2nd Street	I	I	I	I		
	SR 48/3rd Street	I	I	I	I		
	Vernal Pike	U	U	U	O		
	SR 46 Interchange	I	I	I	I		
Urban/Rural Transition Area	Arlington Road	O	O	O	O		Please provide any additional comments on Section 5 below:
	Acuff Road	X	X	X	X		
	Kinser Pike	I	O	X	O		
Rural	N. Walnut Street	O	I	O	I		
	Sample Road	I	I	I	I		
	Chambers Pike	O	O	O	X		
	Bryants Creek Road	X	X	X	O		
	Paragon Road/Pine Blvd.	I	O	X	X		
	Godsey Road/Liberty Church Road	O	I	I	I		
	SR 37 N of Legendary Hills	X	X	X	X		
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I		

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

Please call or come visit us at the project office!

Our phone number is 812-355-1390

Our office hours are
Monday through Thursday
9:00 a.m. until 4:00 p.m.
or by appointment

Fold along this line, tape closed, and mail with proper postage.

Place Stamp Here

I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

JUN 2012

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

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

The Indiana Department of Transportation requests your opinions, ideas, and comments so they can be given full consideration during the I-69 Tier 2 Studies for Section 5. Please return this form to a project representative prior to leaving the event or mail the form to the address on the back of this form.

All comments are welcome! We appreciate your participation!

Name: Irvin Robinson

Address: 850 E. Sparks Lane
Bloomington, IN 47404

1. How did you hear about tonight's meeting?

post card

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access					
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I		
	That Road	X	X	X	X		
	Rockport Road	O	O	O	O		
	Fullerton Pike	I	I	I	I		
	Tapp Road	O	I	O	I		
	SR 45/2nd Street	I	I	I	I		
	SR 48/3rd Street	I	I	I	I		
	Vernal Pike	U	U	U	O		
	SR 46 Interchange	I	I	I	I		
Urban/Rural Transition Area	Arlington Road	O	O	O	O		Please provide any additional comments on Section 5 below:
	Acuff Road	X	X	X	X		
	Kinser Pike	I	O	X	O		
Rural	N. Walnut Street	O	I	O	I		
	Sample Road	I	I	I	I		
	Chambers Pike	O	O	O	X		
	Bryants Creek Road	X	X	X	O		
	Paragon Road/Pine Blvd.	I	O	X	X		
	Godsey Road/Liberty Church Road	O	I	I	I		
	SR 37 N of Legendary Hills	X	X	X	X		
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I		

I built my home and business 39 years ago, in 1973. I have raised three children with my former wife, who passed in 2007. Since then I have remarried and we are raising our two year old daughter in the same home. There are many family memories and sentimental value that the "fair market value" you place on my home won't begin to cover. I will turn 73 years old in December and this situation has cause extreme stress and should not be the focus of my attention. We have made many improvements on our home such as Amish built cabinets, Anderson Window patio doors, Imported Italian tile in the bedroom that was recently remodeled, as well as a whirlpool tub that was extremely expensive. These are just a few of the improvement on the house. I have spent much time working on the outside of my home landscaping over many years. I do not believe there is just compensation for the blood, sweat and tears that I have invested in my home and grounds. Our business is located in our home and shop and is our lifeline. Without which our business would most likely go under. The office is located within the home where calls are answered, appointments are scheduled and all paperwork is completed. The shop is where appliances are repaired, stored and sold. Our repair center and sales area is 1800 sq feet, the home is 2640 sq feet making a total of 4400 sq feet. It would be impossible to invest in 4400sq feet of home and work space for your "fair market value". Robinson Appliance Service has been advertising this location and phone number in the yellow pages, internet, newspaper and magnets for 39 years. This investment has cost the business approximately $250,000 since we began the company. To change this information would be extremely costly and many customers would be lost due to incorrect information they already possess, and difficulty in reaching us, especially with extreme amount of competition in this vicinity. The other resident on Sparks Lane built their home and business in 1972. Sparks Garage is directly behind their home and moving their business would be costly and would devastate their ability to make a living as well. Both households on Sparks Lane would seek compensation for all losses through whatever means necessary if landlocked. I69 is destroying the security of many and most people, (except those who are profiting); along the intended route do not want the increase in traffic. Since I have no say in the construction of I69, ***Alternative 6 or 7 would at least allow us to remain in the location where I built my home and business, and continue to raise my family.***

Sincerely,

Irvin and Stephanie Robinson

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

Please call or come visit us at the project office!

Our phone number is 812-355-1390

Our office hours are
Monday through Thursday
9:00 a.m. until 4:00 p.m.
or by appointment

Fold along this line, tape closed, and mail with proper postage.

I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

JUL 2012
Received
Michael Baker Jr., Inc.

47403S14102

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

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

The Indiana Department of Transportation requests your opinions, ideas, and comments so they can be given full consideration during the I-69 Tier 2 Studies for Section 5. Please return this form to a project representative prior to leaving the event or mail the form to the address on the back of this form.

All comments are welcome! We appreciate your participation!

Name: Tracee Bates

Address: 1324 W Feathercrest Court
Bloomington, In 47403

1. How did you hear about tonight's meeting?

Chamber of Commerce - email

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

Impact on residential neighborhoods that will become natural or easy thoroughfares feeding to & from Bloomington Community & 169, creating heavy traffic through neighborhoods on streets not designed to handle such traffic.

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access					
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I	Where is this going to be?	
	That Road	X	X	X	X		
	Rockport Road	O	O	O	O		
	Fullerton Pike	I	I	I	I		
	Tapp Road	O	I	O	I		
	SR 45/2nd Street	I	I	I	I		
	SR 48/3rd Street	I	I	I	I		
	Vernal Pike	U	U	U	O	This area is access to industrial facility DIRECT ACCESS	This area is in a TIF & would cut off access to valuable industrial areas - without direct access, transportation to this area is hindered by 169 & is a negative impact on economic development.
	SR 46 Interchange	I	I	I	I		
Urban/Rural Transition Area	Arlington Road	O	O	O	O		Please provide any additional comments on Section 5 below:
	Acuff Road	X	X	X	X		
	Kinser Pike	I	O	X	O		
Rural	N. Walnut Street	O	I	O	I		
	Sample Road	I	I	I	I		
	Chambers Pike	O	O	O	X		
	Bryants Creek Road	X	X	X	O		
	Paragon Road/Pine Blvd.	I	O	X	X		
	Godsey Road/Liberty Church Road	O	I	I	I		
	SR 37 N of Legendary Hills	X	X	X	X		
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I		

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

Please call or come visit us at the project office!

Our phone number is 812-355-1390

Our office hours are
Monday through Thursday
9:00 a.m. until 4:00 p.m.
or by appointment

Fold along this line, tape closed, and mail with proper postage.

DUANE LEE VAUGHT
7850 N THAMES DR.
BLOOMINGTON, IN 47408-93

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47401
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I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

JUL 2012
Received
Michael Baker Int., Inc.

47403S14102

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

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

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All comments are welcome! We appreciate your participation!

Name: Duane Vaught

Address: 7850 N Thames Dr
Bloomington IN 47408

1. How did you hear about tonight's meeting?

chamber of commerce announcement

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

Existing N 37 to be access Rd from chambers to sample rd is much better if continue to N walmart interchange

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)
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Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I	
	That Road	X	X	X	X	
	Rockport Road	O	O	O	O	
	Fullerton Pike	I	I	I	I	
	Tapp Road	O	I	O	I	
	SR 45/2nd Street	I	I	I	I	
	SR 48/3rd Street	I	I	I	I	
	Vernal Pike	U	U	U	O	
	SR 46 Interchange	I	I	I	I	
Urban/Rural Transition Area	Arlington Road	O	O	O	O	
	Acuff Road	X	X	X	X	
	Kinser Pike	I	O	X	O	
Rural	N. Walnut Street	O	I	O	I	
	Sample Road	I	I	I	I	
	Chambers Pike	O	O	O	X	
	Bryants Creek Road	X	X	X	O	
	Paragon Road/Pine Blvd.	I	O	X	X	
	Godsey Road/Liberty Church Road	O	I	I	I	
	SR 37 N of Legendary Hills	X	X	X	X	
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I	

Comments and Rationale for Access Suggestion(s)

Tell Us Why!

1) Acuff does not need overpass – little used w of 37
2) Kinser does not need overpass or access if N walnut has partial or full interchange – they are rural and close together
3) N walnut should have interchange or Existing partial interchange – this carries large volume of traffic in or out of town
4) existing N 37 should be new access rd with new payment to W of S I-69 – this is vital from chambers to sample and very beneficial for N walnut to sample – this protects several businesses and areas with no other access. Oliver winery in particular should not be harmed
5) chambers interchange useful but not vital – should at least have overpass this area serves more people than Paragon Rd

Please provide any additional comments on Section 5 below:

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

Please call or come visit us at the project office!

Our phone number is 812-355-1390

Our office hours are
Monday through Thursday
9:00 a.m. until 4:00 p.m.
or by appointment

Fold along this line, tape closed, and mail with proper postage.

Ms. Karen Jepson-Innes
2401 E. Rhorer Rd.
Bloomington, IN 47401-8843

I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

JUL 2012

47403514102

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

Comment Survey Form

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All comments are welcome! We appreciate your participation!

Name: Roger Innes

Address: 2401 E. Rhorer Rd
Bloomington IN 47401

1. How did you hear about tonight's meeting?

   Invited by engineering firm

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

   Consider the impact of increased traffic flow off of proposed exits, especially on the neighborhoods and schools. Fullerton Pike is not an appropriate road as a major entry into Bloomington.

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

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		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access				
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I	I
	That Road	X	X	X	X	O
	Rockport Road	O	O	O	O	O
	Fullerton Pike	I	I	I	I	O
	Tapp Road	O	I	O	I	I
	SR 45/2nd Street	I	I	I	I	I
	SR 48/3rd Street	I	I	I	I	I
	Vernal Pike	U	U	U	O	O
	SR 46 Interchange	I	I	I	I	I
Urban/Rural Transition Area	Arlington Road	O	O	O	O	O
	Acuff Road	X	X	X	X	O
	Kinser Pike	I	O	X	O	O
Rural	N. Walnut Street	O	I	O	I	I
	Sample Road	I	I	I	I	I
	Chambers Pike	O	O	O	X	O
	Bryants Creek Road	X	X	X	O	O
	Paragon Road/Pine Blvd.	I	O	X	X	?
	Godsey Road/Liberty Church Road	O	I	I	I	?
	SR 37 N of Legendary Hills	X	X	X	X	?
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I	?

Comments and Rationale for Access Suggestion(s)

Tell Us Why!

That Road is an important connection over 37 to Rockport west of 37, especially for cyclists. It should have an underpass.

Fullerton Pike cannot handle all of the traffic that I69 would dump onto it. The current housing developments and especially Batchelor school would be very negatively impacted by increased traffic on Fullerton Pike.

Please provide any additional comments on Section 5 below:

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

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9:00 a.m. until 4:00 p.m.
or by appointment

Fold along this line, tape closed, and mail with proper postage.

Place Stamp Here

I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

JUL 2012
Received
Michael Baker Jr., Inc.

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

JUL 2012
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Michael Baker Jr., Inc.

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All comments are welcome! We appreciate your participation!

Name: CHRIS COCKERHAM, CFC PROPERTIES

Address: 320 W. 8th STREET STE. 200

BLOOMINGTON, IN. 47404

1. How did you hear about tonight's meeting?

DID NOT ATTEND

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

N/A

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

SAMPLE RD. INTERCHANGE NEEDS TO BE MOVED TO SIMPSON CHAPEL ROAD.

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access					
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I	I	→ Losing access to 37 would have an negative impact on the commercial Businesses on the EASTSIDE of 37.
	That Road	X	X	X	X	U/O	
	Rockport Road	O	O	O	O	O	
	Fullerton Pike	I	I	I	I	I	
	Tapp Road	O	I	O	I	I	
	SR 45/2nd Street	I	I	I	I	I	
	SR 48/3rd Street	I	I	I	I	I	
	Vernal Pike	U	U	U	O	V	
	SR 46 Interchange	I	I	I	I	I	
Urban/Rural Transition Area	Arlington Road	O	O	O	O	O	Please provide any additional comments on Section 5 below:
	Acuff Road	X	X	X	X	X	
	Kinser Pike	I	O	X	O	O	
Rural	N. Walnut Street	O	I	O	I	I	→ An Alternative needs to be developed for Simpson Chapel Road for an Interchange. There are more commercial Businesses at Simpson Chapel than at Sample Road. (i.e. Oliver Winery; Bake House, lighting center, Brown School & Bus Garage, etc...)
	Sample Road	I	I	I	I	O/U	
	Chambers Pike	O	O	O	X	O	
	Bryants Creek Road	X	X	X	O	O	
	Paragon Road/Pine Blvd.	I	O	X	X	O	
	Godsey Road/Liberty Church Road	O	I	I	I	I	
	SR 37 N of Legendary Hills	X	X	X	X	X	
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I	I	

Ways to Submit Your Comments

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Mail:
I-69 Section 5 Project Office
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Place Stamp Here

I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

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

AUG 2012
Received
Michael Baker Jr., Inc.

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

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All comments are welcome! We appreciate your participation!

Name: Tamby Miller Mailing Address:

Address: 898 W Church Lane PO Box 605

Bloomington, IN 47403 Clear Creek, IN 47426

1. How did you hear about tonight's meeting?

NA - Went to Project office to view maps & get information

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

N/O

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

Strong consideration should be given in favor of an interchange at Tapp Road.

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)
		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access				
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I	
	That Road	X	X	X	X	
	Rockport Road	O	O	O	O	
	Fullerton Pike	I	I	I	I	
	Tapp Road	O	I	O	I	Interchange
	SR 45/2nd Street	I	I	I	I	
	SR 48/3rd Street	I	I	I	I	No change needed
	Vernal Pike	U	U	U	O	
	SR 46 Interchange	I	I	I	I	
Urban/Rural Transition Area	Arlington Road	O	O	O	O	
	Acuff Road	X	X	X	X	
	Kinser Pike	I	O	X	O	
Rural	N. Walnut Street	O	I	O	I	
	Sample Road	I	I	I	I	
	Chambers Pike	O	O	O	X	
	Bryants Creek Road	X	X	X	O	
	Paragon Road/Pine Blvd.	I	O	X	X	
	Godsey Road/Liberty Church Road	O	I	I	I	
	SR 37 N of Legendary Hills	X	X	X	X	
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I	

Comments and Rationale for Access Suggestion(s)

Tell Us Why!

Regarding Tapp Road accessibility in Bloomington: Strong condisertion should be given in favor of an interchange at Tapp Road. Many medical businesses have invested in development of the southwest corner of this intersection. At present, these businesses are highly visible with an easy in –and-out. Should this be developed as an overpass only, these business will likely not survive. This location is key for them because it is presently and futuristically located between both Monroe Hospital and current or future IU Health Bloomington facilities.

There are many new residences in that area just east of 37 needing easy access to the highway.

Of the utmost importance, Tapp Road is one of the one roads in Bloomington connecting the east side with the west side, and it is key to the movement of traffic.

Additionally, alternative 7 seems to make the most sense for the southwest area of Bloomington, since multiple access points would be available and better able to handle the traffic loads in a more disbursed manner. As we progress into our future, the opening up of Fullerton Pike between it and Gordon Pike will come together nicely, creating free movement within the community, and supporting a growth approach for our future.

AUG 2012
Received
Michael Baker Jr., Inc.

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

Please call or come visit us at the project office!

Our phone number is 812-355-1390

Our office hours are
Monday through Thursday
9:00 a.m. until 4:00 p.m.
or by appointment

Fold along this line, tape closed, and mail with proper postage.

Place Stamp Here

I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

AUG 2012
Received
Michael Baker Jr, Inc.

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

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

The Indiana Department of Transportation requests your opinions, ideas, and comments so they can be given full consideration during the I-69 Tier 2 Studies for Section 5. Please return this form to a project representative prior to leaving the event or mail the form to the address on the back of this form.

All comments are welcome! We appreciate your participation!

Name: John Sacchini

Address: 9439 Harbour Pointe Dr
Bloomington IN 47401

1. How did you hear about tonight's meeting?

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?
I highly recommend that Tapp Rd be a split diamond interchange due to the high traffic volume that uses Tapp Rd. To dump ALL this traffic onto SR 45 will be a nightmare. Traffic at 45 during rush hour is way backed up and this would only add to the congestion. Recommend either Alternative #5 or #7. Thank You

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access					
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I		
	That Road	X	X	X	X		
	Rockport Road	O	O	O	O		
	Fullerton Pike	I	I	I	I		
	Tapp Road	O	I	O	I		
	SR 45/2nd Street	I	I	I	I		
	SR 48/3rd Street	I	I	I	I		
	Vernal Pike	U	U	U	O		
	SR 46 Interchange	I	I	I	I		
Urban/Rural Transition Area	Arlington Road	O	O	O	O		Please provide any additional comments on Section 5 below:
	Acuff Road	X	X	X	X		
	Kinser Pike	I	O	X	O		
Rural	N. Walnut Street	O	I	O	I		
	Sample Road	I	I	I	I		
	Chambers Pike	O	O	O	X		
	Bryants Creek Road	X	X	X	O		
	Paragon Road/Pine Blvd.	I	O	X	X		
	Godsey Road/Liberty Church Road	O	I	I	I		
	SR 37 N of Legendary Hills	X	X	X	X		
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I		

Ways to Submit Your Comments

Comment Box:
Drop your comment sheet in one of the comment boxes here today.

Website:
Submit your comments to the project website:
www.i69indyevn.org

Mail:
I-69 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

Please call or come visit us at the project office!

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Our office hours are
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9:00 a.m. until 4:00 p.m.
or by appointment

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CFC, Properties
320 W. 8th St., Suite 200
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Bloomington, IN 47402

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SEP 2012
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I-69 Tier 2 Section 5 Project Office
3802 Industrial Blvd, Unit 2
Bloomington, IN 47403

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

Comment Survey Form

Event: Section 5 Public Information Meeting #2 **Date:** April 24, 2012

The Indiana Department of Transportation requests your opinions, ideas, and comments so they can be given full consideration during the I-69 Tier 2 Studies for Section 5. Please return this form to a project representative prior to leaving the event or mail the form to the address on the back of this form.

All comments are welcome! We appreciate your participation!

Name: CHRIS COCKERHAM, CFC Properties

Address: 320 W. 8th STREET STE. 200
BLOOMINGTON, IN. 47404

1. How did you hear about tonight's meeting?

DID NOT ATTEND

2. Do you have any suggestions on future meeting locations, meeting format, or meeting handouts?

N/A

3. Do you have any specific comments or issues you feel should be considered in evaluating the alternatives that have been presented tonight?

SAMPLE RD. INTERCHANGE NEEDS TO BE MOVED TO SIMPSON CHAPEL ROAD.

Please also consider the middle of this booklet and provide comments on each alternative access plan. More space to provide comments is provided in this area.

Area Type	Major Road Name	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Access Suggestion(s)? Interchange, Overpass and No Direct Access (Please use I, O, U. or X)	Comments and Rationale for Access Suggestion(s) Tell Us Why!
		Represents Alternatives Carried Forward I = Interchange (Urban or Rural) O or U = Overpass or Underpass (Grade Separation) X = No Direct Access					
Urban	Section 4 Interchange (I-69 and SR 37)	I	I	I	I	I	
	That Road	X	X	X	X	U/O	
	Rockport Road	O	O	O	O	O	
	Fullerton Pike	I	I	I	I	I	
	Tapp Road	O	I	O	I	I	→ Losing access to 37 would have an negative impact on the commercial Businesses on the EASTSIDE of 37.
	SR 45/2nd Street	I	I	I	I	I	
	SR 48/3rd Street	I	I	I	I	I	
	Vernal Pike	U	U	U	O	V	
	SR 46 Interchange	I	I	I	I	I	
Urban/Rural Transition Area	Arlington Road	O	O	O	O	O	
	Acuff Road	X	X	X	X	X	
	Kinser Pike	I	O	X	O	O	
Rural	N. Walnut Street	O	I	O	I	I	
	Sample Road	I	I	I	I	O/U	→ AN ALTERNATIVE NEEDS TO BE DEVELOPED FOR SIMPSON CHAPEL ROAD FOR AN INTERCHANGE. There are more commercial Businesses at Simpson Chapel than at Sample Road. (i.e. Oliver Winery; Bake House, lightning center, Brown School + Bus Garage, etc...)
	Chambers Pike	O	O	O	X	O	
	Bryants Creek Road	X	X	X	O	O	
	Paragon Road/Pine Blvd.	I	O	X	X	O	
	Godsey Road/Liberty Church Road	O	I	I	I	I	
	SR 37 N of Legendary Hills	X	X	X	X	X	
	Section 6 Interchange (I-69 and SR 39)	I	I	I	I	I	

Please provide any additional comments on Section 5 below:

APPENDIX CC
CAC AND PUBLIC INFORMATION MEETING SUMMARIES

PUBLIC HEARING - DECEMBER 6, 2012

I-69 Evansville to Indianapolis Tier 2 Studies
Section 5 Public Hearing

Draft Environmental Impact Statement

December 6, 2012

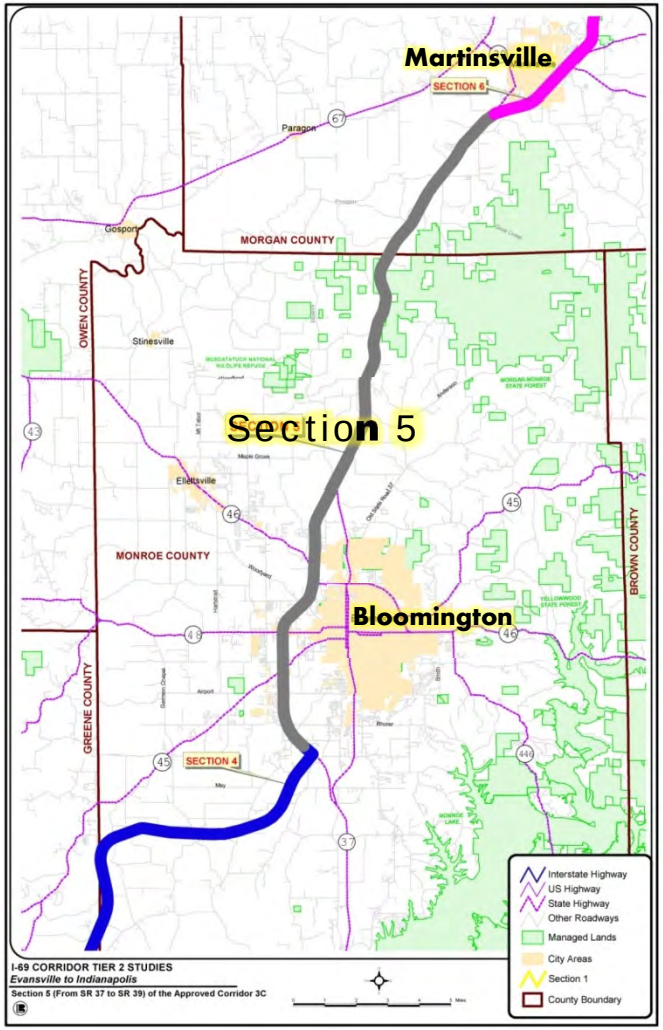


Meeting Purpose

- Draft Environmental Impact Statement (DEIS)
- Preferred Alternative
- Solicit Public Feedback

Section 5

- Upgrade existing SR 37 to I-69
- North of Victor Pike to SR 39
- Approximately 21 miles



National Environmental Policy Act of 1969 (NEPA)



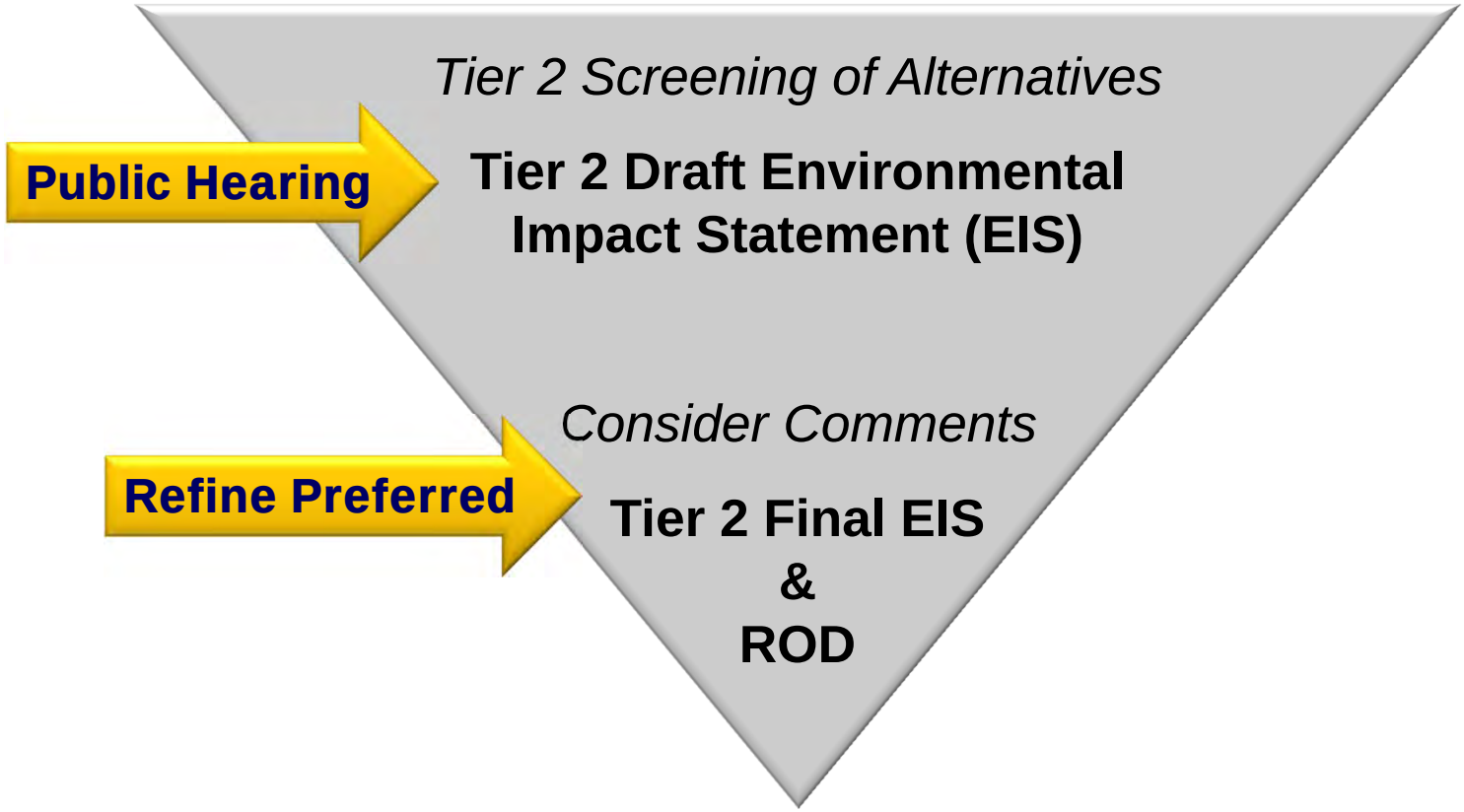
- Balanced decision-making
- Human and natural environment
- Safe and efficient transportation
- Umbrella for other regulations

Purpose and Need

- Complete I-69 between Bloomington and Martinsville
- Reduce traffic congestion
- Improve traffic safety
- Support local economic development initiatives

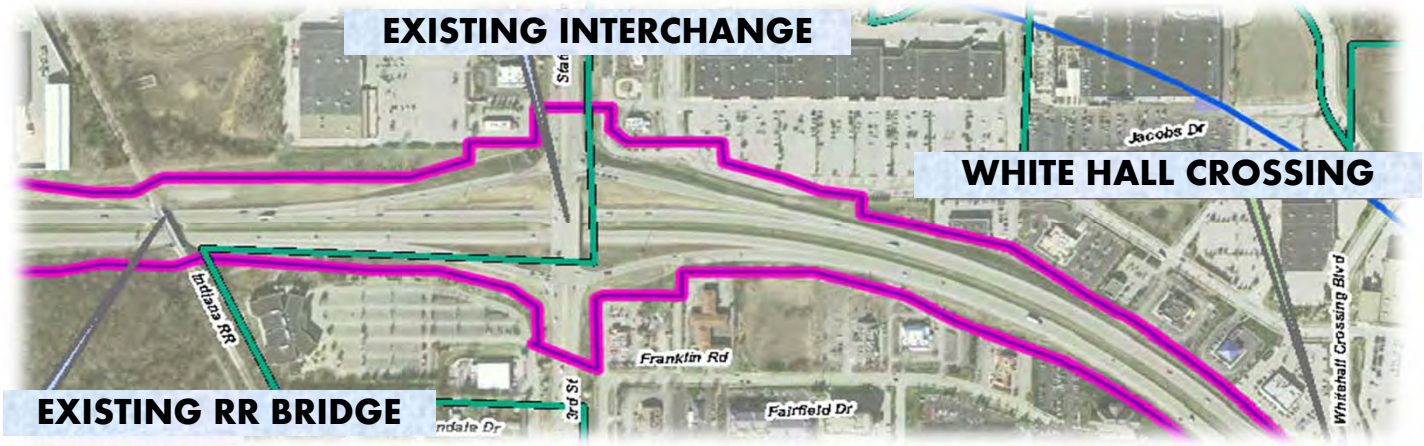
Alternatives developed for Section 5 meet Tier 1 goals and local needs identified in Tier 2

Tier 1 Record of Decision (ROD) - Approved Corridor



Considerations

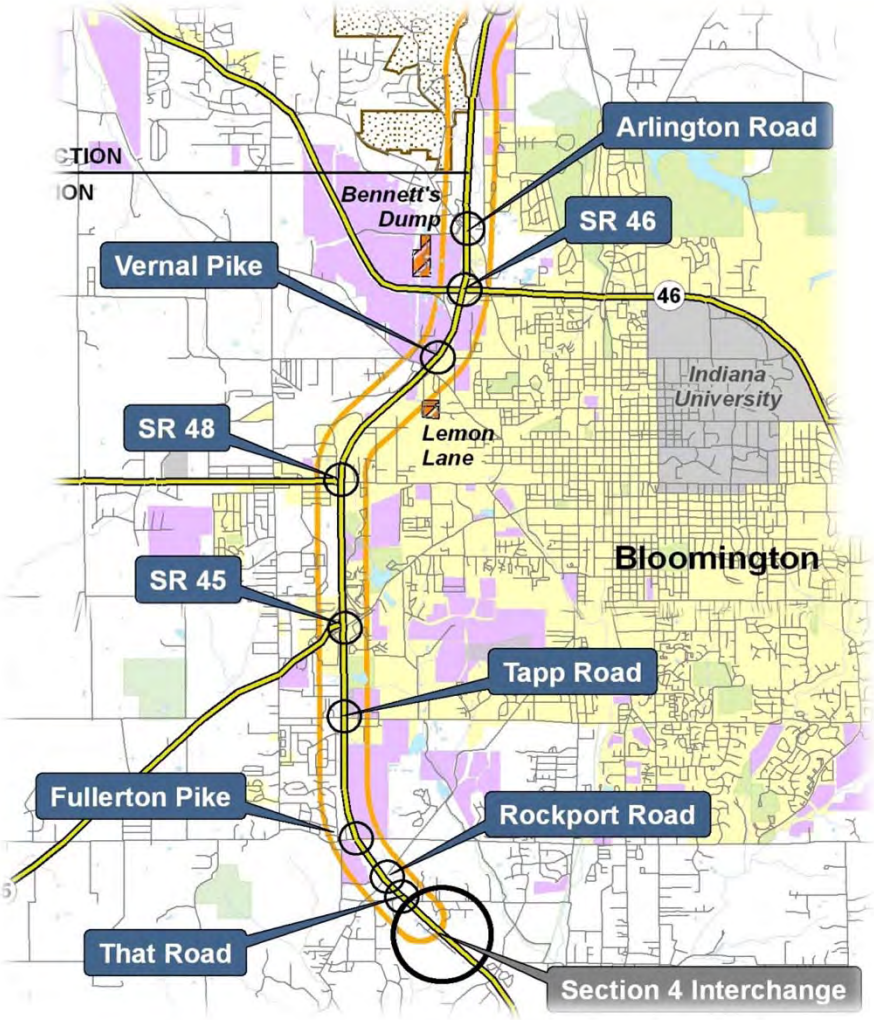
- Use of existing infrastructure (pavement, bridges, right-of-way)
- Maintain or provide local access continuity
- Bike and pedestrian use
- Lessen impacts



Preferred Alternative 8

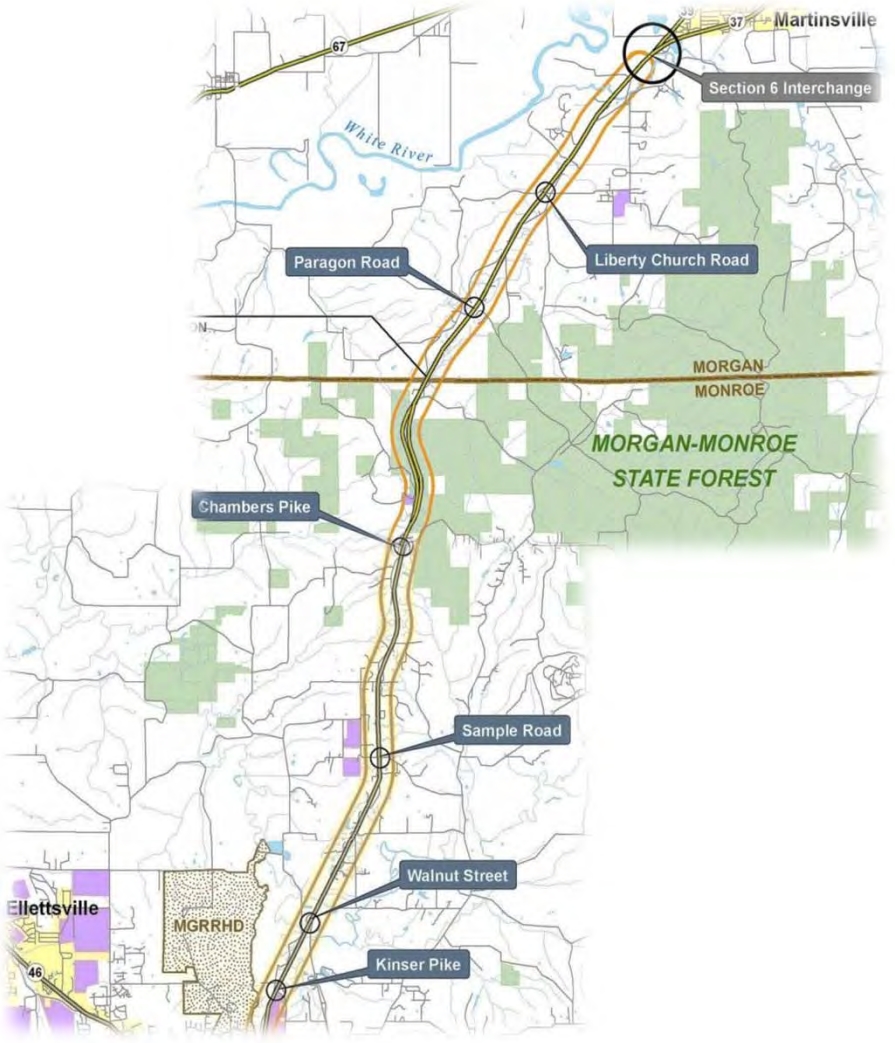
- Overpass at Rockport Road
- Interchange at Fullerton Pike
- Interchange serving Tapp Road and SR 45 / 2nd Street
- *Interchange at SR 48/3rd Street **
- Overpass at Vernal Pike
- *Interchange at SR 46 **
- *Overpass at Arlington Road **

** Reuse Existing Bridge*

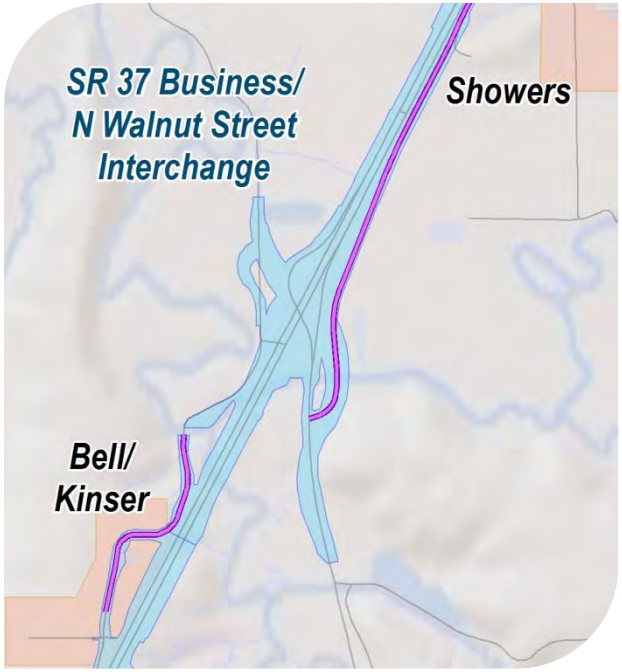


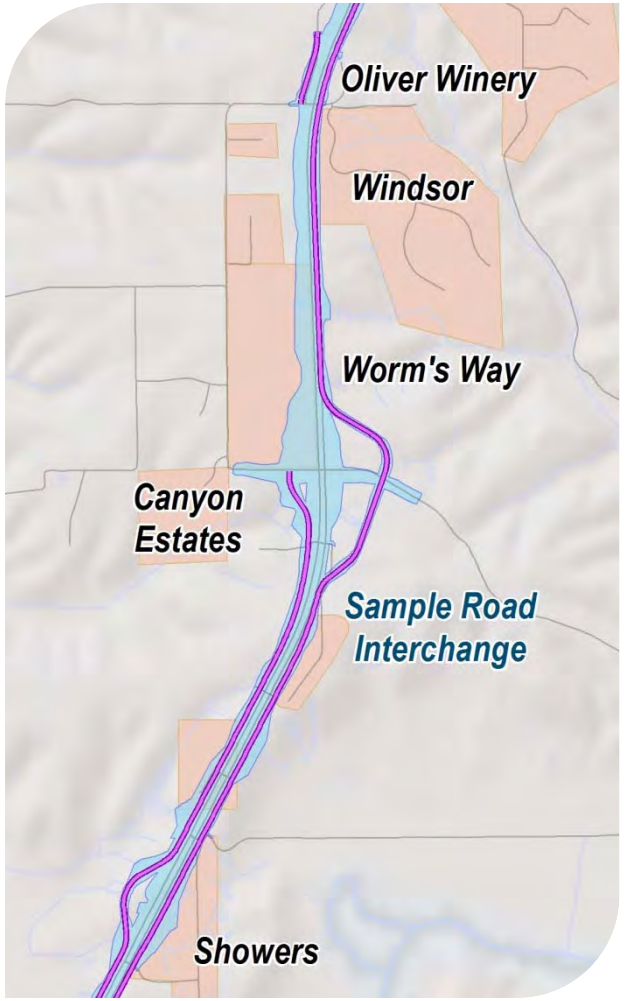
Preferred Alternative 8

- Overpass at Kinser Pike
- Two Interchange Options at *Walnut Street*
- Interchange at Sample Road
- Overpass at Chambers Pike
- Interchange at Liberty Church Road

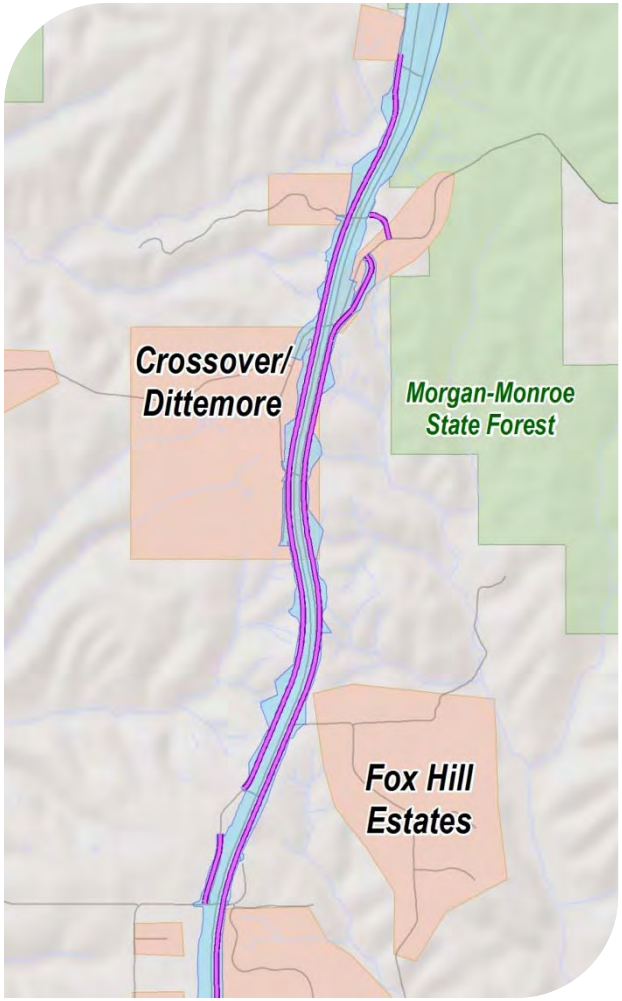


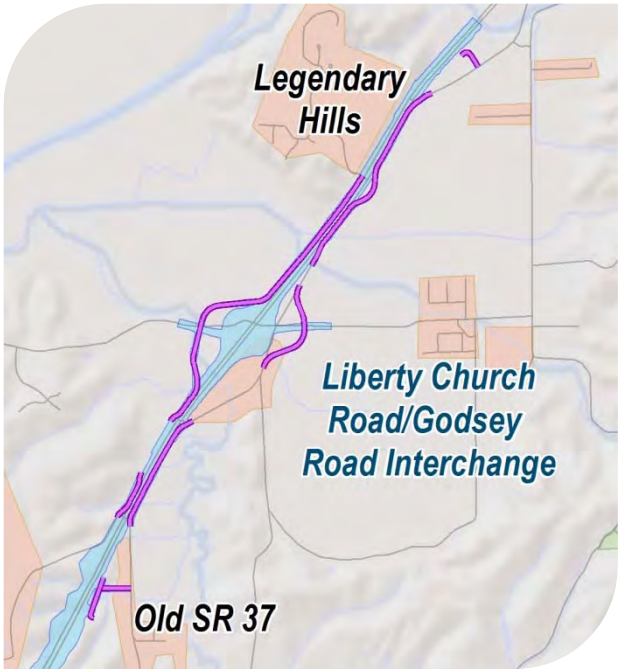
Preferred Alternative 8
Local Access



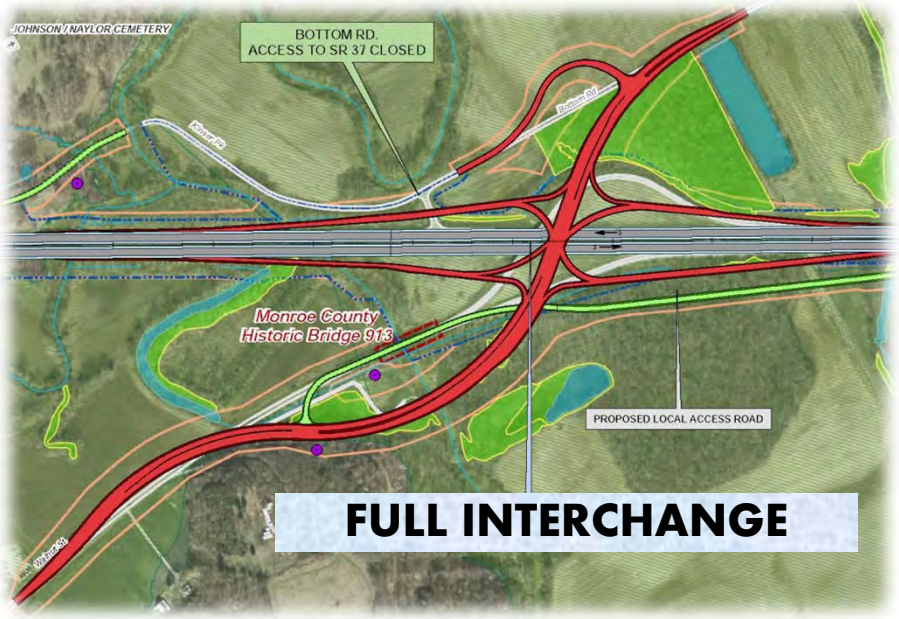


Preferred Alternative 8 Local Access





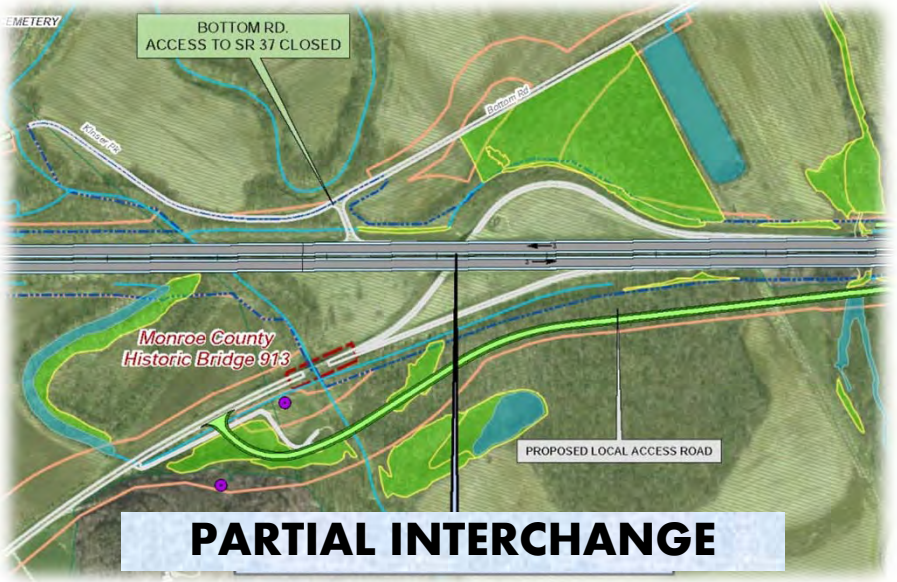
Preferred Alternative 8 Walnut Street Interchange Option A



Full Interchange

- Addresses FHWA guidelines for full interchanges on new facilities
- Provides I-69 access to/from all directions
- Increased impacts and cost

Preferred Alternative 8 Walnut Street Interchange Option B

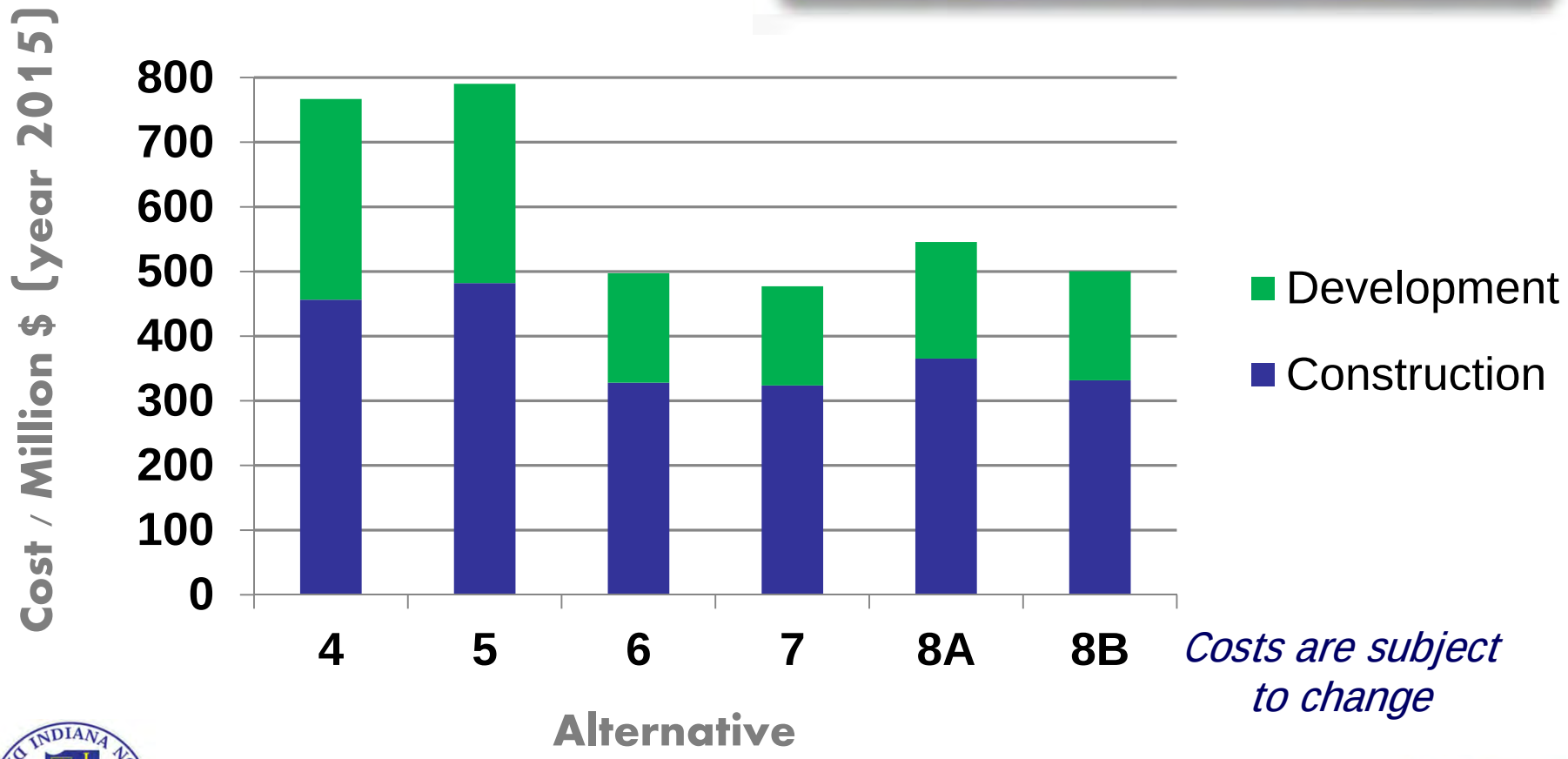


Maintain Existing Partial Interchange

- Fewer impacts than full interchange
- Saves $45M over full interchange
- Use not yet approved by FHWA

Estimated Costs

Preferred Alternative
$500 M to $546 M



Costs are subject to change

Environmental Evaluations

- Social and Economic
- Community Resources
- Land Use and Parks
- Cultural Resources
- Noise and Air Quality
- Hazardous Materials
- Water Resources
- Endangered Species
- Biological
- Karst / Geological



Community Impacts





Potential Displacements (# units)		
	Alternatives 4 to 7	Preferred 8
Residential	123 to 249	150
Businesses	27 to 77	32
Churches	1 to 3	1
Cemeteries	0	0

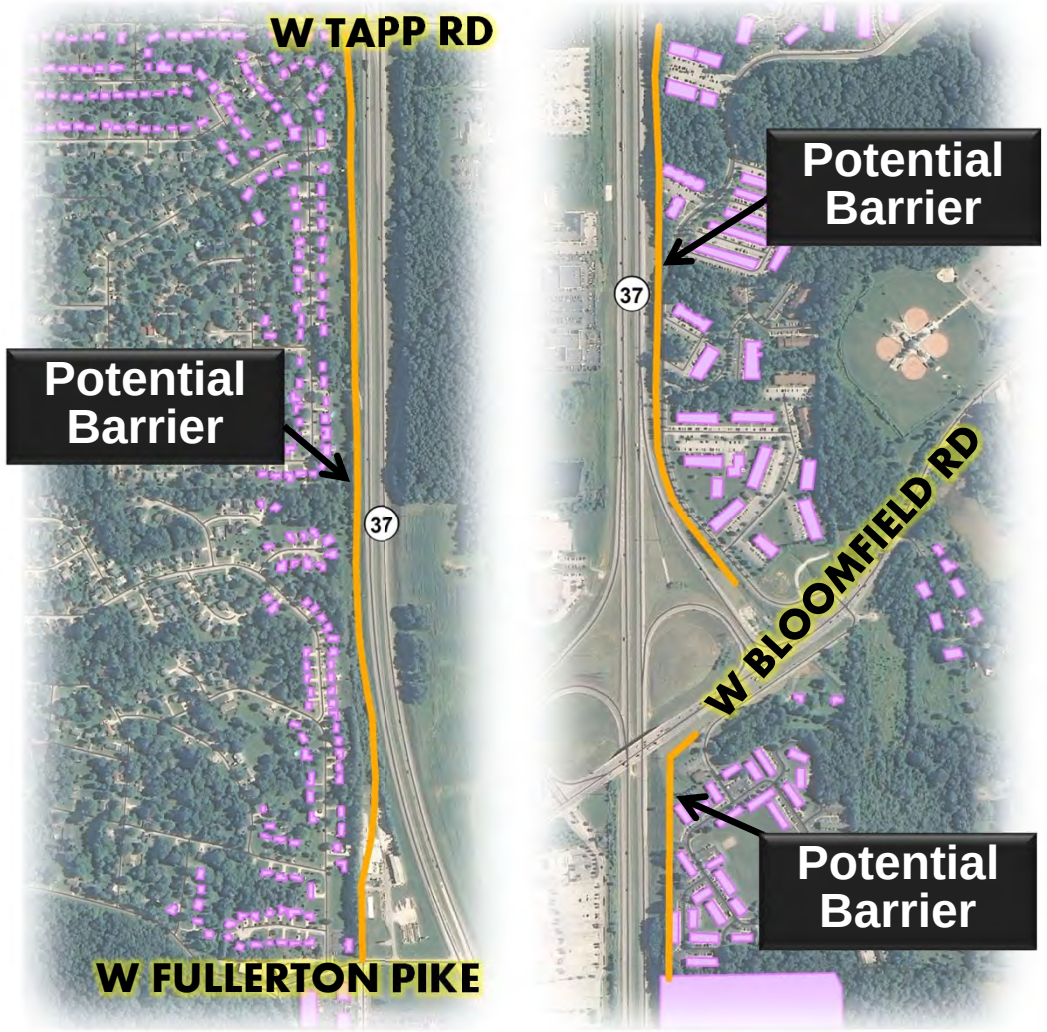
Wapehani Mountain Bike Park

- Preferred Alternative 8 currently shifts west to avoid the park
- No shift (~50 ft strip of park):
  - Avoids 7 residential displacements
  - Reduces impacts to utilities
  - Avoids reconstruction of SR 45 bridge
  - Loss of park property would be mitigated



Noise Analysis

- Three locations met FHWA criteria
- Survey underway at potential barrier locations
- Barriers will be finalized in design



Cultural Resources





Endangered Species



Water Resources

Air Quality





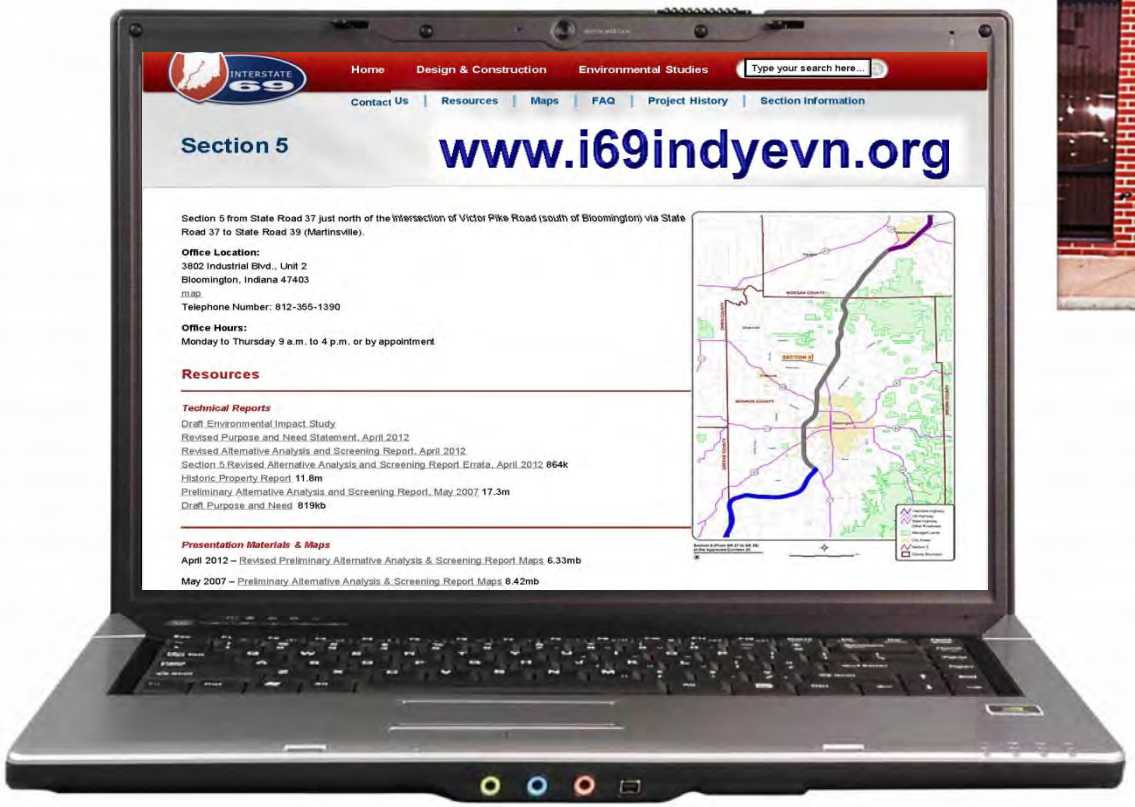
Karst

Public Involvement / Outreach

- Community Advisory Committee
- Participating Agencies
- Monroe and Morgan County Planning Staff
- Bloomington and Martinsville Planning Staff
- Bloomington and Martinsville Chambers of Commerce
- Monroe and Morgan Historical Societies
- Morgan-Monroe State Forest
- Elected Officials
- Emergency Service Providers
- Major Employers
- Neighborhood Associations
- Individuals and Citizens



Project Office & Website





Monday – Friday
9:00 am – 4:00 pm
(or by Appointment)

3802 Industrial Blvd, Unit 2
Bloomington, IN 47403
(812) 355-1390

What's Next?



- Comment and response is part of the FEIS development process
- Preferred Alternative may be refined based on agency and public comments
- FEIS and ROD anticipated Spring 2013
- Acquisitions will be prioritized

Thank You

- Public Comment Session will begin in a moment
- Display maps and project personnel are in the Community Building

Ways to Submit Your Comments

Tonight:
Provide verbal comments or drop the comment sheet from your handout in one of the boxes here tonight.

Website:
Submit comments on the project website: www.i69indyevn.org

Mail:
Mary Jo Hamman
Michael Baker Corporation
P O Box 8464
Evansville, IN 47716



Comments Due January 2, 2013


INDIANA DEPARTMENT OF TRANSPORTATION
INDOT

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

5:30 PM – 8:30 PM

Monroe County Fairgrounds Auditorium, 5700 W. Airport Road, Bloomington, IN 47403

The Indiana Department of Transportation (INDOT) would like to thank you for attending the Public Hearing for the I-69 Tier 2 Section 5 project. The purpose of this Public Hearing is to present key elements of the Tier 2 Draft Environmental Impact Statement (DEIS) and to obtain public input. Your comments are encouraged and may be submitted in the following ways:

- Complete the comment sheet provided with your handout and drop it in the comment box tonight.
- Mail comments (using the comment sheet provided or any format of your choice) to:
  Mary Jo Hamman, Michael Baker Corporation
  Section 5 Project Manager
  PO Box 8464
  Evansville, IN 47716
- Provide comments through the project website at **http://www.i69indyevn.org**.
- Have your statements recorded by the court reporter this evening at the Hearing.

The comment period extends through January 2, 2013. Comments received at any time during the comment period will be given the same consideration as those received tonight. All comments received become public records, and will be published in their entirety as part of the Final Environmental Impact Statement (FEIS) for this project.

PROJECT DESCRIPTION

The project includes the completion of an interstate highway within Section 5 of the approved I-69 corridor between Evansville and Indianapolis, Indiana (Figure 1). The I-69 Section 5 corridor is 21 miles in length and follows existing SR 37, which is currently a multi-lane, median-divided highway with partial access control. Within the Section 5 corridor, the project upgrades existing SR 37 to interstate standards, using some features of the existing highway facility. The Tier 2 DEIS provides a detailed evaluation of alternatives that complete this Section of I-69 as a fully access-controlled freeway. This DEIS also includes discussion of how the project satisfies regulatory compliance under applicable laws.

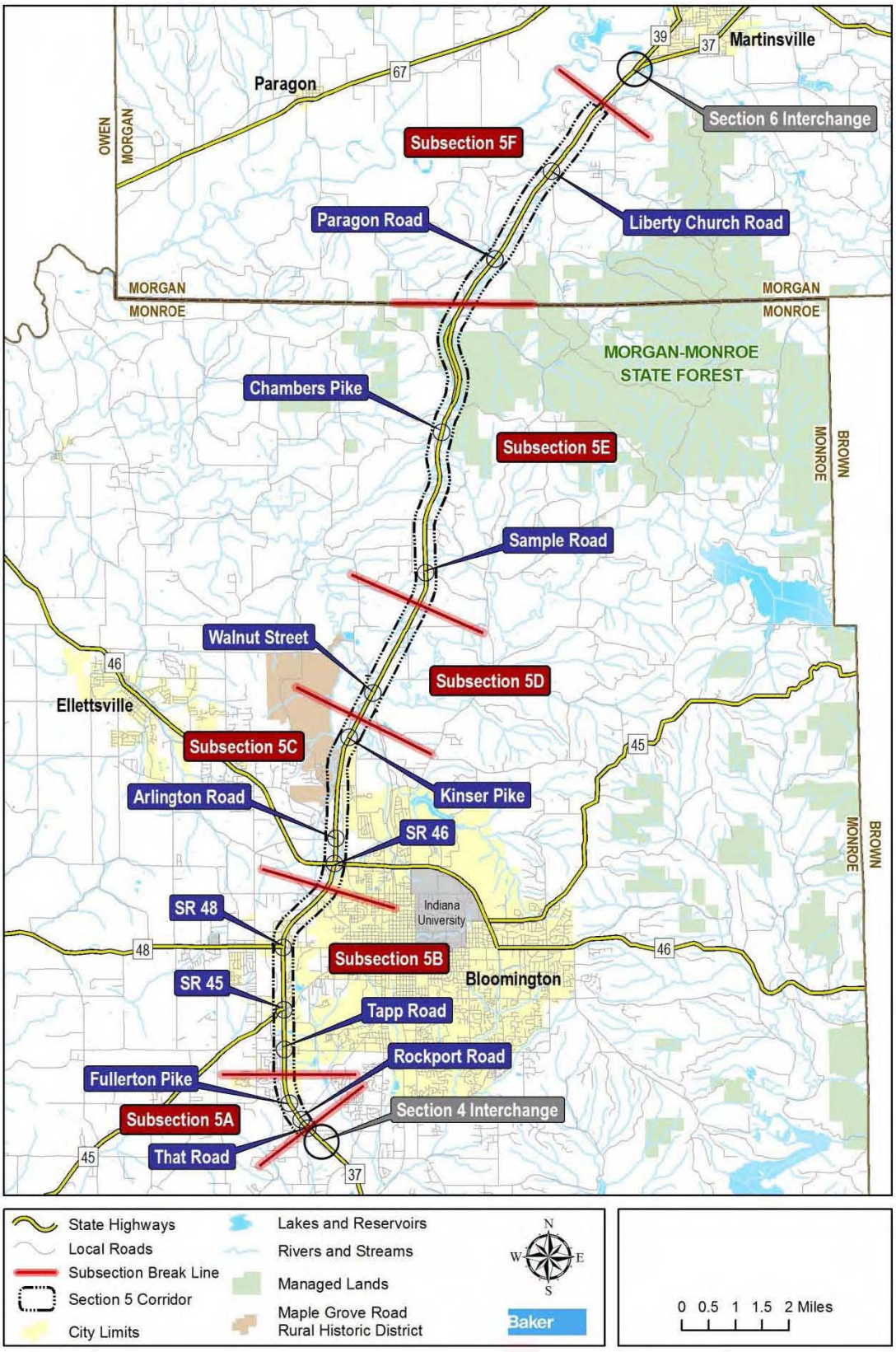


Figure 1: Section 5 Project Corridor and Subsections

ALTERNATIVES CONSIDERED

The Tier 1 Record of Decision (ROD) approved a 2000-foot corridor for further study in Tier 2 for Section 5. In 2005, three preliminary alternatives were identified based on this corridor. Alternatives 4 and 5 then were developed from these preliminary alternatives in 2007. In early 2012, Alternatives 6 and 7 were added, looking at ways to reuse portions of SR 37 and narrow the footprint to reduce impacts and cost. These alternatives were presented at the Public Information Meeting in April. Further review since that meeting has led to Preferred Alternative 8, which is a hybrid alternative. Table 1 compares typical sections of the five Build Alternatives presented in the DEIS. After the Public Hearing, the comments that are received on the DEIS will help refine the Preferred Alternative that is ultimately approved in the ROD.

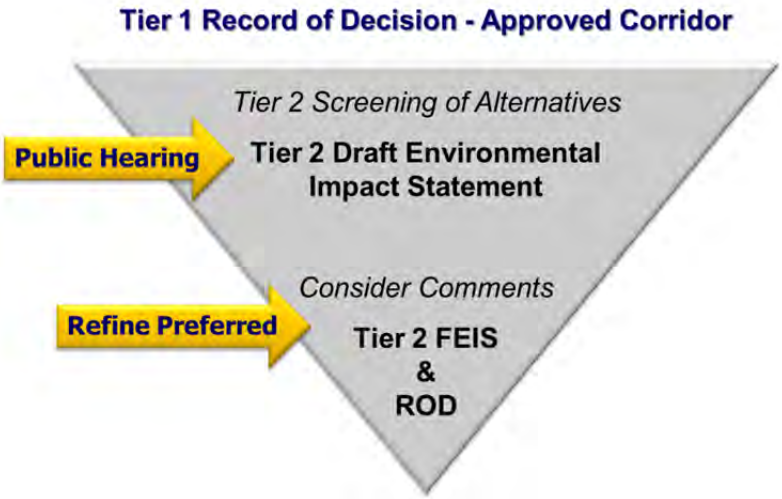


Table 1: Typical Section Design Elements

Design Cross Section	Alternatives 4 / 5		Alternatives 6 / 7 / 8	
	Rural Section	Urban Section	Rural Section	Urban Section
Travel Lanes	Two 12-foot	Three 12-foot	Two 12-foot	Three 12-foot
Median	84-foot	60-foot	60-foot	26.5-foot, barrier separation
Climbing / Auxiliary Lane, as needed	12-foot, climbing	12-foot, auxiliary	12-foot, climbing	12-foot, auxiliary
Outside Shoulder	12-foot, paved	12-foot, paved	12-foot, paved	12-foot, paved
Inside Shoulder	6-foot, paved	12-foot, paved	4-foot, paved	12-foot, paved
Minimum Outside Clearzone	35-foot	35-foot	30-foot	30-foot

Figures showing the typical sections for the Build Alternatives are in the Community Building, in the DEIS, and available for viewing on the I-69 project website.

With Alternatives 6, 7, and 8, the costs are minimized by narrowing the right-of-way needed. Instead of taking a strip of land from every property along the SR-37 right-of-way fence and impacting a lot of people, these alternatives try and work within the fences and reuse existing pavement and bridges to the extent possible. To achieve this, these alternatives expand to the inside of SR 37, and use barriers, retaining walls, and guardrail. Reducing impacts to homes and businesses also significantly reduces costs. An additional benefit of the narrower alternatives is reduced impacts to farmland, forest, wetlands, streams, and floodplains as well.

Beyond the roadway footprint, right-of-way is also needed for cut and fill slopes, maintenance (maneuverability of equipment for mowing, shrub clearing, etc.), drainage, and fencing. In order

to provide connectivity to residential developments and businesses, new local access roads or connections between existing local roads would be required along portions of I-69. Based upon input from the public and agencies, context sensitive elements could be considered within constraints of available right-of-way, impacts, and cost.

PREFERRED ALTERNATIVE SELECTION AND RATIONALE

Alternative 8 is the Preferred Alternative. The key focus of this alternative is to minimize impacts and costs without jeopardizing what is desirable. Preferred Alternative 8 uses the existing SR 37 right-of-way, with additional adjacent acreage required based on design requirements and topography. In regards to travel lanes, what is being studied for impacts is 3 lanes in each direction from the south end of the project up to Sample Road, and then 2 lanes further north. INDOT is evaluating traffic further to see when lanes are needed between now and the design year 2035, so that what is built can be prioritized based on the demand.

Interchanges include Fullerton Pike, SR 48 (3rd Street), SR 46, Sample Road and Liberty Church Road. An interchange also serves Tapp Road and SR 45 (2nd Street) and two interchange options are being considered at Walnut Street (full or partial interchange, see Subsection 5D below. Overpasses help connect local roads across the interstate at Rockport Road, Vernal Pike, Arlington Road, Kinser Pike and Chambers Pike. New bridges will be designed with shoulders and/or sidewalks that accommodate bicyclists and pedestrians. Where existing bridges are reused, these features are incorporated as much as is reasonable within the constraints of these bridges.

Major features of Preferred Alternative 8 are compared to the existing SR 37 in Table 2, which is followed by a narrative summary detailing the rationale for the selection of Preferred Alternative 8 as divided into subsections (see Figure 1, page 2) that are based on similar planning, transportation, development, and environmental features. Chapter 6 of the Section 5 DEIS, Comparison of Alternatives, provides further details.

Table 2: Summary Comparison of Major Features

Major Feature	Existing Condition	Preferred Alternative 8
I-69 and SR 37	Not Applicable	Section 4 Interchange.
That Road	Intersection; Free Flow SR 37	No I-69 access; east access road to connect That Road to Rockport Road.
Rockport Road	Intersection; Free Flow SR 37	Overpass to provide connectivity.
Fullerton Pike	Signalized Intersection	Interchange, no relocation of Fullerton Pike. Improvements integrate with local projects in the Fullerton Pike area.
Tapp Road	Signalized Intersection	Interchange serves Tapp Road and SR 45 / 2nd Street with controlled access lanes on the outside of the mainline using barriers. Mainline shift to the west to avoid Wapehani Mountain Bike Park*.
SR 45 / 2nd Street	Existing Interchange	

Table 2: Summary Comparison of Major Features		
Major Feature	**Existing Condition**	**Preferred Alternative 8**
SR 48 / 3rd Street	Existing Interchange	Use existing interchange, reducing cost and right-of-way footprint. Potential for additional turning lanes.
Vernal Pike	Signalized Intersection	Eliminate access at Vernal Pike and provide overpass at 17th Street. Avoids superfund site and provides better east side access road connections.
SR 46	葦xisting Interchange	Use existing interchange.
Arlington Road	Overpass	Overpass.
Acuff Road	Intersection; Free Flow SR 37	No I-69 access. Use existing roads to connect to Kinser Pike or Arlington Road. Reduces cost and right-of-way footprint.
Kinser Pike	Intersection; Free Flow SR 37	An overpass and existing Kinser Pike West used to access the Walnut Street interchange. Maintains connectivity and access to Bloomington High School North, churches, medical facilities, businesses, and Bloomington Wastewater Treatment Plant.
North Walnut Street	Existing Partial Interchange	Interchange would maintain historic access and use historic bridge, serving as a gateway to Bloomington. Option A Full Interchange meets FHWA guidelines. Option B Maintain Existing Partial Interchange reduces costs and impacts.
Sample Road	Intersection; Free Flow SR 37	Interchange provides connectivity while avoiding the deep valley area and impacts in the SW quadrant.
Chambers Pike	Intersection; Free Flow SR 37	Overpass to provide connectivity.
Bryant's Creek Road	Intersection; Free Flow SR 37	No I-69 access. West access road. East side property acquisition. Has a lower traffic volume than Chambers Pike.
Paragon Road / Pine Boulevard	Intersection; Free Flow SR 37	No I-69 access. West access road. Use existing east access road. Reduces cost and forest impacts.
Liberty Church Rd / Godsey Rd	Intersection; Free Flow SR 37	Interchange to provide access for proposed development. Maintains alignment of Liberty Church Road / Godsey Road to reduce impacts.
SR 37 N of Legendary Hills	Intersection; Free Flow SR 37	No I-69 access. East access road to connect to Liberty Church Road / Godsey Road to reduce costs and impacts.
I-69 and SR 39	Interchange	Section 6 Interchange
*See callout box on page 6 for information about the mainline shift and impacts at Wapehani Mountain Bike Park.		

Subsection 5A mainline uses the existing SR 37 alignment with an urban section and a 26.5-foot median with a center concrete barrier. A new local road is constructed to connect That Road to Rockport Road, which has an overpass of the mainline to maintain connectivity. An interchange at Fullerton Pike provides access onto or from the interstate. The existing Fullerton Pike alignment is used to reduce displacements along Fullerton Pike, reduce impacts to North Clear Creek Historic Landscape District, and integrate with local projects in the Fullerton Pike area.

Subsection 5B includes an urban section with concrete barrier median. The alignment shifts slightly west of the existing SR 37 alignment to avoid impacts to Wapehani Mountain Bike Park (see callout box below). An interchange serves Tapp Road and SR 45 / 2nd Street with controlled access lanes on the outside of the mainline using barriers. The interchange supports recent infrastructure improvements on Tapp Road and several long-range transportation improvements in the area. The existing SR 48 / 3rd Street interchange is reused. Vernal Pike is closed, but an overpass is included at 17th Street to maintain traffic patterns on the east side of the roadway by avoiding permanent closure of North Crescent Road.

Wapehani Mountain Bike Park

The Wapehani Mountain Bike Park is a publicly-owned park that is afforded protection under Section 4(f) of the Department of Transportation Act.

Shift: *Preferred Alternative 8 shifts to the west to avoid the park. But this shift leads to 7 residential displacements and impacts to 3 commercial business parking lots and a major utility line. It also adds $5.4 million in construction costs and requires replacement of the SR 45 Bridge. This bridge replacement will increase inconveniences to local traffic and businesses during construction.*

No Shift: *Reducing impacts would require using a ~50-foot strip of parkland adjacent to the eastern side of existing SR 37, similar to this portion of Alternative 7. FHWA could consider this modification to Preferred Alternative 8 with the concurrence of the City of Bloomington and evaluation of public input if it can be shown the use of the park is minimal after mitigating for the portion of the park impacted (like relocating the trail as well as any other enhancements).*

Subsection 5C includes an urban section and a concrete barrier median or a wider median with the use of a double-faced guardrail (north of Arlington Road). The existing alignment and 5% grade of existing SR 37 are maintained, reducing the earthwork needed during construction and minimizing impacts. An outside shoulder and protective separation (such as guardrail) separates the mainline and access road. The existing SR 46 interchange and Arlington Road overpass remain in place. In addition, an overpass is provided at Kinser Pike. Kinser Pike West is used to access the Walnut Street interchange to the north. The Kinser Pike overpass maintains connectivity and access in the area.

Subsection 5D includes an urban section, following the existing SR 37 alignment. It maintains the 4% grade of existing SR 37, reducing construction costs, earthwork, and associated impacts. An outside shoulder and protective separation (such as guardrail) separate the mainline and access road. Two interchange options at North Walnut Street are under consideration. Option A constructs a full interchange. Option B maintains the existing partial interchange. An interchange at North Walnut Street supports local transportation plans of Monroe County and the City of Bloomington. The area to the north and west of this interchange is within the Beanblossom Valley floodplain and there is limited potential for development.

North Walnut Street Interchange Options

Option A *constructs a full interchange. The added ramps serve about 10% of the traffic using this interchange. Option A adds $45 million to the cost and increases impacts to surrounding wetlands, streams, forests and floodplains. It also places development pressure near these valuable natural resources.*

Option B *maintains the existing partial interchange and includes a local access road on the east side. The existing interchange serves two of the four traffic movements (east and south) and provides a connection to downtown Bloomington. Since Option B does not address FHWA guidelines to provide full interchanges on new facilities, justification for its use needs to be approved.*

Subsection 5E includes an urban section and grass median from the Kinser Pike / Walnut Street area to Sample Road. Between Sample Road and Bryant's Creek Road, a rural section and grass median is proposed, along with an additional truck climbing lane in the southbound direction. The existing northbound SR 37 pavement is used for the east side access roads and the southbound pavement is converted into the future northbound travel lanes. New southbound travel lanes are constructed to the west. At Sample Road, the interchange will be designed to minimize impacts to resources in the interchange area. An overpass of Chambers Pike is included, as supported in requests from utilities, EMS providers, and local residents. An outside shoulder and guardrail separate the mainline and access roads, like in Subsection 5C.

Subsection 5F proposes a rural section with grassy median. Existing and new local access roads connect the Paragon Road / Pine Boulevard area north to Liberty Church Road / Godsey Road. The interchange at Liberty Church Road / Godsey Road supports future development goals of Martinsville and Morgan County on the east side of the interchange. At Liberty Church Road, the interchange closely aligns with the existing Liberty Church Road. North of Liberty Church Road, existing and new local access roads on the eastern side of I-69 provide access and connectivity for those living and working in the area.

SUMMARY OF KEY IMPACTS AND COST ANALYSIS

Table 3 summarizes key impacts and estimated cost associated with Preferred Alternative 8 in comparison to the other Build Alternatives. Further detail can be found in Chapter 6 of the DEIS.

Table 3: Section 5 Alternative Impact Summary

Evaluation Factors	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Preferred Alternative 8	
					Option A	Option B
Costs ($M)	**766.9M**	**791.3M**	**497.5M**	**477.3M**	**545.6M**	**500.2M**
Construction ($M)	456.4M	482.9M	328.0M	323.7M	365.4M	331.7M
Design ($M)	37.5M	39.5M	27.0M	26.7M	30.0M	27.4M
Construction Agency Administration ($M)	32.6M	34.5M	23.4M	23.1M	26.1M	23.7M
Right-of-Way Costs ($M)	186.4M	181.4M	82.3M	68.2M	85.6M	80.4M
Utility Relocation ($M)	13.9M	14.0M	10.4M	10.5M	11.1M	10.6M
Mitigation ($M)	40.1M	39.0M	26.3M	24.9M	27.5M	26.5M
Right-of-Way (acres)*	**1768.10**	**1729.38**	**1320.15**	**1291.70**	**1346.05**	**1318.38**
Potential Displacements (#)	**329**	**309**	**172**	**151**	**184**	**183**
Residential	249	235	138	123	151	150
Institutional (Churches)	3	3	1	1	1	1
Business	77	71	33	27	32	32
Noise Impacts (#)	**296**	**303**	**476**	**452**	**430**	**430**
Section 4(f)	**1** (adverse)	**2** (adverse & de minimis)	**1** (de minimis)	**1** (de minimis)	**1** (de minimis)	**1** (de minimis)
Wetlands (acres)	**11.69**	**16.05**	**10.96**	**5.18**	**9.96**	**5.63**
Total Stream Impacts (lf)**	**104,960**	**101,588**	**83,797**	**81,954**	**85,017**	**83,912**
Natural Stream Impacts (lf)***	**50,415**	**46,206**	**29,069**	**27,715**	**30,057**	**29,785**
Stream Relocations (lf)**	**72,633**	**67,850**	**54,733**	**52,455**	**55,684**	**54,969**
Floodplain (acres)	**125.55**	**145.50**	**126.98**	**99.69**	**128.52**	**102.29**
Karst Features (#)	**144**	**138**	**109**	**113**	**110**	**110**
Karst Features (acres)	**439.7**	**430.2**	**338.5**	**340.3**	**343.7**	**343.7**
Farmland (acres)	**149**	**160**	**65**	**70**	**67**	**56**
Managed Land (acres)	**26.08**	**25.85**	**5.96**	**6.26**	**5.30**	**5.30**
Upland Forest (acres)**	**433.16**	**395.67**	**238.61**	**232.94**	**249.32**	**245.57**
Core Forest (acres)	**87.23**	**76.82**	**45.88**	**44.52**	**44.86**	**44.97**

$M = million dollars (year 2015), lf = linear foot

** Preliminary right-of-way used for identifying impacts, not necessarily the amount to be acquired. Impacts are based on preliminary right-of-way, except wetland impacts which are by construction limits.*

*** Calculations include bifurcation area in Subsection 5E.*

**** Natural Stream Impacts are Total Stream Impacts minus impacts to concrete gutters, culverts, dump rock gutters, and roadside ditches.*

The selection of Preferred Alternative 8 for the DEIS followed a period of public and regulatory agency comments on the preliminary alternatives and interchange options, and an evaluation and screening analysis of the alternatives to meet purpose and need. Preferred Alternative 8 was selected primarily based upon the ability to reuse existing infrastructure, local economic development, provision of access and connectivity, impacts, and cost. Interchange recommendations are based primarily on the ability of the interchanges to meet purpose and need including increased accessibility, reduced travel time for regional destinations, congestion relief, and safety benefits. The Preferred Alternative may be refined based on agency and public comments.

LOCAL ACCESS PLAN

Interchange locations that advanced in the DEIS were the result of the performance measures analyses, interchange spacing policies, predicted interchange use, potential environmental impacts, and input from environmental resource agencies, local entities, and the public. Other access options, including new local roads, use of existing local roads, and overpasses were based on public and agency input, as well as evaluation of impacts and costs. Access is discussed in detail in the DEIS in Chapter 3 and Section 5.3.4, which provides details of road closures and rerouting of roads, new local road locations / overpasses / interchanges, and the connection of existing local roads. Information regarding access is also shown on the displays in the Community Building.

The Preferred Alternative presented in the DEIS includes local access roads at properties that would otherwise be landlocked by the new highway. Both the costs and impacts of such local access roads are included in the DEIS cost and impact totals. During final design, a cost-effectiveness evaluation of each of the local access roads will be conducted, and it is possible that some ultimately will not be constructed. Instead, the landlocked parcel would be purchased if the cost of the access road exceeds the value of the property to be served. Final decisions on each of the local access roads will not be made until the final design process.

REMAINING STEPS

DEIS Review Period. The DEIS has been published and is available for public comment through January 2, 2013. FHWA and INDOT will consider all comments received during this comment period and will prepare responses to all substantive comments received and incorporate them into the Final Environmental Impact Statement (FEIS).

FEIS and ROD. The DEIS will be revised as necessary after all comments have been reviewed. Coordination with federal and state environmental review agencies will be an important part of this process. It is anticipated that the FEIS and ROD will be issued in Spring 2013. The ROD will document the decision reached by FHWA at the conclusion of the Tier 2 NEPA process. Issuance of the Tier 2 ROD will allow FHWA and INDOT to proceed with federally-funded final design and land purchases, and will allow INDOT to proceed with construction in Section 5 of I-69 once necessary permits have been obtained.

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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) _____

Address _____

Phone (____) _____ *(Optional)* Email _____ *(Optional)*

Organization / Agency (if relevant) _____ *(Optional)*

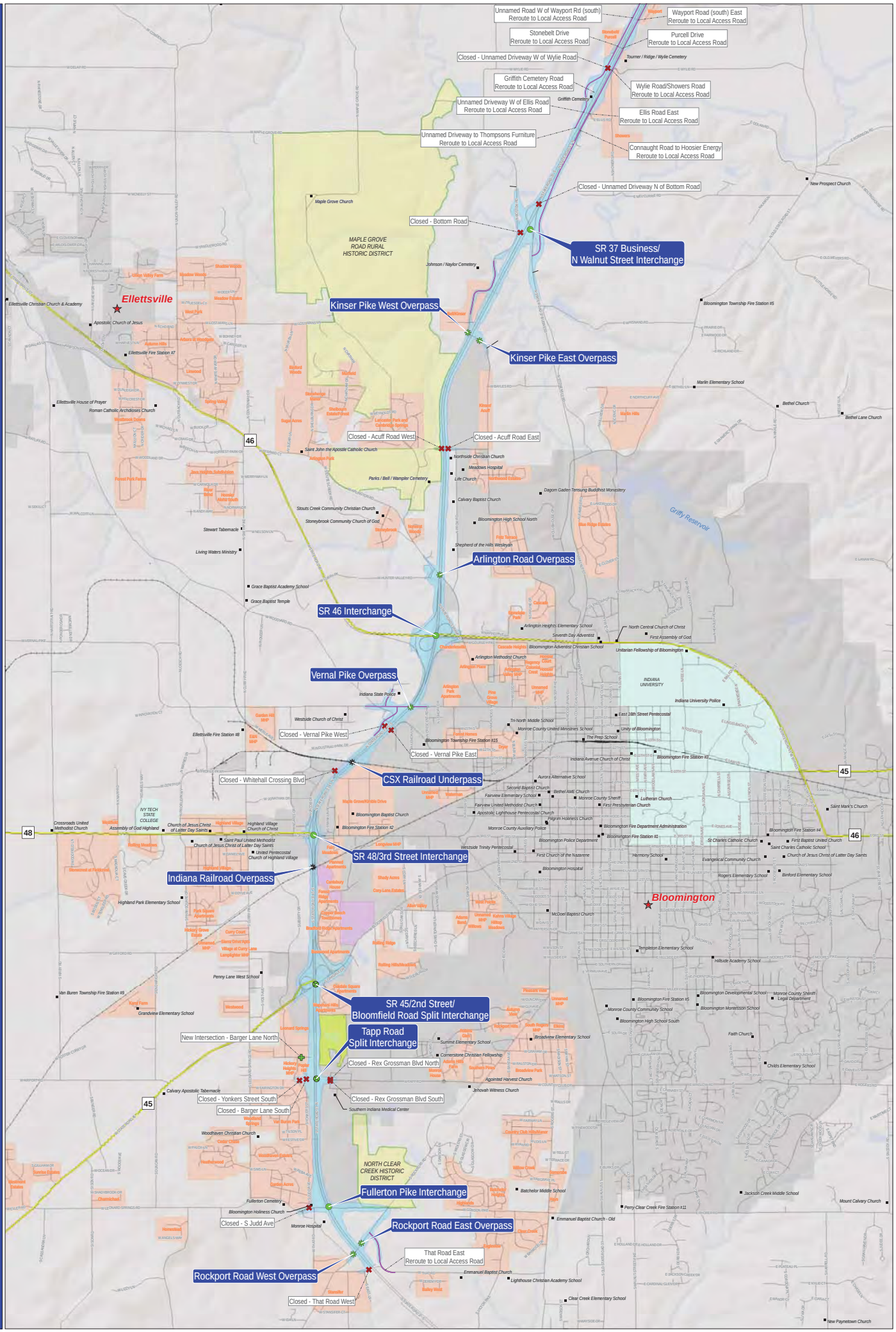
COMMENTS: (Note: Comment period concludes on **January 2, 2013**. *Please write legibly so that we can read your comment. Thank you.*)

(If more space is needed, continue on back.)

FROM: Name (PLEASE PRINT) _____

COMMENTS (Continued):

LOCAL ACCESS PLAN



Proposed Local Access Plan Map 1

Preferred Alternative 8

November 2012

Legend

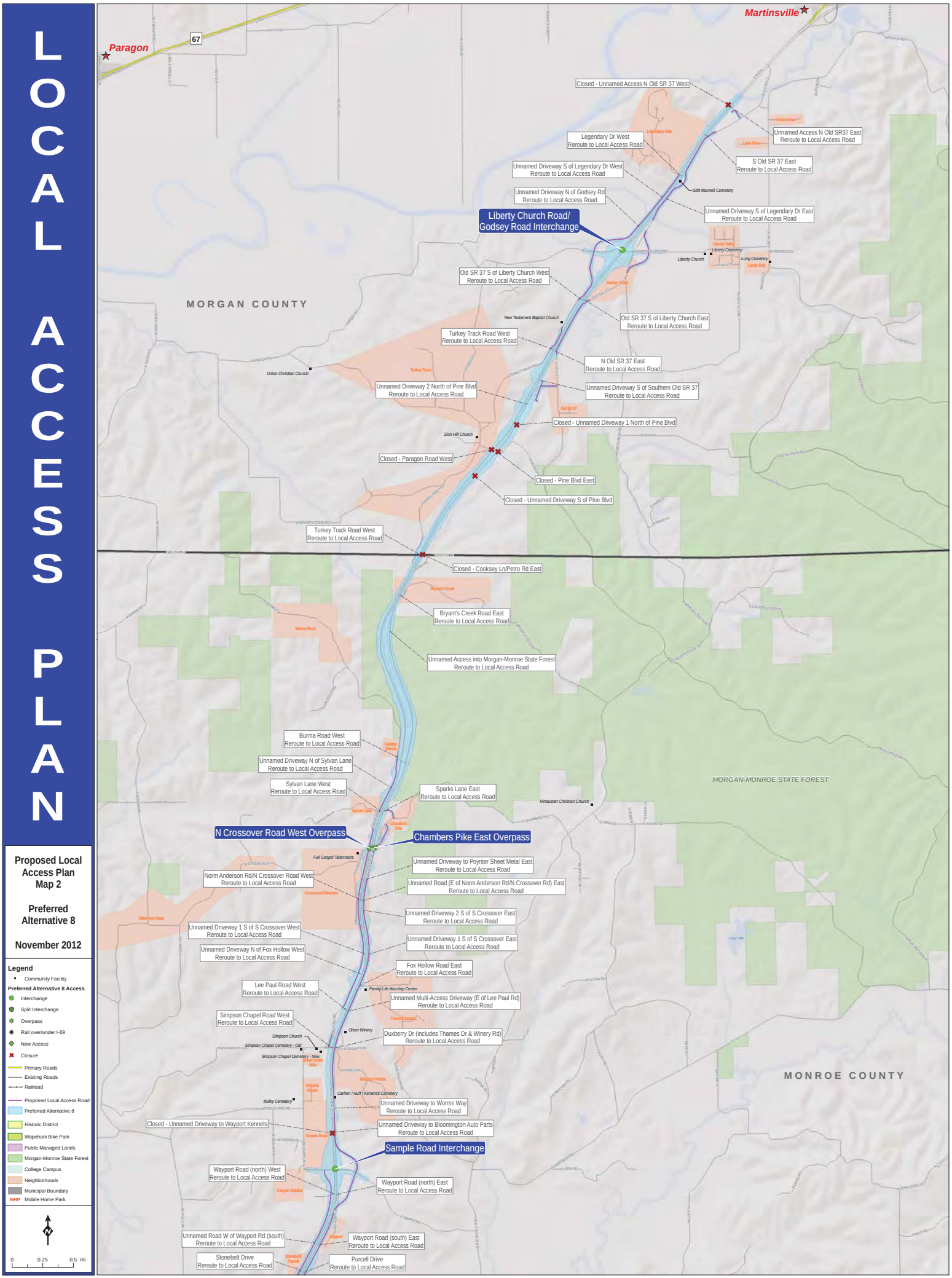
- Community Facility

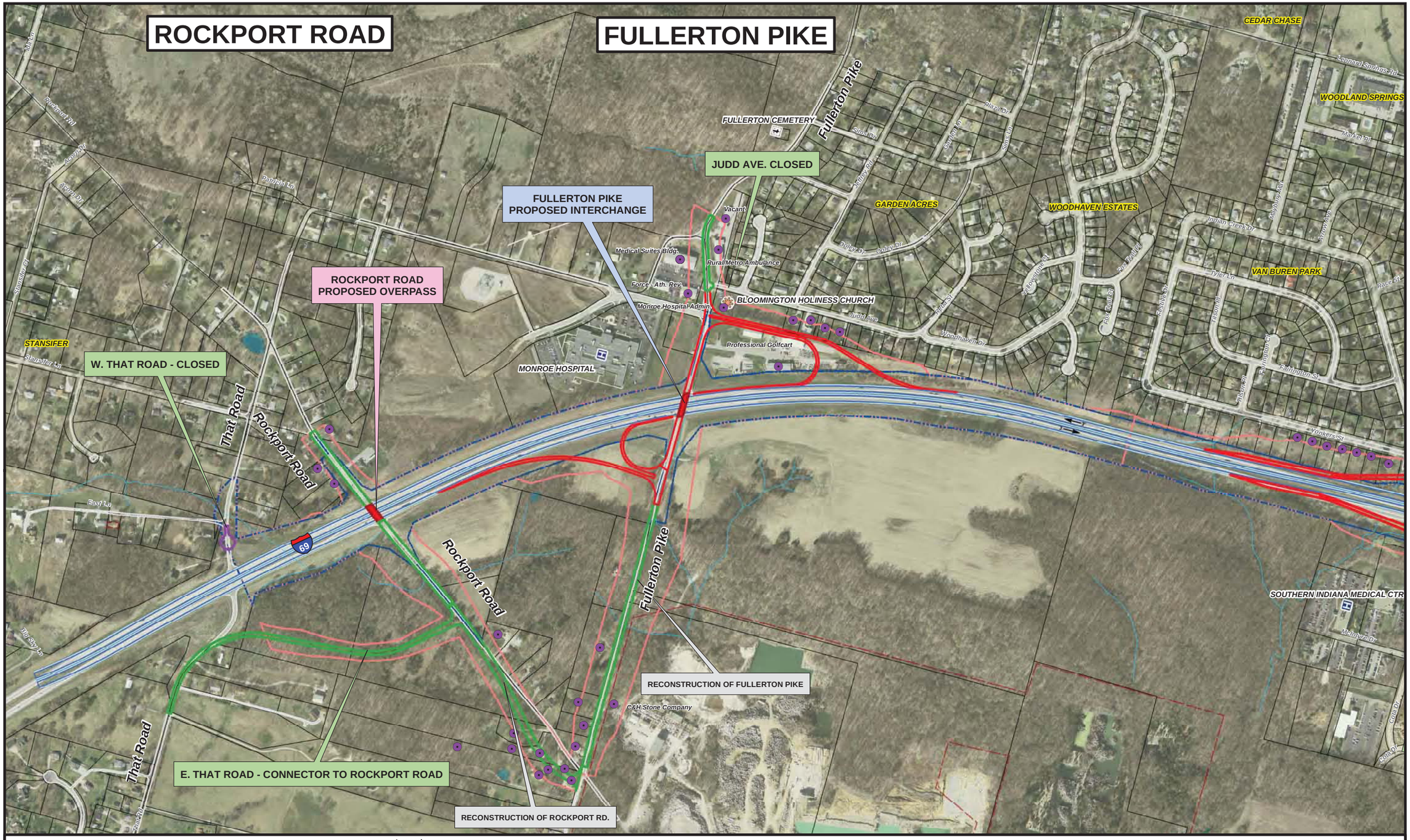
Preferred Alternative 8 Access

- Interchange
- Split Interchange
- Overpass
- Rail over/under I-69
- New Access
- Closure

- Primary Roads
- Existing Roads
- Railroad
- Proposed Local Access Road
- Preferred Alternative 8
- Historic District
- Wapehani Bike Park
- Public Managed Lands
- Morgan-Monroe State Forest
- College Campus
- Neighborhoods
- Municipal Boundary
- MHP Mobile Home Park

0 0.25 0.5 mi


LOCAL ACCESS PLAN
Proposed Local Access Plan Map 2
Preferred Alternative 8
November 2012
Legend
Community Facility
Preferred Alternative 8 Access
Interchange
Split Interchange
Overpass
Rail over/under I-69
New Access
Closure
Primary Roads
Existing Roads
Railroad
Proposed Local Access Road
Preferred Alternative 8
Historic District
Wapehani Bike Park
Public Managed Lands
Morgan-Monroe State Forest
College Campus
Neighborhoods
Municipal Boundary
MHP Mobile Home Park
0 0.25 0.5 mi
Paragon
Martinsville
67
MORGAN COUNTY
MONROE COUNTY
MORGAN-MONROE STATE FOREST
Closed - Unnamed Access N Old SR 37 West
Unnamed Access N Old SR37 East Reroute to Local Access Road
Legendary Dr West Reroute to Local Access Road
S Old SR 37 East Reroute to Local Access Road
Unnamed Driveway S of Legendary Dr West Reroute to Local Access Road
Unnamed Driveway N of Godsey Rd Reroute to Local Access Road
Unnamed Driveway S of Legendary Dr East Reroute to Local Access Road
Liberty Church Road/ Godsey Road Interchange
Old SR 37 S of Liberty Church West Reroute to Local Access Road
Old SR 37 S of Liberty Church East Reroute to Local Access Road
Turkey Track Road West Reroute to Local Access Road
N Old SR 37 East Reroute to Local Access Road
Unnamed Driveway 2 North of Pine Blvd Reroute to Local Access Road
Unnamed Driveway S of Southern Old SR 37 Reroute to Local Access Road
Closed - Unnamed Driveway 1 North of Pine Blvd
Closed - Paragon Road West
Closed - Pine Blvd East
Closed - Unnamed Driveway S of Pine Blvd
Turkey Track Road West Reroute to Local Access Road
Closed - Cooksey Ln/Petro Rd East
Bryant's Creek Road East Reroute to Local Access Road
Unnamed Access into Morgan-Monroe State Forest Reroute to Local Access Road
Burma Road West Reroute to Local Access Road
Unnamed Driveway N of Sylvan Lane Reroute to Local Access Road
Sylvan Lane West Reroute to Local Access Road
Sparks Lane East Reroute to Local Access Road
N Crossover Road West Overpass
Chambers Pike East Overpass
Unnamed Driveway to Poynter Sheet Metal East Reroute to Local Access Road
Norm Anderson Rd/N Crossover Road West Reroute to Local Access Road
Unnamed Road (E of Norm Anderson Rd/N Crossover Rd) East Reroute to Local Access Road
Unnamed Driveway 2 S of S Crossover East Reroute to Local Access Road
Unnamed Driveway 1 S of S Crossover West Reroute to Local Access Road
Unnamed Driveway 1 S of S Crossover East Reroute to Local Access Road
Unnamed Driveway N of Fox Hollow West Reroute to Local Access Road
Fox Hollow Road East Reroute to Local Access Road
Lee Paul Road West Reroute to Local Access Road
Unnamed Multi-Access Driveway (E of Lee Paul Rd) Reroute to Local Access Road
Simpson Chapel Road West Reroute to Local Access Road
Duxberry Dr (includes Thames Dr & Winery Rd) Reroute to Local Access Road
Unnamed Driveway to Worms Way Reroute to Local Access Road
Closed - Unnamed Driveway to Wayport Kennels
Unnamed Driveway to Bloomington Auto Parts Reroute to Local Access Road
Sample Road Interchange
Wayport Road (north) West Reroute to Local Access Road
Wayport Road (north) East Reroute to Local Access Road
Unnamed Road W of Wayport Rd (south) Reroute to Local Access Road
Wayport Road (south) East Reroute to Local Access Road
Stonebelt Drive Reroute to Local Access Road
Purcell Drive Reroute to Local Access Road



Legend

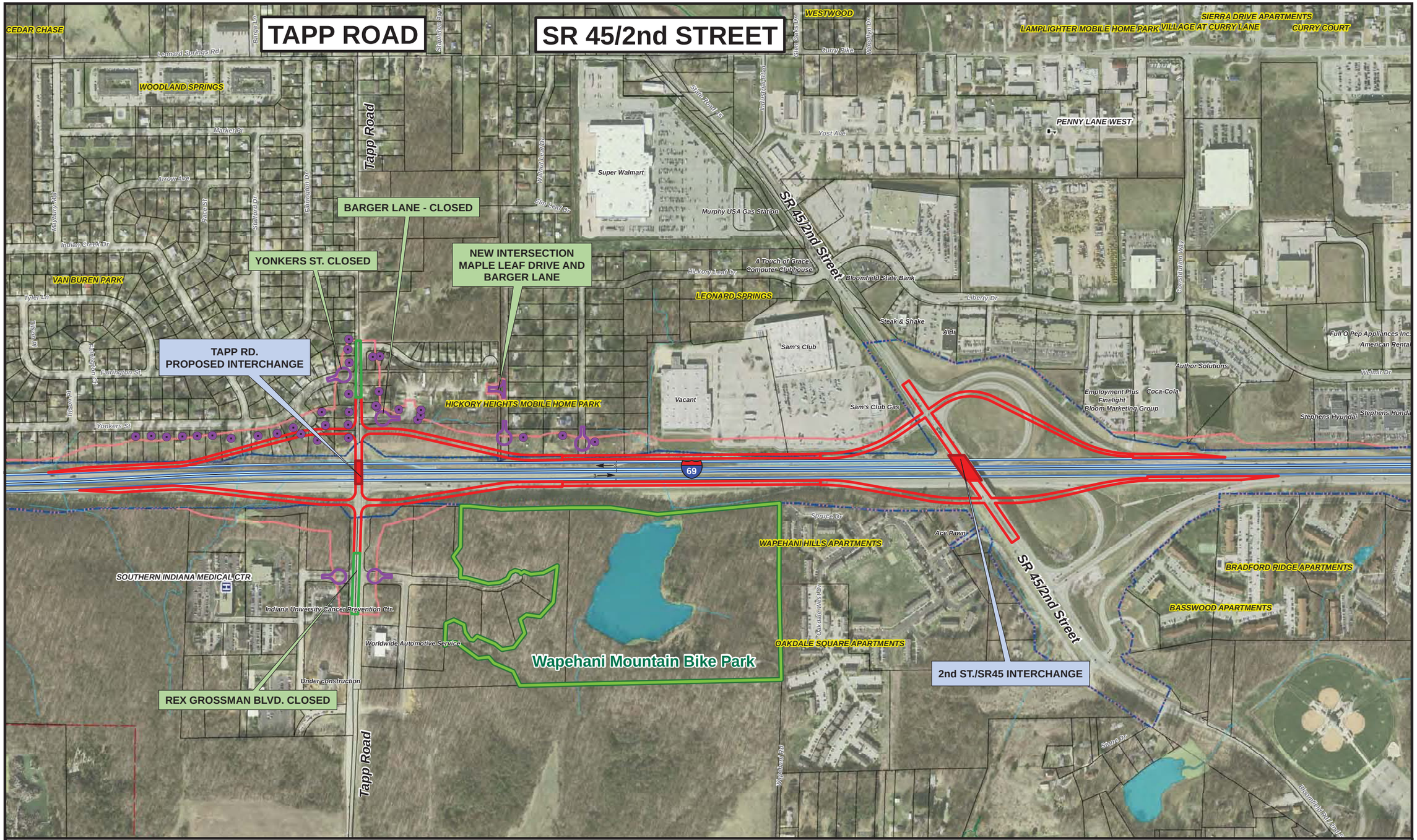
- Proposed I-69
- Mainline Shoulder
- Proposed Local Access Road
- Proposed Interchange/Overpass
- Proposed Cul-De-Sac
- Bridge Over I-69
- Existing Bridge
- Alternative 8 Preferred ROW
- SR 37 Existing ROW
- WOODLAND SPRINGS Neighborhood
- Potential Displacement
- National Register Historic Property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

0 300 600 1,200 Feet

N

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

Alternative 8 (INDOT's Preferred Alternative)
Sheet 1 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
- Bridges Over I-69
- Existing Bridge
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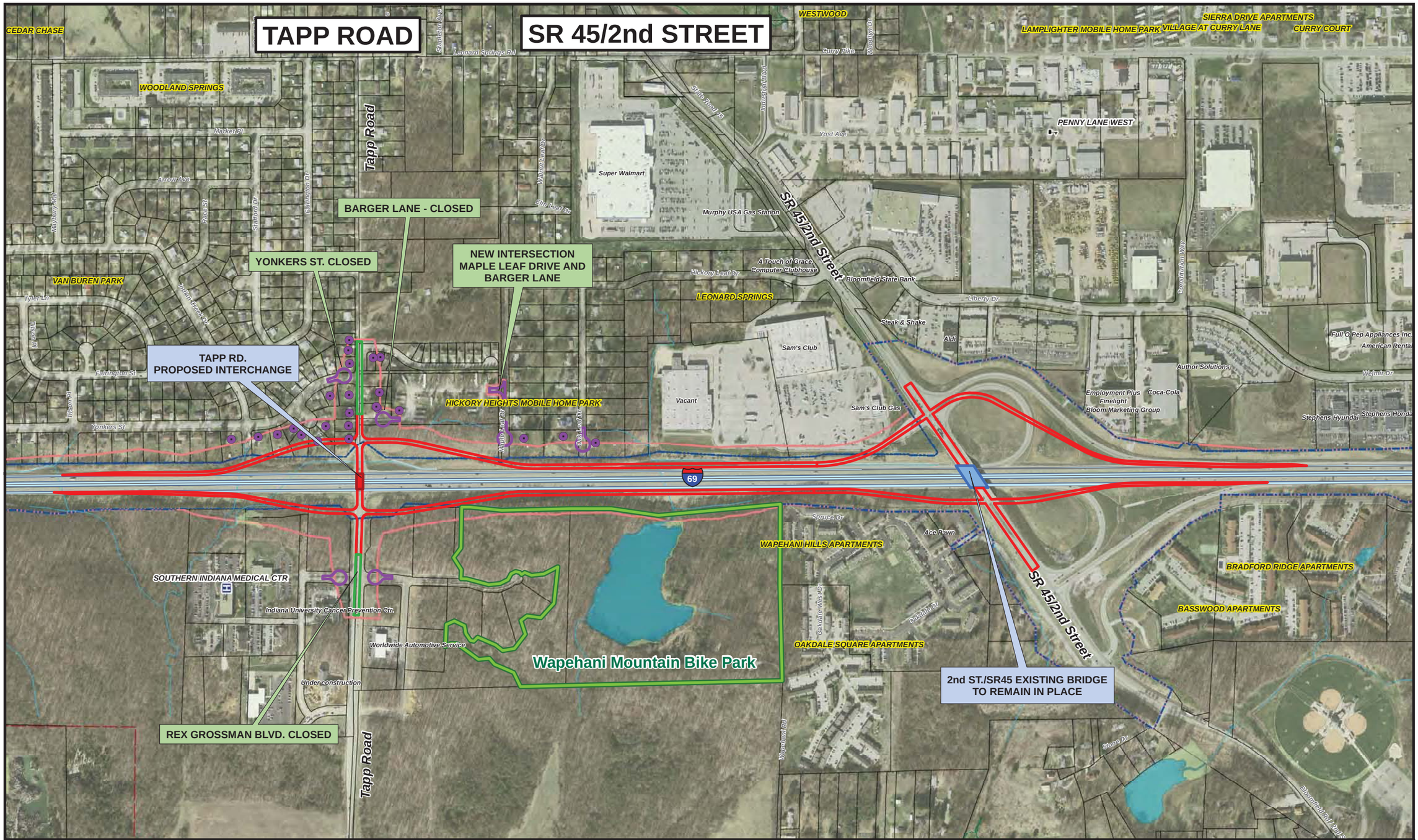
- Streams
- Emergency
- Hospital
- School
- Place of Worship
- Cemeteries

0 300 600 1,200 Feet

Alternative 8 (INDOT's Preferred Alternative) Shifted - Sheet 2a of 16



Legend

- Proposed I-69
- Mainline Shoulder
- Proposed Local Access Road
- Proposed Interchange/Overpass
- Proposed Cul-De-Sac
- Bridge Over I-69
- Existing Bridge
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- Potential Displacement
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- Stream
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- Hospital
- School
- Place of Worship
- Cemetery

0 300 600 1,200 Feet

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

No Shift At Wapehani - Sheet 2b of 16
(Based on Alternative 7)



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
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- Stream
- Emergency
- Hospital
- School
- Place of Worship
- Cemetery

0 300 600 1,200 Feet

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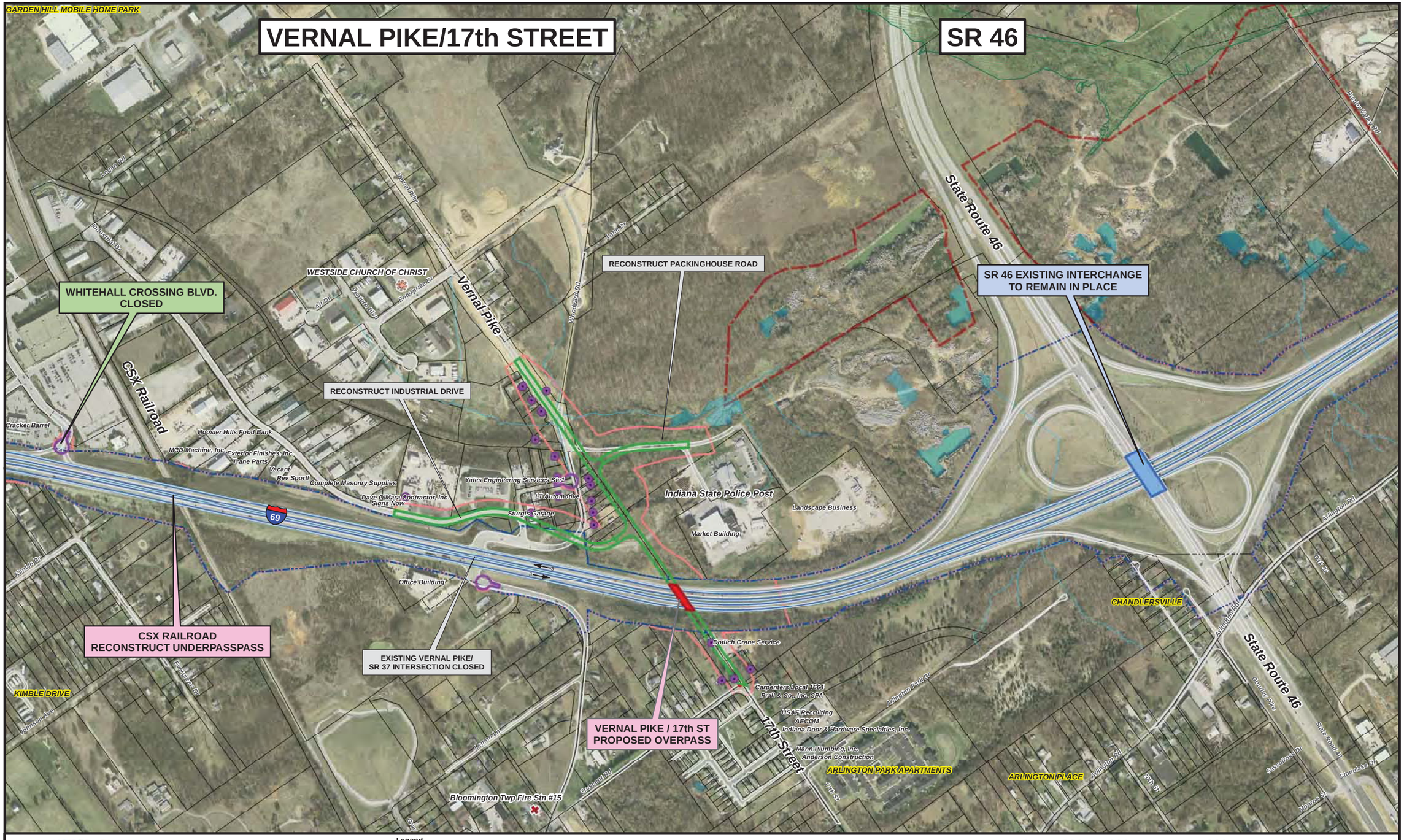
Alternative 8 (INDOT's Preferred Alternative)
Sheet 3 of 16



Legend

- Proposed I-69
- Mainline Shoulder
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- Bridge Over I-69
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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



Legend

- Proposed I-69
- Mainline Shoulder
- Proposed Local Access Road
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I-69 Evansville-to-Indianapolis
Tier 2 Studies
Section 5 - SR 37 to SR 39

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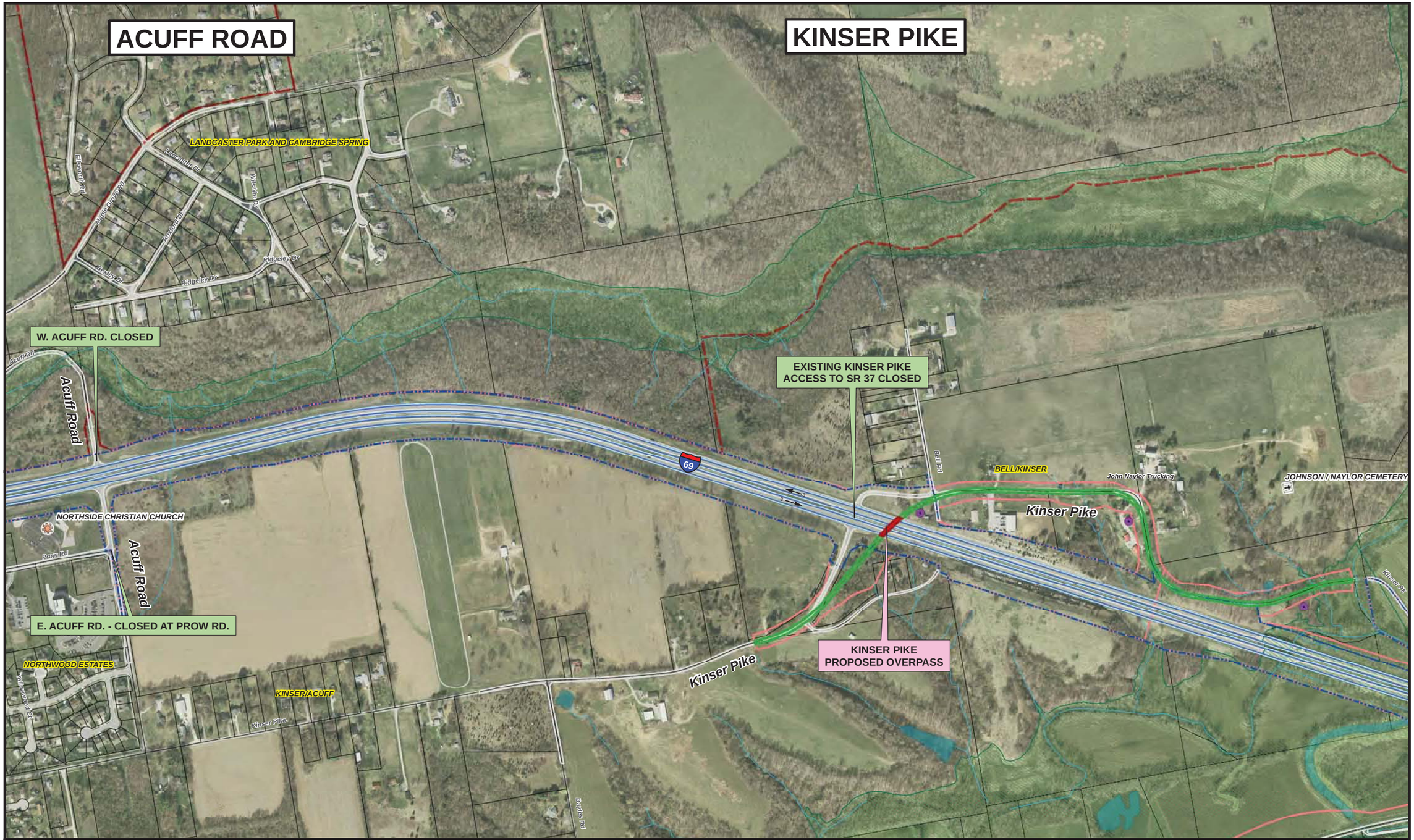
Alternative 8 (INDOT's Preferred Alternative)
Sheet 5 of 16



Legend

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0 300 600 1,200 Feet

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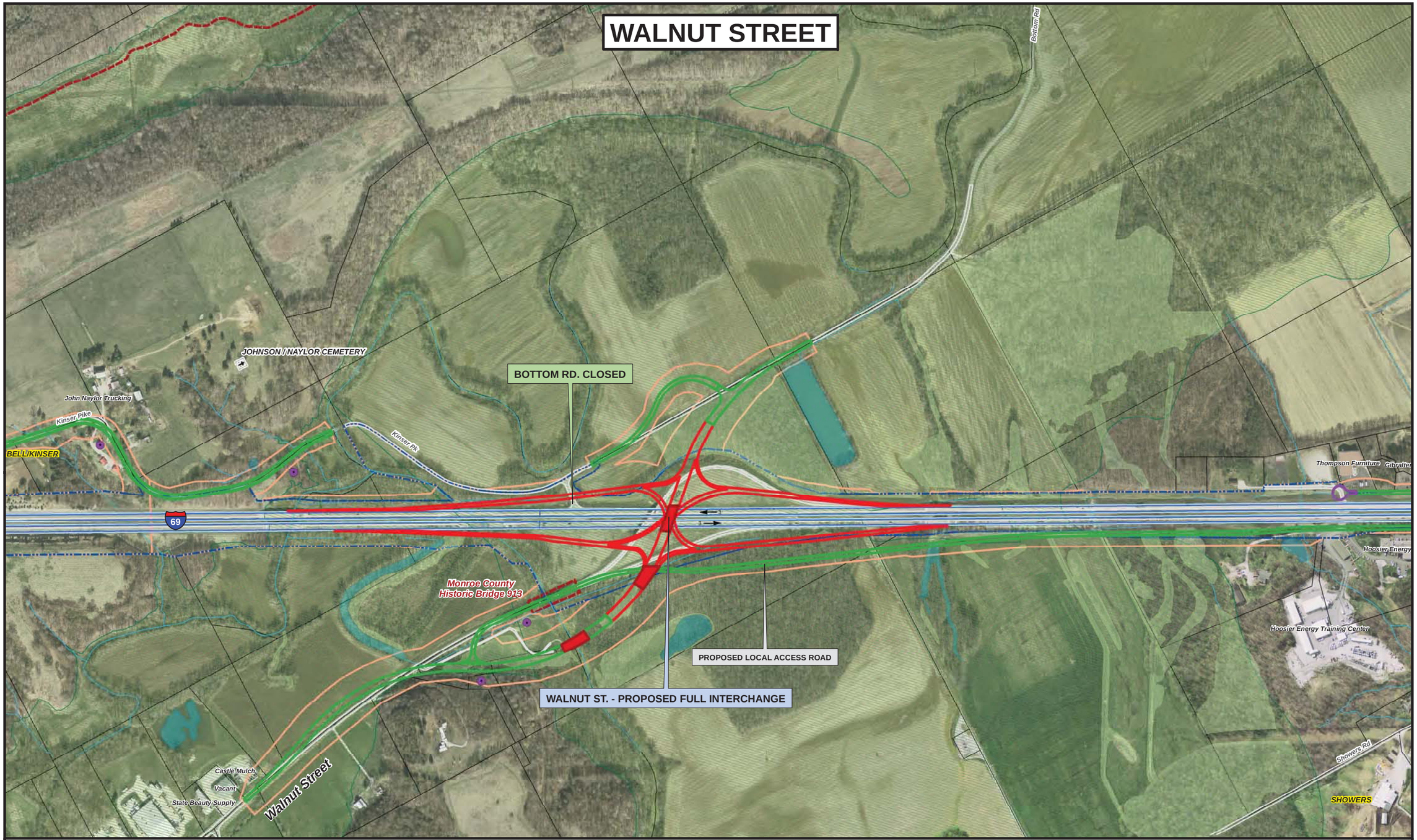
I-69 Evansville-to-Indianapolis
Tier 2 Studies
Section 5 - SR 37 to SR 39

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



Legend

- Proposed I-69
- Mainline Shoulder
- Proposed Local Access Road
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- Bridge
- Existing Bridge
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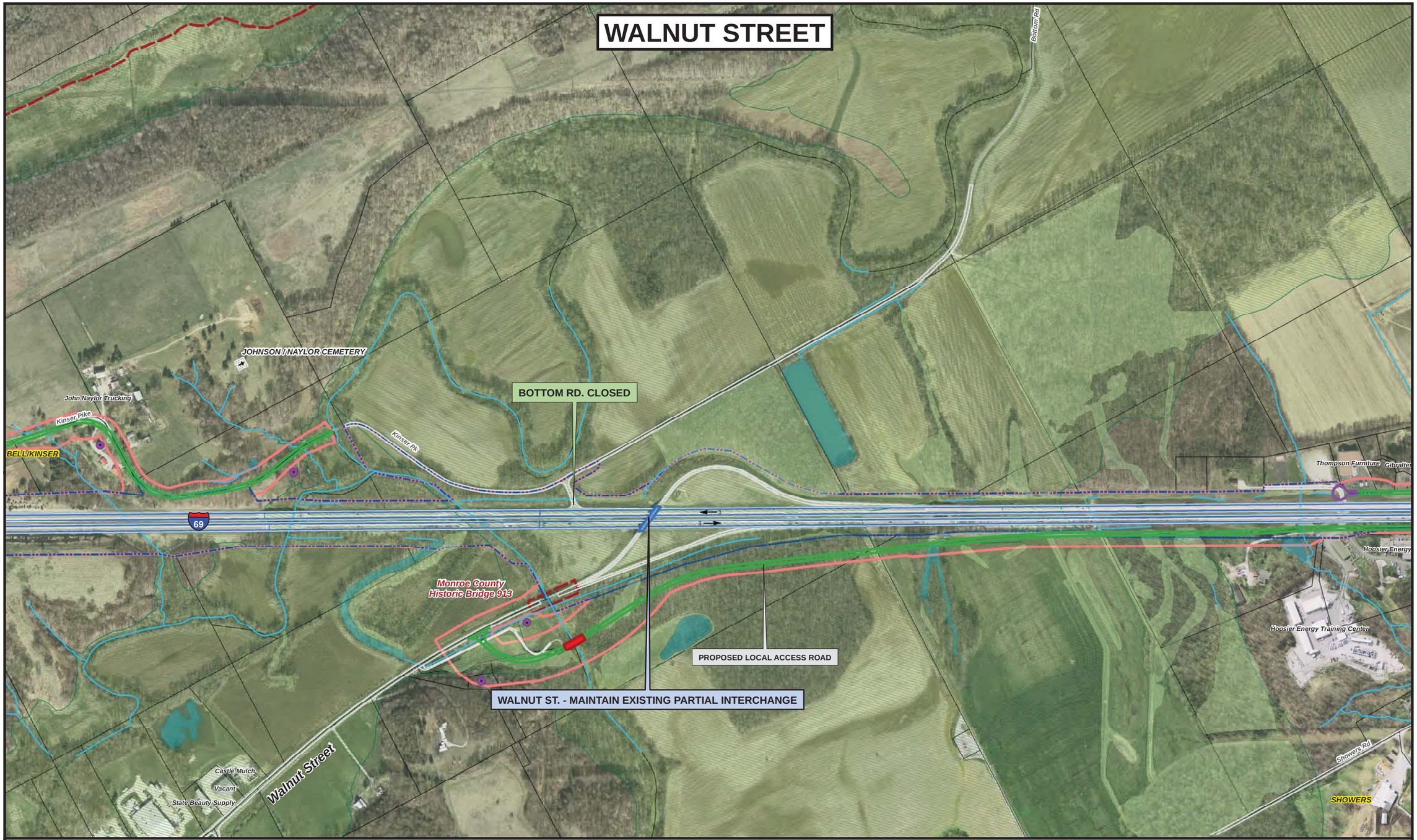
0 300 600 1,200 Feet

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

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



Legend

- Proposed I-69
- Mainline Shoulder
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- Proposed Interchange/Overpass
- Proposed Cul-De-Sac
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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)
Option B - Sheet 7B of 16

ELLIS ROAD

SAMPLE ROAD

CANYON ESTATES

PROPOSED LOCAL ACCESS ROAD

SAMPLE ROAD

Sample Road

PROPOSED LOCAL ACCESS ROAD

Stone Belt Shrine Club

STONEBELT/PURCELL

Stone Belt Dr

Thompson Furniture

Gibralter Design

GRIFFITH CEMETERY

69

Purcell Dr

Wayport Rd

Circle K

BP Gas Station

Thompson Furniture

Nature's Way Landscaping

Hoosier Energy

TOURNER / RIDGE / WYLIE

WAYPORT

Ellis Rd

Hoosier Energy Training Center

PROPOSED LOCAL ACCESS ROAD

Showers Rd

SHOWERS

Wylie Rd

PROPOSED LOCAL ACCESS ROAD

Legend

- Proposed I-69
- Mainline Shoulder
- Proposed Local Access Road
- Proposed Interchange/Overpass
- Proposed Cul-De-Sac
- Bridge Over I-69
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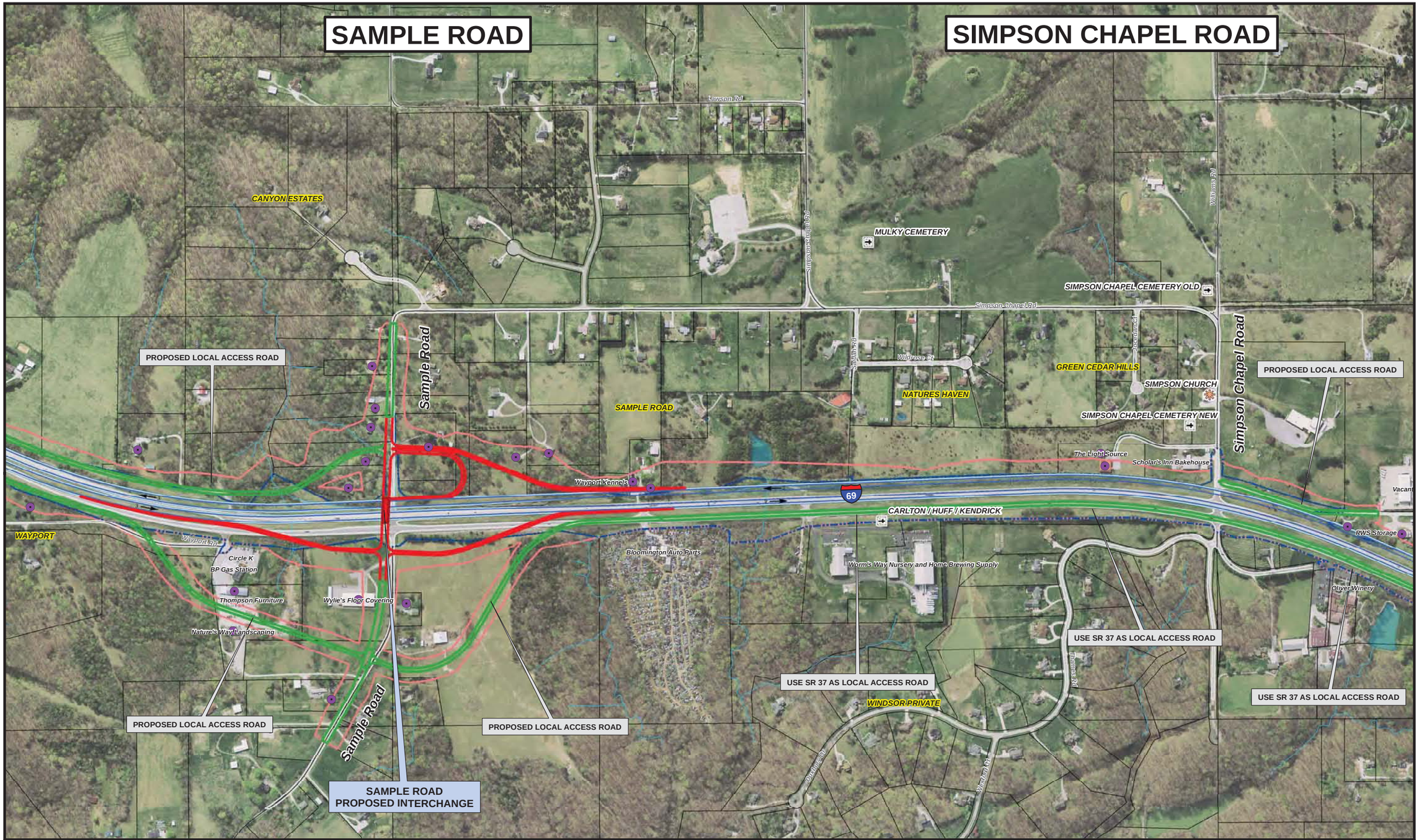
0 300 600 1,200 Feet

N

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

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



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

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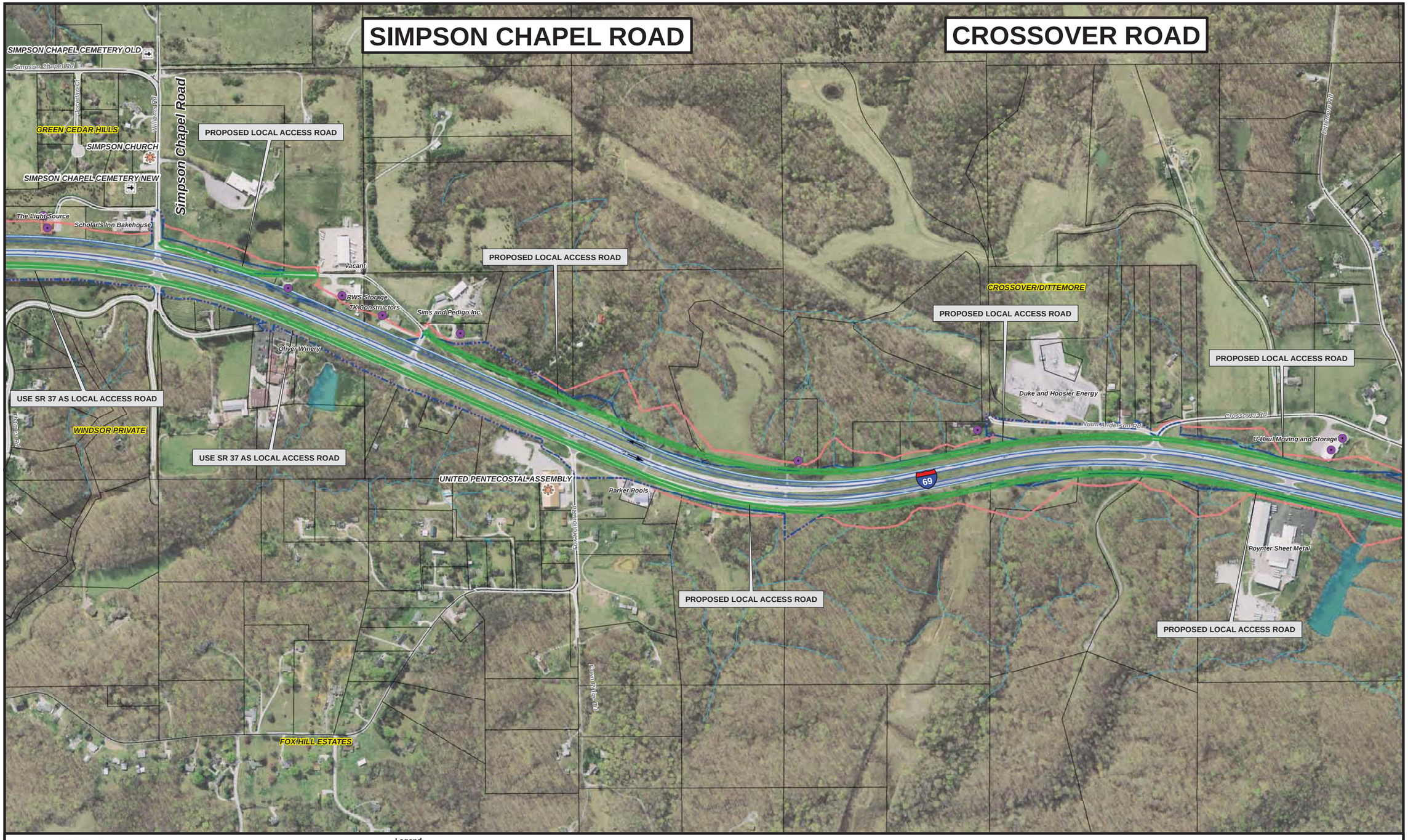

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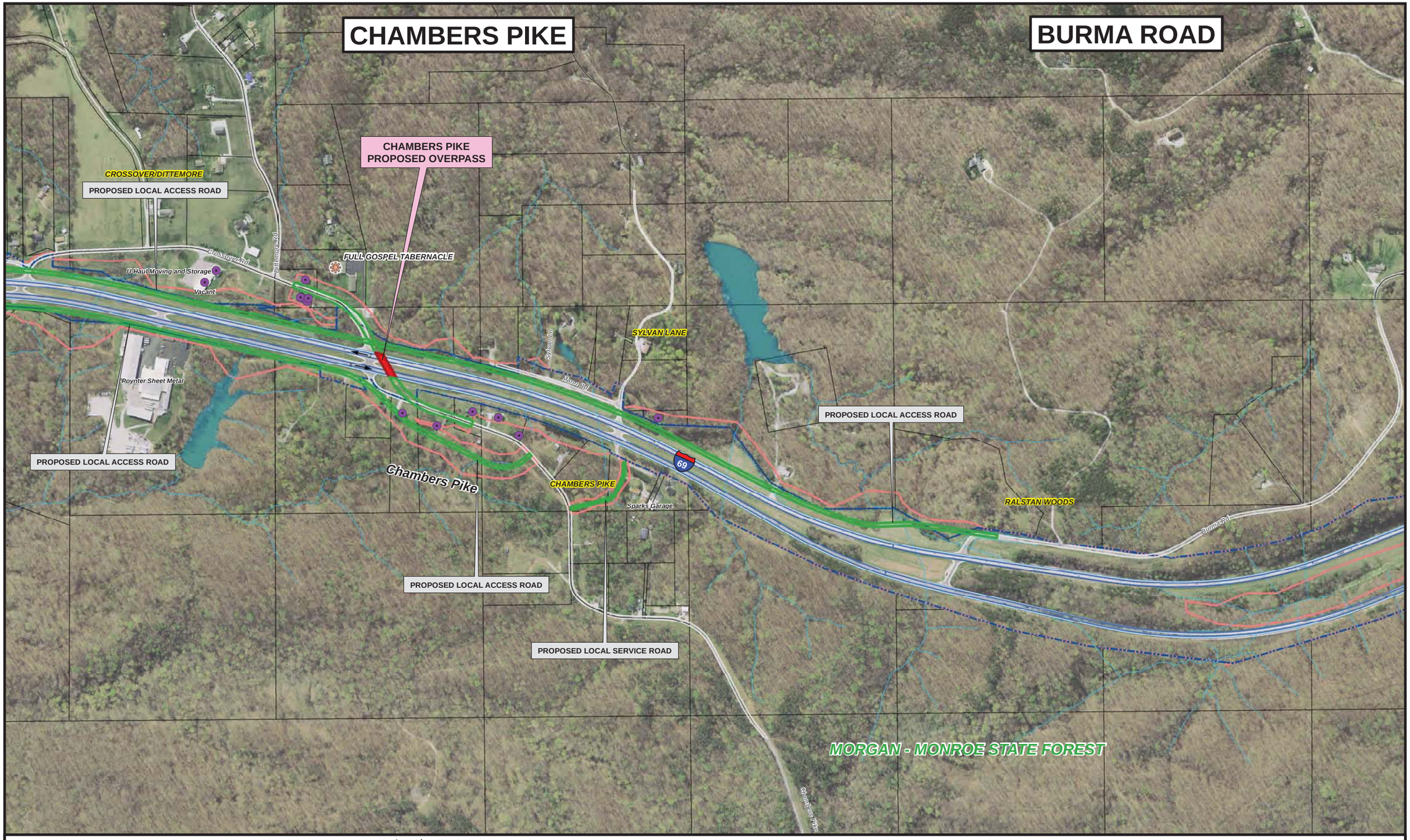

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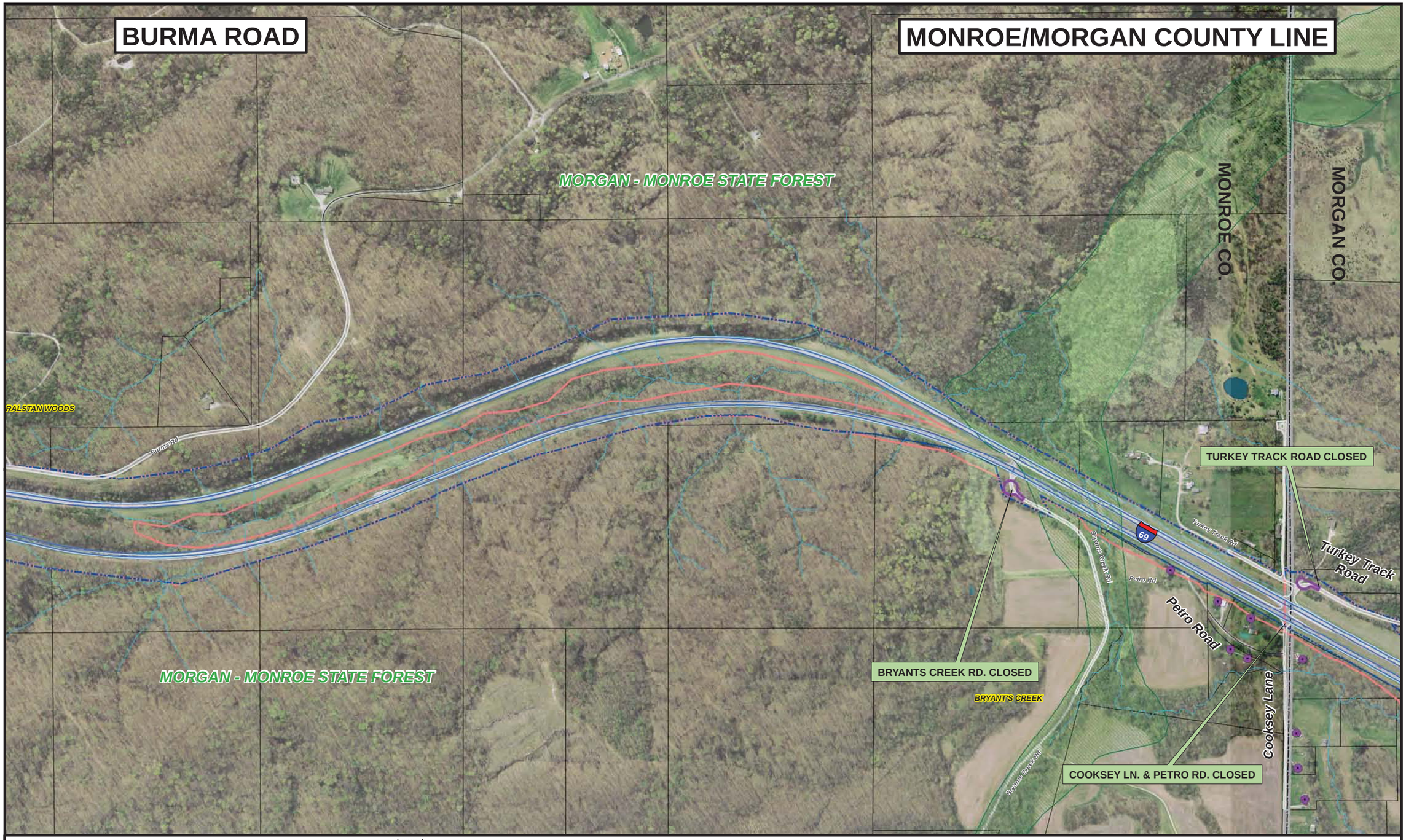

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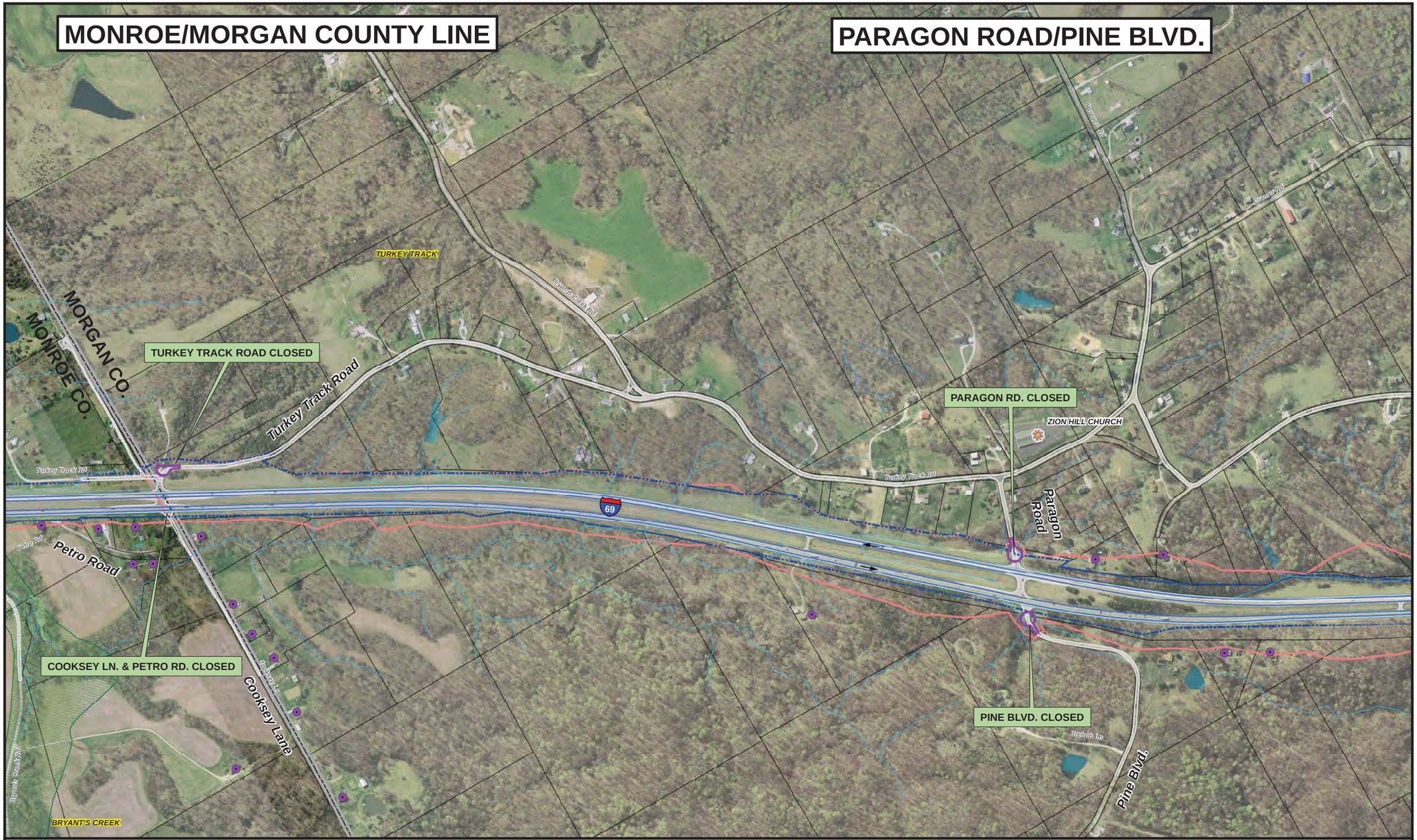

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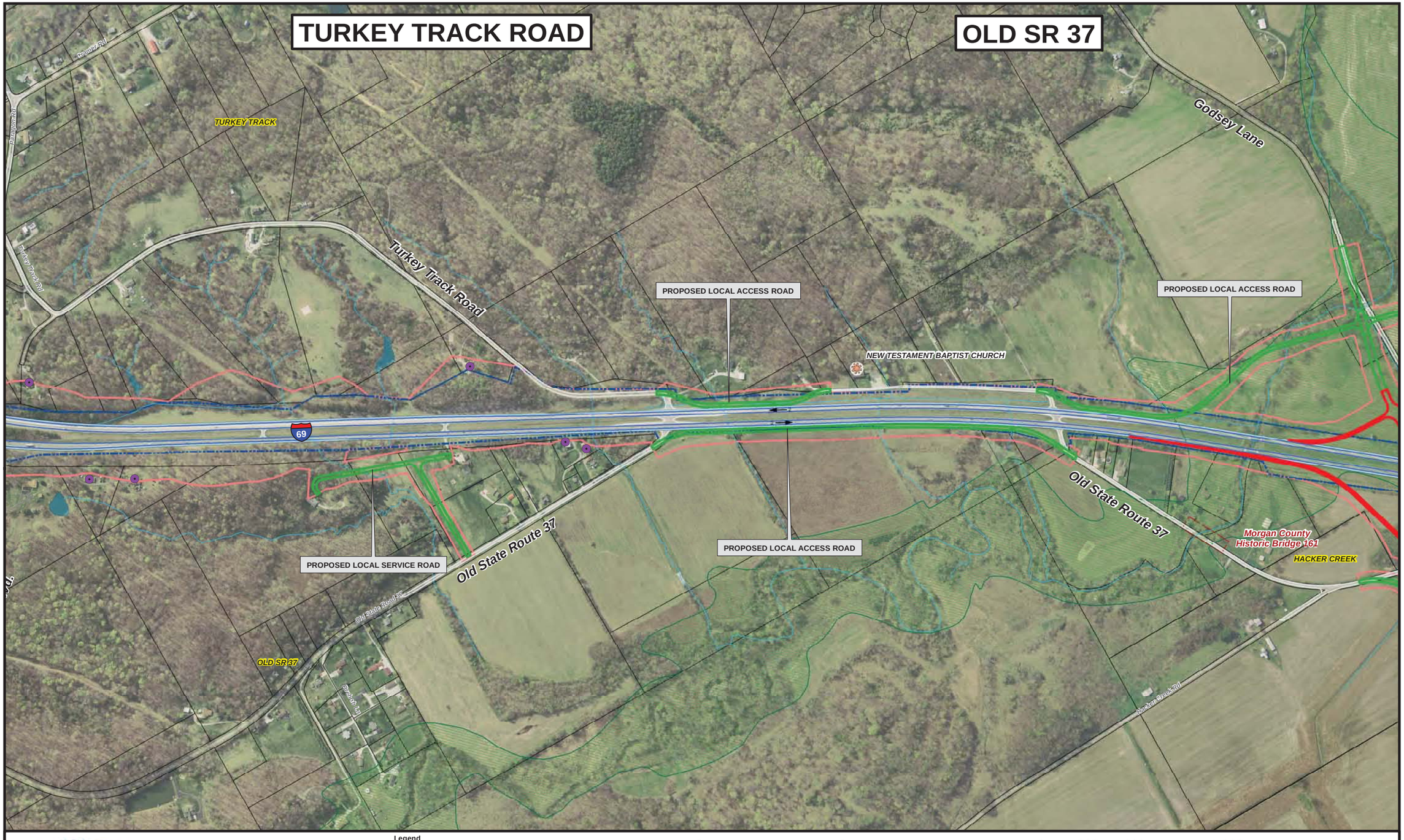

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I-69 Evansville-to-Indianapolis
Tier 2 Studies
Section 5 - SR 37 to SR 39

Alternative 8 (INDOT's Preferred Alternative)
Sheet 14 of 16

GODSEY ROAD/LIBERTY CHURCH ROAD

OLD SR 37

Godsey Lane

LIBERTY CHURCH RD.
PROPOSED INTERCHANGE

PROPOSED LOCAL ACCESS ROAD

PROPOSED LOCAL ACCESS ROAD

PROPOSED LOCAL ACCESS ROAD

PROPOSED LOCAL ACCESS ROAD

PROPOSED LOCAL ACCESS ROAD

PROPOSED LOCAL ACCESS ROAD

PROPOSED LOCAL ACCESS ROAD

PROPOSED LOCAL ACCESS ROAD

Shot Makers Golf Complex

The Idle Zone

Godsey Rd

Old State Route 37

Morgan County
Historic Bridge 161

HACKER CREEK

Hacker Creek Rd

Liberty Church Road

69

Fastenal

Deer Hollow Pl

Deer Trace Ct

Deer Lake Pl

Deer Rd

Dogwood St

LEGENDARY HILLS

Lagrandeur Dr

STITT MAXWELL CEMETERY

Serious Sports Inc.

Hillview Motel

Melissa A. Schiff, CPA, PC

Brian's Off Road Shop

Hunter's Towing

LYNN DRIVE

Lynn

Legend

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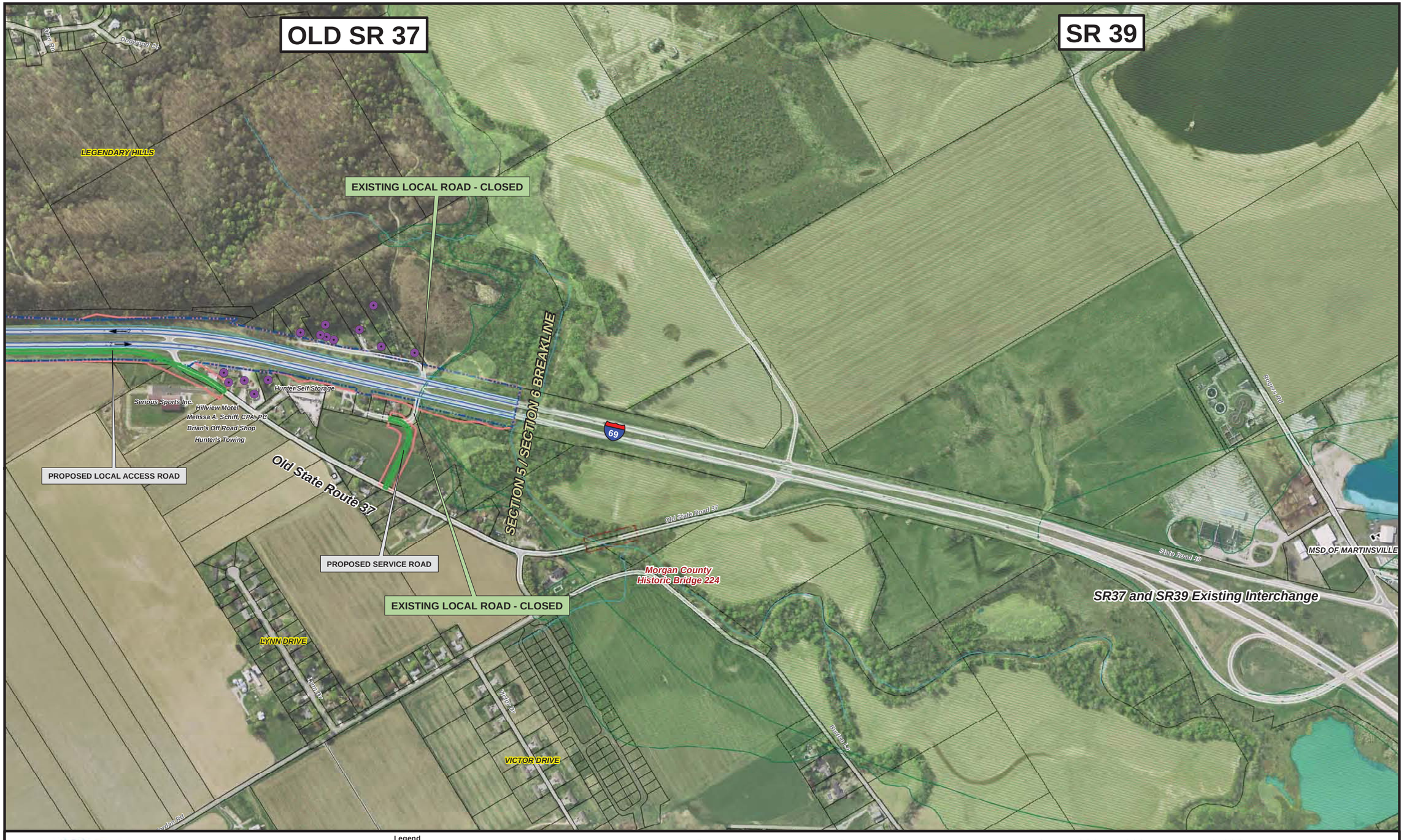

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I-69 Evansville-to-Indianapolis
Tier 2 Studies
Section 5 - SR 37 to SR 39

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

Section 5
Alternative Impact Summary

Evaluation Factors	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Preferred Alternative 8	
					Option A	Option B
Costs ($M / year 2015)	**766.9M**	**791.3M**	**497.5M**	**477.3M**	**545.6M**	**500.2M**
Construction ($M)	456.4M	482.9M	328.0M	323.7M	365.4M	331.7M
Design ($M)	37.5M	39.5M	27.0M	26.7M	30.0M	27.4M
Construction Agency Administration ($M)	32.6M	34.5M	23.4M	23.1M	26.1M	23.7M
Right-of-Way Costs ($M)	186.4M	181.4M	82.3M	68.2M	85.6M	80.4M
Utility Relocation ($M)	13.9M	14.0M	10.4M	10.5M	11.1M	10.6M
Mitigation ($M)	40.1M	39.0M	26.3M	24.9M	27.5M	26.5M
Right-of-Way (acres)*	**1768.10**	**1729.38**	**1320.15**	**1291.70**	**1346.05**	**1318.38**
Potential Displacements (#)	**329**	**309**	**172**	**151**	**184**	**183**
Residential	249	235	138	123	151	150
Institutional (Churches)	3	3	1	1	1	1
Business	77	71	33	27	32	32
Noise Impacts (#)	**296**	**303**	**476**	**452**	**430**	**430**
Section 4(f)	1 (adverse)	2 (adverse & de minimis)	1 (de minimis)	1 (de minimis)	1 (de minimis)	1 (de minimis)
Wetlands (acres)	**11.69**	**16.05**	**10.96**	**5.18**	**9.96**	**5.63**
Total Stream Impacts (lf)**	**104,960**	**101,588**	**83,797**	**81,954**	**85,017**	**83,912**
Ephemeral	86,907	83,178	67,979	66,427	69,079	68,246
Intermittent	14,024	13,856	11,955	11,676	12,107	12,107
Perennial	4,029	4,554	3,863	3,851	3,831	3,559
Natural Stream Impacts (lf)***	**50,415**	**46,206**	**29,069**	**27,715**	**30,057**	**29,785**
Stream Relocations (lf)**	**72,633**	**67,850**	**54,733**	**52,455**	**55,684**	**54,969**
Floodplain (acres)	**125.55**	**145.50**	**126.98**	**99.69**	**128.52**	**102.29**
Karst Features (#)	**144**	**138**	**109**	**113**	**110**	**110**
Karst Features (acres)	**439.7**	**430.2**	**338.5**	**340.3**	**343.7**	**343.7**
Farmland (acres)	**149**	**160**	**65**	**70**	**67**	**56**
Managed Land (acres)	**26.08**	**25.85**	**5.96**	**6.26**	**5.30**	**5.30**
Upland Forest (acres)**	**433.16**	**395.67**	**238.61**	**232.94**	**249.32**	**245.57**
Core Forest (acres)	**87.23**	**76.82**	**45.88**	**44.52**	**44.86**	**44.97**

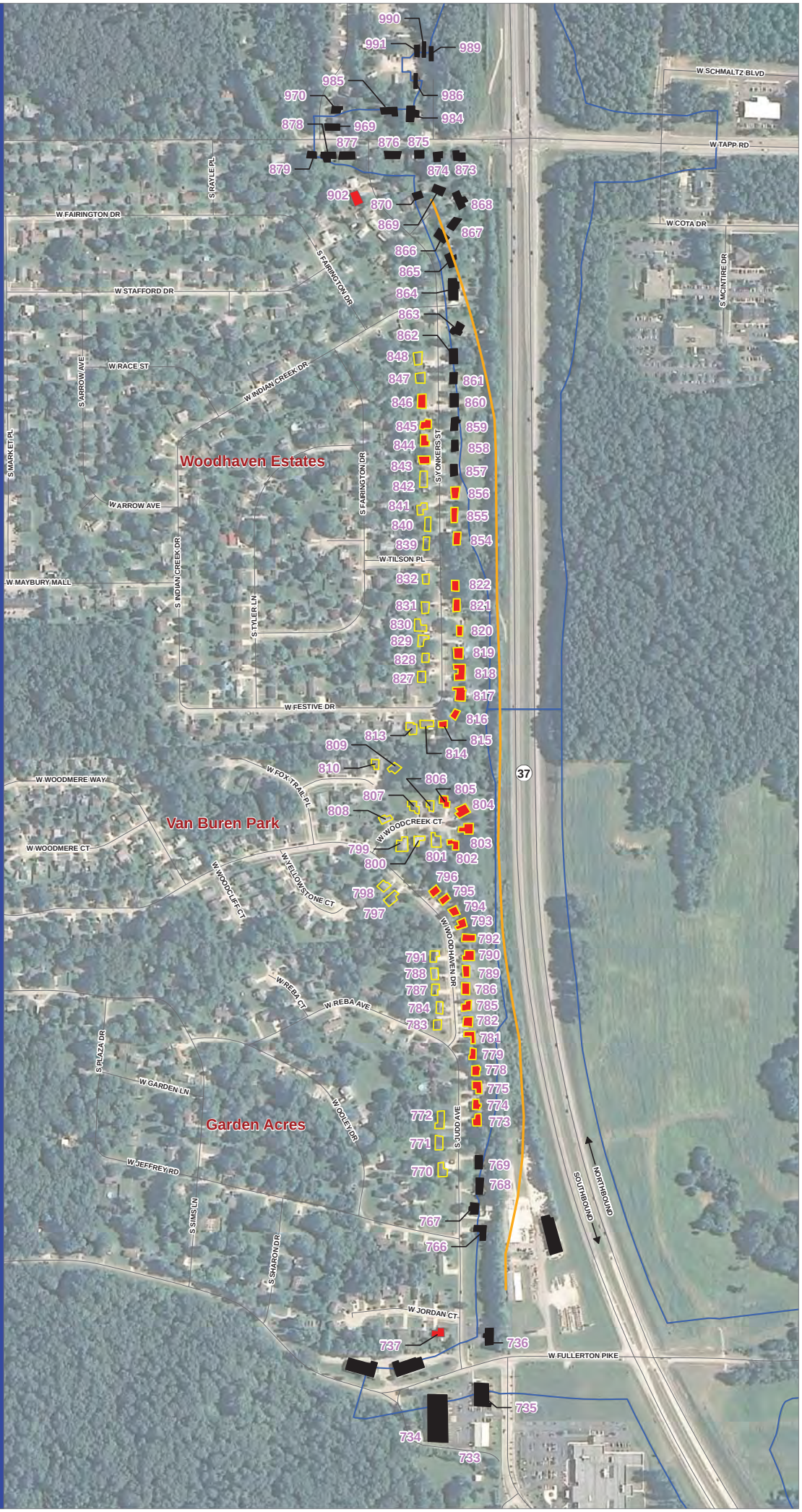
$M = million dollars (year 2015), lf = linear foot

** Preliminary right-of-way used for identifying impacts, not necessarily the amount to be acquired. Impacts are based on preliminary right-of-way, except wetland impacts which are by construction limits.*

*** Calculations include bifurcation area in Subsection 5E.*

**** Natural Stream Impacts are Total Stream Impacts minus concrete gutters, culverts, dump rock gutters, and roadside ditches.*

PRELIMINARY NOISE WALLS



I-69 EVANSVILLE-to-INDIANAPOLIS
SECTION 5

Noise Receptors and Preliminary Barriers
Indiana Department of Transportation

DECEMBER 2012

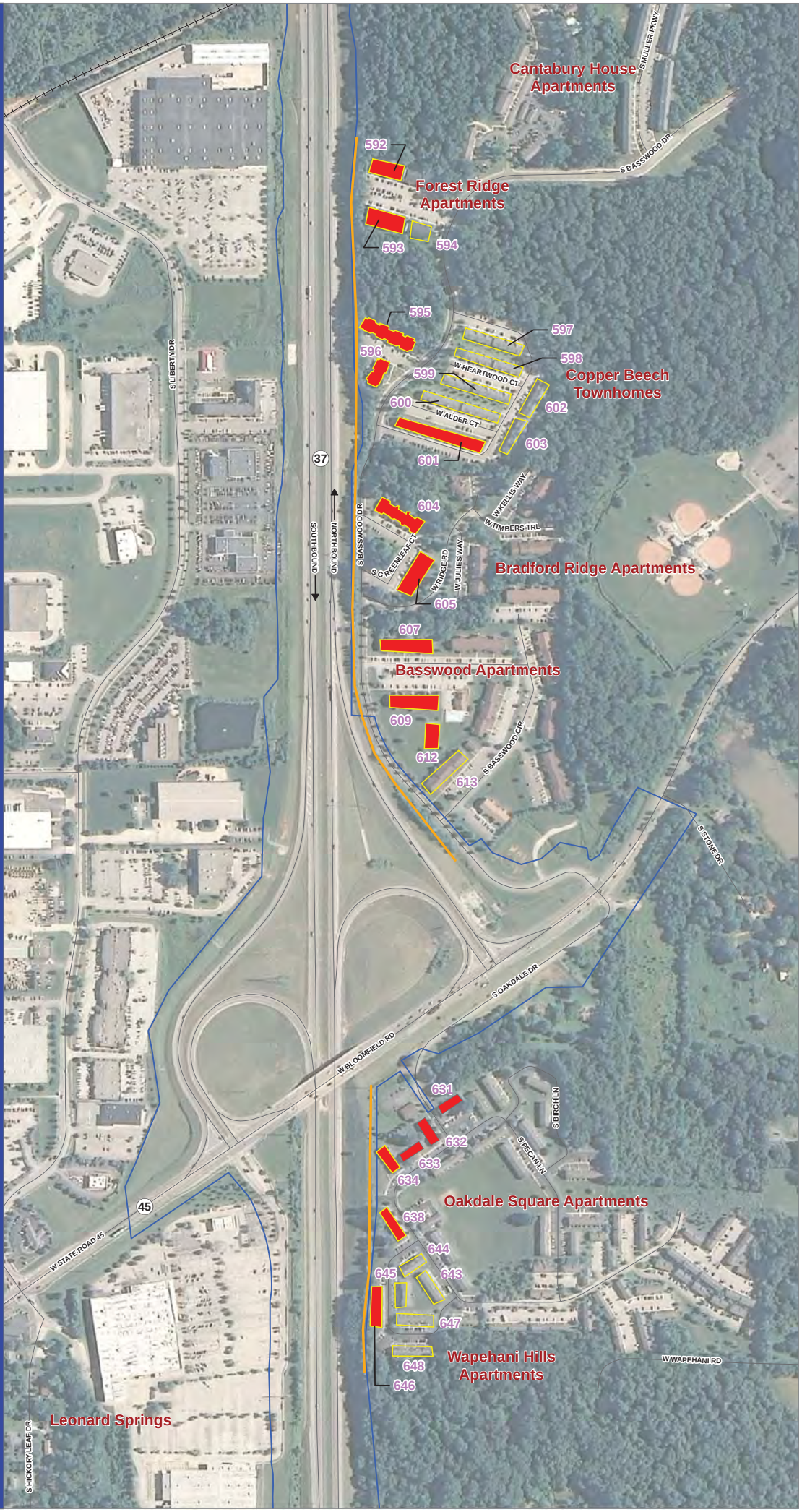
LEGEND

- Potential Noise Wall
- Impacted and Benefited Noise Receptor
- Benefited Noise Receptor
- Impacted Noise Receptor
- Potential Displacement
- Preferred Alternative Right of Way

N

0 200 400
Feet

PRELIMINARY NOISE WALLS



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Noise Receptors and Preliminary Barriers
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DECEMBER 2012

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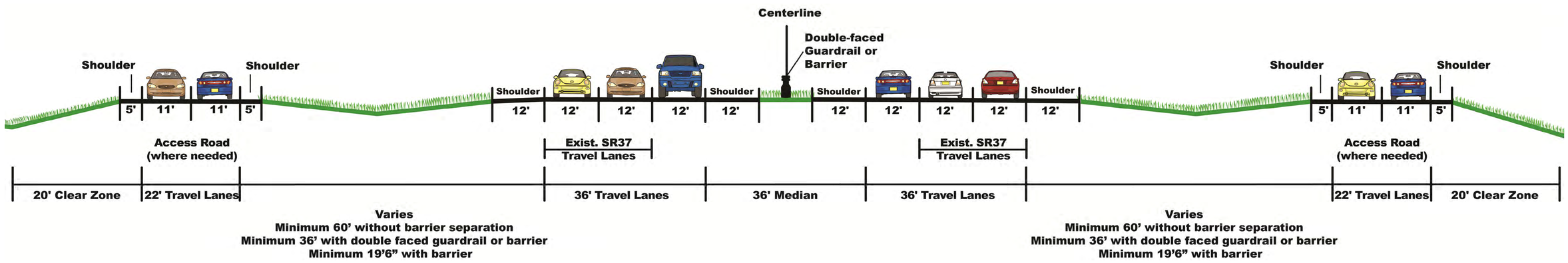
N

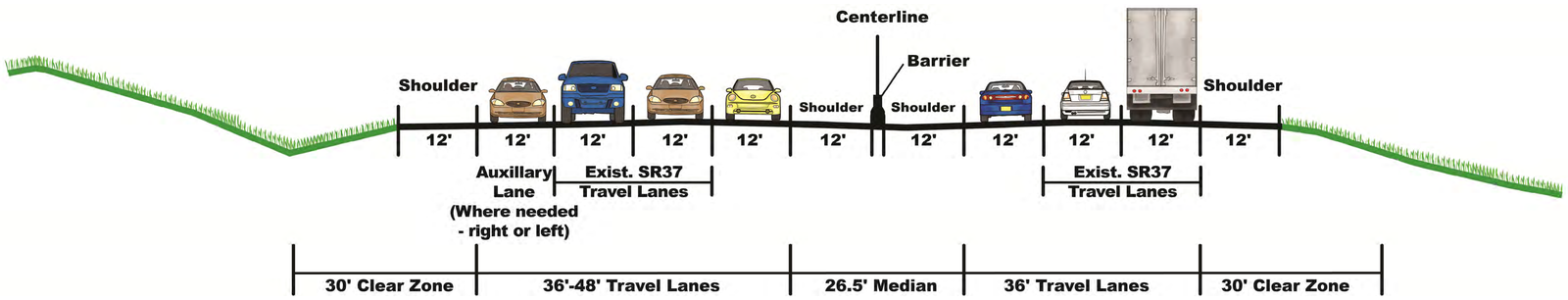
0 200 400
Feet

Alternatives 6, 7 and 8 – Suburban / Urban

I-69 Suburban Typical Section with Adjacent Access Road



I-69 Urban Typical Section



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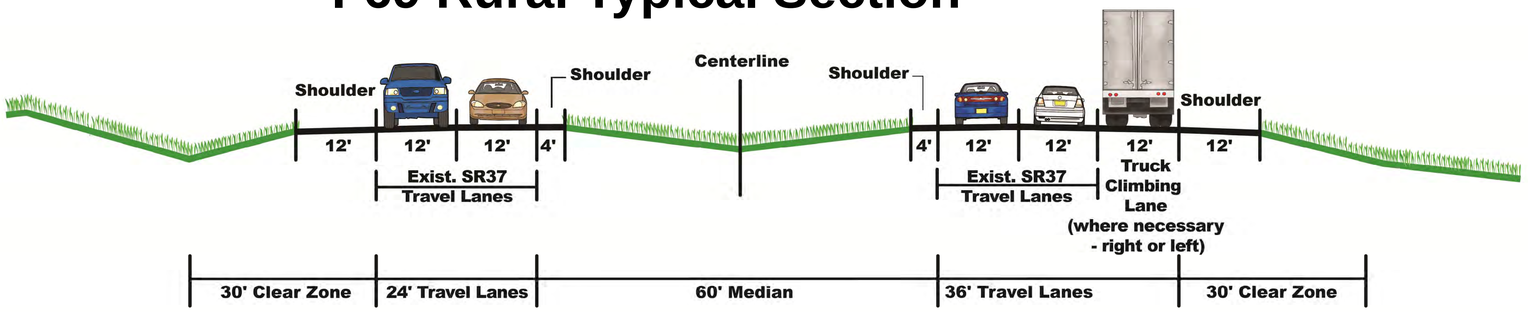
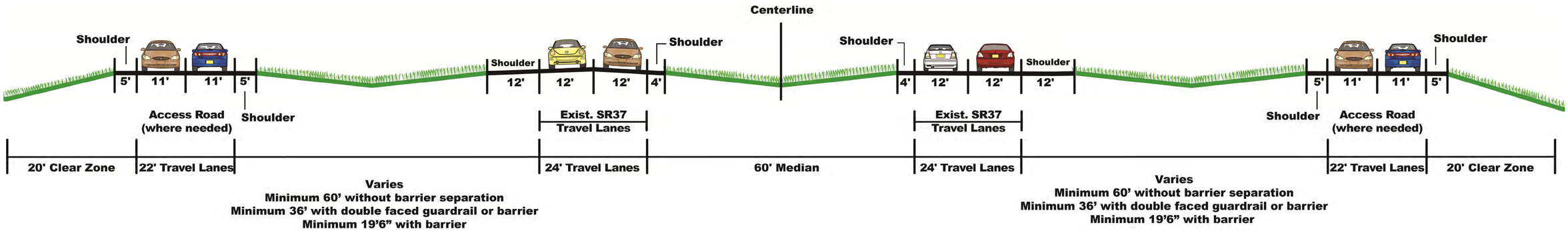
Figures do not represent right-of-way required.

Alternatives 6, 7 and 8 - Rural

I-69 Rural Typical Section



I-69 Rural Typical Section with Adjacent Access Road



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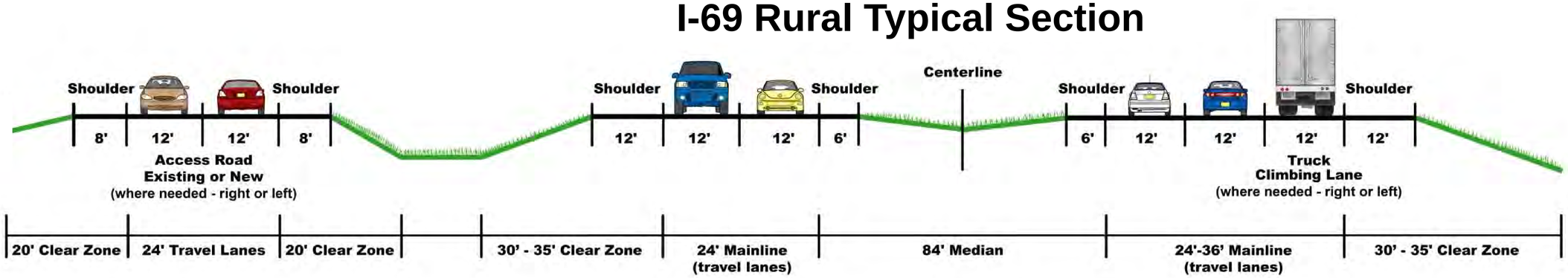
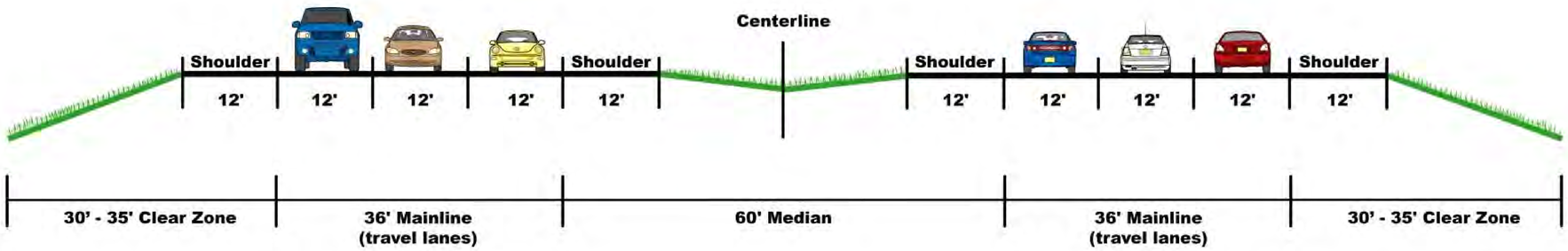
Alternatives 4 and 5

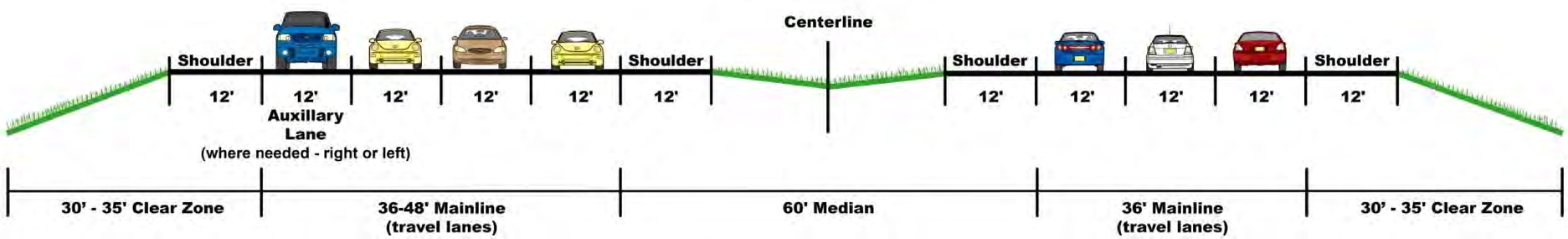
I-69 Rural Typical Section



I-69 Suburban Typical Section



I-69 Urban Typical Section



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APPENDIX CC
CAC AND PUBLIC INFORMATION MEETING SUMMARIES

	Meeting Summary and Materials
11/9/2004	Bloomington/ Monroe County CAC Members
11/10/2004	Martinsville /Morgan County CAC Members
3/22/2005	Bloomington/ Monroe County CAC Members
3/24/2005	Martinsville /Morgan County CAC Members
7/19/2005	Bloomington/ Monroe County CAC Members
7/20/2005	Members of the Public
3/15/2012	Section 5 CAC Members
4/19/2012	Section 5 CAC Members
4/24/2012	Members of the Public
12/4/2012	Section 5 CAC Members
12/6/2012	Members of the Public
Various	**Comments and Comment Response to this meeting can be found in Volume III**