



MEETING MINUTES
Section 6 Community Advisory Committees (CAC)
Stakeholder Working Group (SWG)
 Southland Community Church
 Greenwood, Indiana
 March 14, 2017 from 9:30 a.m. - 11:30 a.m.

Attendee	Organization
CAC North	
Anthony Krycka	City of Franklin
Dr. Kent DeKoninck	Greater Greenwood Chamber of Commerce
Jeremy Pell	White River Township Fire Department
Joe Krebsbach	Indianapolis Fire Department
Ron West	Johnson County
CAC South	
Craig Demontt	City of Martinsville
Joe Tutterrow	Morgan County Parks and Recreation
Katlyen Hurt	Morgan county EDC
Kenny Hale	Morgan County Planning
Michelle Moore	Martinsville School Corp.
Shannon Kohl	Mayor, City of Martinsville
Shannon LeMaster	Morgan county DFR
Steve Oschman	Greater Mooresville Advisory Committee
Tosha Daughtery	Visit Morgan County
Stakeholder Working Group	
Julie Young	Town of Bargersville
Larry Jones	Indianapolis DPW
Larry Smith	Morgan County Engineer
Nguyen Long	Marion County/Indianapolis
Stephanie Belch	Indianapolis MPO
I-69 Project Team	
Sarah Rubin	INDOT
Jim Earl	INDOT
Andy Dietrick	INDOT
Katie Rounds	INDOT
Michelle Allen	FHWA
Tim Miller	HNTB
Chris Meador	HNTB

I. Welcome

II. Project Update

- A. INDOT is finalizing the Draft Environmental Impact Statement (DEIS) and intends to release the DEIS soon for public comment.
- B. In conjunction with the release of the DEIS, INDOT will hold two public hearings, one in the north part of the project area and one in the south part of the project area. INDOT will review the hearing presentation with CAC-SWG members and welcomes any comments or suggestions on the presentation.



III. Review of Presentation

- A. Review of participants and schedule
- B. Review of how to provide comments
- C. Review of what is the DEIS and what it includes
- D. Review of community outreach and public meetings that have gone into project development process.
 - 1. Over 150 meetings with homeowners, business owners, local officials, etc.
 - 2. Public Information Meetings
 - 3. CAC-SWG – 8 meetings
 - 4. Real Estate Meetings
 - 5. Neighborhood Gatherings
- E. Understanding Map Displays - Reviewed information that will be on the mapping at the public hearing, at the project office and on the website
 - 1. Roadways and interchanges
 - 2. Bridges and retaining walls
 - 3. Potential relocations
 - 4. Potential noise barrier locations
 - 5. Local road right of way
 - 6. Limited access right of way
- F. By the Numbers
 - 1. 26 miles of new Interstate highway
 - 2. 10 interchange access points
 - 3. 16 over/underpasses
 - 4. 31.8 lane miles of new access roads
 - 5. 14 traffic signals eliminated
 - 6. 67 total bridges
 - 7. 30 existing rehabbed or replaced 37 new constructed
 - 8. 188 new Interstate lane miles when complete includes I-465
- G. Review of Travel Lanes
 - 1. SR 39 to SR 144: 4 travel lanes, 2 each direction
 - 2. SR144 to Southport Road: 6 travel lanes, 3 each direction
 - 3. Southport Road to I-465: 8 Lanes, 4 lanes each direction
- H. Review of Section 6 key decision areas
 - 1. Ohio Street Interchange
 - a. Provides direct access to downtown Martinsville
 - b. Improves safety and local access to I-69 with connection to local service roads
 - c. Supported by the City of Martinsville and Morgan County
 - 2. Grand Valley Boulevard
 - a. Provides connection to Cramertown Loop to SR 252 interchange



- b. Allows safe pedestrian crossing of SR 37 to Grand Valley Center
 - c. Supported by Martinsville High School, City and Morgan County
 3. Stones Crossing
 - a. Extends west side frontage road from SR 144 to Smith Valley Road interchange
 - b. Provides farm operators with a safe way to access fields without using I-69
 - c. Improves safety and local access east and west of I-69
 4. Southport Road – two alternatives. Only location where preferred alternative has not been recommended.
 - a. Alternative C4A shifts interchange to the east while C4B shifts it north
 - b. C4A reduces business impacts to Southport Landing Shopping Center
 - c. C4B reduces potential residential relocations at Aspen Lake Apartments
 - d. Final decision will be made in the Final EIS after public input
 5. Epler Avenue
 - a. Epler Interchange added in response to public and emergency responder comments
 6. I-465 / I-69 Interchange
 - a. Reduces impacts to businesses
 - b. Maintains access to Harding Street via I-69 and I-465
 - c. Reduces the number of bridge structures

IV. Question and Answers

Question: How is funding coming along?

Response: INDOT is completing an options analysis which will evaluate traditional design and contract options, a series of design-build options, a public private partnership (P3) option, evaluate review timeframes and cost. INDOT is completing this in conjunction with legislature review. Land acquisition and design takes a certain amount of time regardless of the funding source and therefore the construction cannot begin until that is completed. INDOT intends to finish the option analysis by May 2017.

Question: When and how can local government work to minimize costs for local access roads?

Response: Local service roads shown on the maps will be designed and constructed by INDOT. The locals will own and maintain the local service roads. Discussions can be started this summer regarding local access road agreements. If there are local access roads that are in the early planning stages, INDOT can work with local planning to assist communities in receiving consideration on applications for additional funding.



Question: What are the next steps in the DEIS process?

Response: Gather comments on the DEIS and provide responses. Note that comments and responses will be compiled as one document in the FEIS. Additionally, engineering will be continuing to refine the design in order to establish the proposed right of way. Additional studies will need to be completed including an interstate access document evaluating the connection of I-69 with I-465, the Engineers Report, refinements to the cost estimate, and continued public involvement including CAC-SWG meetings.

Question: Is INDOT going to fill or bridge the quarry pond?

Response: INDOT will likely fill the corner of the pond. INDOT will continue to refine the design in order to minimize costs and other impacts such as impacts to the Hanson Aggregates quarries on the north side of I-465.

Question: Will work on I-465 include reconstruction of the Mann Road interchange?

Response: No, work on I-465 will include added lanes but will not modify the Mann Road interchange.

Question: Will fill be from the pile of rubble at Hanson Aggregates?

Response: Fill material will be responsibility of the contractor.

V. Adjourn

Details discussed in this meeting are subject to change. This summary is a reflection of the status of these items at the close of the meeting.

These meeting minutes represent the understanding of the events that occurred. Please forward any comments or revisions to the attention of Sarah Rubin at srubin@indot.in.gov

Note: This meeting summary documents ongoing, internal agency deliberations. Accordingly, the information contained in this summary is considered to be pre-decisional and deliberative.