



APPENDIX U: Emergency Responder Coordination

Tier 2 Environmental Impact Statement

I-69 Section 6

Martinsville to Indianapolis



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PROPERTY OWNER MEETING SUMMARY

White River Township Fire Station 53
 Station 53, 850 Mullinex Road, Greenwood

April 9th, 2015 at 10am EST

Attendee	Organization
Jeremy Pell, Fire Chief	White River Township Fire Department Station 53
Butch Sutton, Chairman of White River District Board	White River Township Fire Department
Sarah Rubin	INDOT
Tim Miller	Lochmueller Group

Sarah opened the meeting thanking Chief Pell and Mr. Sutton for allowing us to come and provide a project update. Sarah provided an update on the schedule of Sections 4-5-6. Section 4 is anticipated to be opened to traffic at the end of 2015, Section 5 will be complete by the end of 2016, and a Final Environmental Impact Statement/Record of Decision is anticipated for Section 6 in the first quarter of 2018.

Chief Pell commented that he thought the opening of Section 4 would create a significant increase in traffic along SR37 due to the connectivity of two large cities (Bloomington and Evansville). This linkage may also increase student traffic since both Indiana University and the University of Southern Indiana would now be linked. Chief Pell noted increased traffic may lead to an increase number of accidents. He noted that any increase in traffic is a significant safety concern.

White River Fire Department is currently served by three stations; one west of SR135 on Fairview Road (398 Meridian Park Lane), one at 3016 W. Olive Branch Road, and the headquarters at 850 S. Mullinex Road. All three have Greenwood addresses.

White River Fire Department has agreements with other Districts to provide fire/rescue outside of their jurisdiction. For example, Bargersville Fire Department does not provide ambulance service so White River FD provides this type of service in locations such as Mullinex and Smokey Road. Thus, as INDOT and its study team evaluates response times, etc, we should be aware that White River FD services more than those within the official boundary limits.

Response time is critical to fire/rescue. Once alternatives are developed, Chief Pell may review and provide anticipated response times to various locations within the Township. Chief Pell likes to have a first responder to an incident in his Township within 4 minutes and full response team present within 8 minutes. The Chief's biggest concern is assuring response times are not diminished.

At this time, the direct impacts to Station 53 are unknown. The White River Township Board has purchased property at a central location within the Township. A new fire station can be constructed at this location to replace Station 53 if needed. No action is being taken at this time. However, the staff within White River FD simply wants enough lead time to properly develop a relocation plan should it be



required. An estimated right of way acquisition timeframe is not yet available but no right of way is anticipated to be purchased prior to the issuance of the ROD in early 2018.

Sarah extended an invitation to Chief Pell to participate in the northern CAC. Chief Pell accepted and will attend his first CAC meeting in May.

Chief Pell inquired whether traffic modeling results will be available for review in the DEIS/FEIS. We confirmed that those results will be available and an additional meeting to discuss those results can be arranged.

Chief Pell is a member of a greater Indianapolis fire/police department committee and will keep its members informed of accurate information. Sarah volunteered to present at their meetings, if requested.

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 Tim Miller, Lochmueller Group.

If appropriate, the following wording should be inserted at the conclusion of the meeting minutes:

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



MEETING SUMMARY

Section 6 Open House Event for EMS providers

I-69, Section 6 Martinsville to Indianapolis

INDOT I69 Field Office

7847 Waverly Road, Martinsville, IN 46151

May 4, 2016 from 8:30 a.m. – 5:45 p.m. EDT

Attendee	Organization
Jon Fletcher	Green Township Fire Department
John Phelps	Green Township Fire Department
Dave Allison	Harrison Township Fire Department
Dave Spurgeon	Indianapolis Metropolitan Police Department
Doug Cox	Johnson County Sheriff
Terry Anderson	Martinsville Fire Department
Donnie Warren	Morgan County Department of Emergency Management
Jeremy Pell	White River Township Fire Department
Millard “Butch” Sutton	White River Township Fire Department
Brian Bosma	White River Township Fire Department
Robert J. Downey	Morgan County Sheriff
Bob Grewe	Project Team
Tim Miller	Project Team
Eric Swickard	Project Team
Matt Miller	Project Team
Jim Earl	Project Team
LaMar Holliday	Project Team

- I. Staff and Agency Introductions/Housekeeping Items
- II. Commencement of Open House Event – Beginning at 9:00 AM, a relatively steady stream of EMS, representatives visited with Project Team members. Following is a summary of the respective engagements with these organizations.
- III. Summary EMS Remarks

A. Communication and Coordination

EMS providers indicated that they realize providing emergency services during and after the construction of Section 6 will be a challenge. Further, they noted that effective and regular communication and coordination on construction activity, lane restrictions and related matters is essential.

Further, it was noted that construction information needs to be provided in a clear and understanding format to lay persons. Including maps and diagrams, along with text narrative, would help better understand and utilize this information.

Departments noted the inherent value of their mutual aid agreements in effectively responding to incidents and that these relationships could be even more important in meeting EMS needs during construction.



B. Increases in Traffic Volume

EMS providers realize that traffic volumes with the Section 6 corridor could increase measureable with the completion of Section 5. They also noted concern about the high volumes of traffic being directed through construction areas within Section 6 which could increase the number and severity of accidents. A related concern was that an increase in traffic could result in a measurable increase in the number of semi-trucks that can both impede traffic movement and increase the severity of accident events.

Concern noted that the increase in the volume of traffic along Section 6 could create challenges to accessing accident locations in a timely manner. The reduction of access points along Section 6 also is perceived as creating impediments to accessing accident locations in a timely manner.

Majority of departments have necessary equipment to address current demands. However, they were uncertain if this same level of preparedness would meet their future needs, concerning the new and increased number of emergency situations they face during and following the construction of Section 6.

Opinion also shared that the smaller, rural EMS departments could realize considerable benefit from training on how to safely work an accident event and how to drive emergency vehicles on an interstate route. Also noted were specific concerns about training on how to maneuver through the various access design features such as a diverging diamond interchange.

To address access, comments were shared that INDOT should consider completing access roads, before starting construction on I69. This would increase local access to emergency incidents.

EMS departments noted that the majority of persons injured in an accident are taken to facilities to the north. These locations include Mooresville or Indianapolis. The medical facility destination is determined by the type and extent of injuries and the patient's preference. Martinsville does not have an admitting healthcare facility. It was noted that on occasion, an incident located south of Martinsville may take an injury patient to Bloomington Hospital.

C. Design

Most EMS Departments noted that the new access features, associated with the design of I69 should have a net benefit in terms of assisting EMS with accessing emergency incidents. The intersections, underpasses and overpasses will provide more effective access than many of the current un-signalized, at-grade crossings.

Noted concern about the design of Section 6 access ramps and their ability to accommodate the turning movements of top heavy EMS vehicles.



Noted concern about coordination with respect to the location, design and construction of access doors within sound barrier walls to access water hydrants.

D. Specific Observations

White River Township Fire Department is located within or nearly adjacent to the anticipated right of way boundary for Section 6. Discussion with the WRTFD highlighted the significant negative impacts that the Section 6 alternatives create for their facility. Further, the WRTFD indicated that the relocation of their fire station # 53 at 850 S. Mullinix Road to a previously purchased land parcel would allow them to provide more effective EMS services. Station 53 is currently located near the planned Smith Valley Road interchange. This location is anticipated to realize heavy traffic, which is not conducive to responding to an emergency incident. The WRTFD asked about the potential to pursue a facilitated relocation in advance.

Traffic at Old 37 and SR 144 backs up during rush hour periods. Bottleneck is created by eastbound traffic on SR 144 turning left (north) onto SR 37. Left turn signal light cycle appears to be too short to clear the turn lane.

Waverly Road must have an overpass to link communities to the south and east of Waverly to the elementary school and Waverly EMS services. Prefer Alternative C-2.



MEETING MINUTES

White River Township Fire Department (WRTFD) Meeting

Section 6 Project Office

May 4, 2016; 5pm

Attendee	Organization
Chief Jeremy Pell	White River Township Fire Department
Butch Sutton	Johnson County Commissioner
Brian Bosma	Attorney
Jim Earl	INDOT
Tim Miller	HNTB
Matt Miller	HNTB

I. **Meeting Purpose** – The purpose of the meeting was to brief the White River Fire Station on the status of Section 6.

II. Discussion Topics

- Jim provided a briefing on the project status. Noted the project is still on schedule to have a Draft Environmental Impact Statement (DEIS) released in the first quarter of 2017 and the Final EIS/Record of Decision (ROD) in the first quarter of 2018.
- Chief Pell explained that the circulation of the firehouse is clockwise. Fire apparatus exits the firehouse onto Smith Valley Road. Trucks re-enter the firehouse using the access from Mullinix Road.
- Currently, it may be possible avoid direct impacts the firehouse on options C1 and C3. The proposed right of way for C2 will likely directly impact the firehouse, requiring relocation. In all three alternatives, the Smith Valley Road access to and from the firehouse is removed due to the close proximity of the interchange.
- The fire station has a potential alternate location in case the fire station needs to be relocated. The new location is off of Morgantown Road just north of Smith Valley Road. White River Township has secured the location. It was secured for future planning purposes. The location is 490 S. Morgantown Rd.
- In order to do a complete relocation without compromising safety, the fire station needs at least 18 months lead time. Chief Pell would like to be fully relocated prior to commencement of construction.
- Based on Chief Pell’s assessment, it is the consensus of their leadership that due to the proposed limited access both north and south for the current station location, and the consequent impact on response time, their best option for continued public safety is to be relocated. By losing the access to Smith Valley Road, all of their access is off of Mullinix Road. They have concerns with the potential increased traffic on Mullinix

May 4, 2016



Road; therefore affecting their response time of having to navigate northbound Mullinix Road traffic when attempting to reach Smith Valley Road.

- WRTFD inquired on the status of right of way acquisition. Although right of way acquisition is not anticipated to begin until after the Record of Decision, there may be options in cases of hardship. INDOT will be evaluating possibilities and providing additional information in the near future. Additional, INDOT is planning on conducting a right of way open house in the next few months. INDOT will invite WRTFD.

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MEETING MINUTES

Indianapolis Fire Department (IFD)

Section 6 Project Office

May 9, 2016; 1pm

Attendee	Organization
Deputy Chief Joe Krebsbach	Indianapolis Fire Department
Jim Earl	INDOT
Tim Miller	HNTB

I. **Meeting Purpose** – The purpose of the meeting was to brief IFD on the status of Section 6.

II. Discussion Topics

- Jim provided a briefing on the project status. Noted the project is still on schedule to have a Draft Environmental Impact Statement (DEIS) released in the first quarter of 2017 and the Final EIS/Record of Decision (ROD) in the first quarter of 2018.
- Deputy Chief Krebsbach noted that IFD has a goal of achieving accreditation set forth by the National Fire Protection Association. In order to achieve the accreditation, the Department must have a first responder arrive at the location within 4 minutes of a call 90% of the time. The 2nd responder must arrive at the location within 8 minutes of a call 90% of the time. Thus, response time is critical to all locations within IFD.
- Firehouse 34 is located just east of SR 37 on Edgewood. It is important to have Edgewood access to Belmont given the number of businesses and development.
- Residential and commercial zones are graded for insurance purposes. Response time is not the only item taken into consideration when a grade is provided. The Insurance Services Organization is responsible for establishing such grades. They take the following into consideration: # of people in the nearest firehouse, response time, water supply, and age of fire apparatus.
- Deputy Chief Krebsbach noted that Belmont should be considered for reconstruction or assured that it can withstand the weight and potential increased usage.
- Once the final alignment has been determined, Chief Krebsbach and his staff will evaluate the response times given the change of access. They are prepared and routinely evaluate response times based on access, etc.
- Deputy Chief Krebsbach will continue to stay involved
- Deputy Chief Krebsbach can be reached at joe.drebsbach@indy.gov or at 317-327-6040.
- Deputy Chief Krebsbach would be interested in participating and/or learning more about the Stakeholder Working Group.



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DRAFT MEETING MINUTES

Washington Township Fire Department

1800 Old SR 44

Martinsville, IN

May 26, 2016; 9am

Attendee	Organization
Chief Lonnie Kern	Washington Township Fire Department
Sarah Rubin	INDOT
Tim Miller	HNTB

I. **Meeting Purpose** – The purpose of the meeting was to brief the Washington Township Fire Department (WTFD) on the status of Section 6.

II. Discussion Topics

- Tim and Sarah reviewed the maps that were presented at the April 4-5 public meetings. Tim noted the WTFD had requested a design modification that would provide access provided to Kristi Drive off of Reuben Drive/SR44 on the west side of existing SR 37 or new I-69. Tim noted this modification is being integrated into the design plans. Chief Kern supports this design modification since it will provide a more efficient response time to the neighborhood along Kristi Road and residences along Morgan Avenue up to and including Foxcliff Estates.
- Chief Kern offered the following:
 - Wanted to remind INDOT that Burton Lane has a tendency to flood near Indian Creek. Since access to Burton Lane will be removed off of SR 37, it is likely fire rescue will need to access some properties via the Liberty Church Road interchange in the event Burton Lane floods near Indian Creek.
 - By providing access to Kristi Road, it does not appear response time to Foxcliff Estates will be negatively impacted. Chief Kern does not anticipate his equipment and trucks will encounter any weight restriction challenges when using Morgan Avenue (old SR 37) to Foxcliff.
 - The response time to Foxcliff Estates is very similar for both Washington and Green Township Fire Departments. Green Township Fire Department would access Foxcliff off of Egbert Road. The response time for Green Township is not likely to be negatively impacted because all the plans provide Egbert east-west connectivity to both sides of I-69.
 - The equipment and trucks at the WTFD are governed at 65 mph.
 - The WTFD covers 64 square miles, was constructed in 1976, has 6 full time employees, and 19 total employees.



- Green Township Fire Department (volunteer) and WTFD are mutual aid partners. This means they request the assistance of one another when needed.
- Chief Kern was appreciative of the design modifications and has no other suggestions at this time.
- Chief Kern will continue to review the design options and engage his staff and forward any future suggestions.
- Chief Kern will continue to review the design options and engage his staff and forward any future suggestions to the project team.
- The meeting concluded at 10am.

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